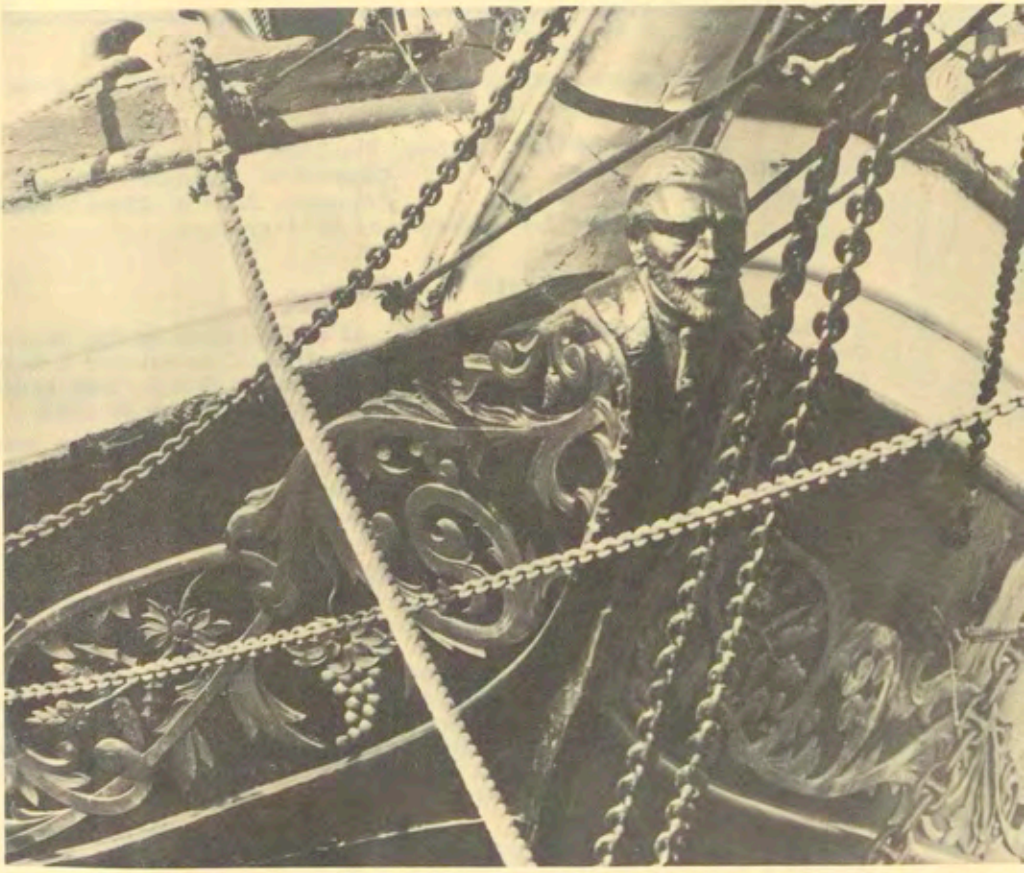
The Log of Mystic Seaport

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The Marine Historical Association, Inc.

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Our Cover

In this, the 75th anniversary year of the building of the *Joseph Conrad*, by odd coincidence the old Danish firm of Burmeister & Wain established its American Corporation headquarters in Mystic, down-river but a stone's throw from the ship they built in Copenhagen in 1882.

President Poul A. Christensen of the American Corporation can look out his office window and keep an eye on the ship one of his predecessors planned and constructed. Now chiefly concerned with diesel engines, the new American firm made its bow to its American neighbors with a reception held at Mystic Seaport.

Through the new American Corporation, and with the generous cooperation of the Danish Company, the 75th-birthday ceremonies aboard the *Conrad* on Annual Meeting Day were an outstanding success. Burmeister & Wain in Copenhagen sent by air express a quantity of giveaway history pamphlets, and a handsome bronze plaque which was mounted on the ship and unveiled that day. Since then have been received from Copenhagen a complete set of her plans. Today's *Conrad* Cadets may study them and see how the eighty Danish cadets stood their "watch below", where they ate, and what sort of rigging it was they clambered into. A color post-card of the ship is in the making.

Earlier in the summer when the *Conrad* Youth Training Program opened for its ninth season, Comptroller of the American Corporation of Burmeister & Wain, Mr. William J. Pierce, led off an appropriate opening-day ceremony.

There is a place even in industry for sentiment, and the venerable ship *Joseph Conrad* and her more venerable Danish builders who but yesterday strove to see each other dimly through seventy-five years of time and across almost three thousand miles of ocean, may now look at each other across a little stretch of Mystic River water with only normal vision.

Growing Pains

No summer in history has so aptly demonstrated the mounting needs of Mystic Seaport. Attendance surpassed all anticipated figures. The gate attendant, by mid-August was apologizing when the number of visitors dropped below 1500 and wondering at the slump. (Previous record, 2000 for one day only in 1956.) Two days of over 2400 were logged and the number of days of 1500 or more could no longer be counted on the fingers of both hands. Yet, as President Philip Mallory pointed out to the Trustees, the gains are not net gains, for with the crowds come unexpected expenses, new problems.

The gate proved inadequate to handle the strings of cars seeking entrance. They backed up onto the highway and caused traffic jams so often that General Manager Brooks made an immediate appeal to the State Highway Department to take such measures as "no parking" signs and "no passing" zones. The Mystic River bridge became the busiest bridge in the state of Connecticut. In 1956 it made 2,633 openings. The 1957 record is not yet available.

The inadequacy of even some of our newer facilities became evident. The Meeting House was filled to capacity for many a showing of the indoctrinal film, even though scheduled hourly all day long. The picnic shelter for school and family groups, less than a year old, was crowded and overflowing into every other available picnic spot.

Such concentration areas as the main room of the Stillman Building on a Sunday afternoon resembled Grand Central Station in the number of people milling about. The Galley had long lines of the hungry and thirsty from mid-morning to late afternoon. The parking area was not large enough. Vesper services in Fishtown Chapel overflowed onto the sidewalk and adjacent drive and groups were seen, incongruously, attending the worship from seats on the Tavern benches across the street. Loud speakers on the lawn carried the service to those outside. In the tiny shops the attendants could give but scant education to the throngs which squeezed into their "places of business."

At the gate a make-shift arrangement was made to allow two lines of cars to enter at the same time. Additional staff members were assigned week-end duties. A cut version of the movie was arranged to allow the unprecedented numbers in school groups to see the film every half-hour instead of hourly. The *Conrad* had to be closed to visitors for lengthened periods in order to allow her youth training program to function.

Wherever you looked there were problems and in every direction new policies had to be formulated. A special Committee was appointed to revise the ancient by-laws, geared to a membership of 300. A nation-wide membership now totals in excess of 5,000. New regulations had to be made to govern the use of facilities by the movie and other camera crews seeking background for magazine ads or special features. Dressing rooms for models had to be provided in offices. A dredging project was begun to provide additional docking space for boats as the busy bridge-tender had to warn approaching craft "No more room at Mystic Seaport!" A special Curatorial Committee was appointed to study exhibits and recommend improvements to live up to the new concept of Mystic Seaport's usefulness. Looking to the future, it was seen that the oversubscribed lecture series during the Fall and Winter would soon need its own auditorium.

A museum suddenly flowered into a national stature must face up to these and many other complications.

Business and maintenance departments set to work on some of them; the special Curatorial Committee on others.

The outstanding Pugsley clock collection must be more adequately housed. The present quarters in the Edwards House are vulnerable to dust, dampness and vibration and the delicate mechanisms must be in a dirt-free, solid, heated building which will protect them from deterioration and damage. Most practical solution: to use the Caretaker's house just inside the entrance gate and move Caretaker and family to the residence standing on the newly-acquired "Forbes" property.

The Committee recommends the erection of a typical lighthouse on Shipyard Point, which may serve not only as a new area for the present Coast Guard exhibit, its living quarters not only as an additional exhibit but as a watchtower for the harbor-master to direct the mooring of visiting yachts. With the removal of the Coast Guard navigation aids exhibits, the present Whaling Room may expand to twice its present size.

The small boat collection is virtually lost to visitors by being scattered through several widely separated display sheds. It is recommended that a long row of individual sheds be erected in the vicinity of Hobey's Dock where the "work" boats may be better displayed, reserving the present larger shed near the Galley for pleasure boats.

A complete re-arrangement of exhibits in the Stillman Building is recommended. The Committee desires to see figureheads placed in the natural positions they would occupy on the bows of ships--probably high up along the walls of the long South Wing. It would be desirable to arrange our ship models in more intelligent sequence, showing the evolution of types. Logs and journals should be displayed to make evident the importance of the records of voyages. Sailors' appurtenances, such as clothing, sea chests and the like, could be shown to a better comprehension of the conditions under which the sailor worked. Scrimshaw exhibits could be improved.

Seaport officials are dreaming more ambitiously (and realistically) than even these listed changes. Off-grounds parking is a virtual necessity, and may call for a horse-drawn trolley to bring visitors into the center of things. The present parking area will become a grassy area for outdoor gatherings, with an old-fashioned band-stand as its center. An indoctrination center is sorely needed. Additional exhibit buildings would not only absorb items now in storage, but would help dispel the crowds and bring about a more enjoyable and leisured look on the part of the visitor. The list of trades represented in the small shops and lofts is still incomplete. The tiny Junior Museum should expand with the possible addition of a planetarium--not only for the instruction of visitors, but for the serious study of celestial navigation. And all administrative offices, except the new Bartram Accessions Building, are hopelessly outmoded, make-shift affairs which are no longer conducive to efficient operations. Basement rooms have been remodeled into office space. A fireproof structure is a rarity. Hand-me-down furniture is still in use.

Problems, problems, problems! As a harrassed President recently stated, Mystic Seaport is not finished, it is scarcely begun.

The twenty-six-year-old Mystic Seaport is beginning to enjoy the occasional satisfactions of maternity. She had some small part in the beginnings of the newly-organized Twin Light Society at Highlands, N.J., is fostering the relationship by sending a quantity of material to Highlands for an indefinite display.

Out at Lyons, N.Y., and already more than a gleam in her father's eye, is the budding New York State Canal Museum which aims at the restoration of the old lock systems. In July Dr. David Ennis, Vice President of the Canal Society of New York, visited and left a bottle for Hotchkiss Peppermint Oil as a gift to the collection of the Apothecary Shop.

Oddities

A sympiesometer, a psychrometer and a bread mixer are strange company, but not so unusual in a seaport town; for while the men who fuss around in ships are scanning the weather with an eye to cargo and profit, their wives are quite likely to be kneading dough. Such strange company represents recent varied accessions at the Seaport.

The sympiesometer is (according to Paasche) a sensitive kind of barometer in which the atmospheric pressure acts upon a liquid in the lower part of the instrument; must be 39.37 in., or one meter, in vertical length; and must be set in gimbals to keep it steady as the ship rolls or pitches. The psychrometer (according to de Kerchove) is an instrument which measures relative humidity of the atmosphere by comparing the simultaneous readings of wet-bulb and dry-bulb thermometers. Paasche notices the sympiesometer but ignores the psychrometer; de Kerchove does the reverse in his dictionary. But while the psychrometer is a part of the sympiesometer, why each authority lists one and not the other is a mystery.

The bread mixer is simpler. It is somebody's invention, patented in 1878, to lessen woman's endless kitchen tasks. Turn the crank and the wad of dough is kneaded, at least theoretically. The ingenious kitchen gadget is the gift of Mr. and Mrs. James W. Swan; the barometric instrument from Mr. and Mrs. Hobart A.H. Cook.

Other oddities seen among the accessions at the time were a Japanese automatic logarithmic table (looks like a music box), one cylinder superimposed upon another, a Japanese great circle protractor and accessories, from H.W. Marschner. From the estate of David W. Kane came a book, "Weather and Weather Instruments for the Amateur" (Taylor Instrument Co., Rochester) which might be of some help to the un-initiate. It's all very confusing!

When Mrs. Georgianna Kimball made a gift of the sea log of Erastus Brewster Kimball who sailed for the Banks of Brazil in 1828 aboard the whaleship *Wabash*, the gift was accompanied by a small and very fragile notebook containing a number of interesting recipes:- "How to make red ink." "To soften common pebbles so as to cut them with ease." "To render a person's hand fireproof." "For a toothache if the tooth be hollow." A recommended cure for canker in the mouth begins: "Take two pounds of fresh butter..."

Should you wish to cut with ease some common pebbles or render your hand fireproof, a postcard inquiry to the Curator will bring the full recipe!

Stiftelsen Georg Stages Minde

The ship *Joseph Conrad* is seventy-five years old. Many thousands have seen her at Mystic Seaport, other hundreds know her even better for having lived aboard her during participation in our Youth Training Program, but few really know how it all began.

From 1882, the year of her building, a group of men known as the Stiftelsen Georg Stages Minde (Foundation for Georg Stage's memory) maintained and operated her as a training ship for Danish cadets and since her retirement from that use have operated and maintained similar vessels up to this day.

In 1882, in Copenhagen, Carl Frederik Stage was a prominent and well-to-do ship-owner. He had been to sea and had distinguished himself as a brave man. His marriage to Dorothea Engelsted was blessed by the birth of a son who was named Georg.



From the beginning, it was the hope of the parents that their son, like his father, would go to sea. Unfortunately, as young Georg grew to manhood he was a slightly-built young man, somewhat on the delicate side, and had little interest in the sea. He wanted to become a merchant. The disappointed but doting parents sent him to a proper school for such training in Switzerland. He never lived to realize their ambition nor his. He developed pulmonary tuberculosis and died at the age of twenty-three. In the mind of Carl Frederik Stage his dreams did not die with his boy; instead they merely took a new turn. He immediately set aside one-third of his fortune, which then amounted to 180,000 Danish crowns, to build a memorial to his son and that memorial would take the form of a ship, built and operated so that future Danish boys could be trained for a life at sea and a future in the Danish merchant service with better preparation and without all the hardships that Carl Frederik Stage had undergone to achieve his position. So it was that the first Danish Training Ship *Georg Stage* (now the *Joseph Conrad*) was built.



Often on her training cruises, the ship would come to anchor outside the Stage estate and was anchored in such a way that it could be seen in a mirror in their dining room.

In time the first Georg Stage was purchased by Alan Villiers and sailed around the world with a crew of boys from England, America, Denmark and other countries; went into private ownership for several years; served as a training ship for American merchant sailors; and finally by an act of Congress was given to Mystic Seaport to carry on her tradition of serving youth.

Another *Georg Stage* was built to replace her and still another, and is still operated by the Stiftelsen George Stages Minde. Carl Frederik Stage's money built the first ship, but he could not provide enough for her continued maintenance and operation. The shipping companies of Denmark chipped in for that. The steamship companies contributed twenty-five oere per ton of the ships they owned; the sailing ship companies contributed ten oere per ton of the ships they owned; and so 19,000 crowns were provided annually for the operation of the new training ship.

Not all companies contributed, however. Out of the 600,000 tons of steamships in Denmark at that time, 53,624 tons were subscribed; and out of the 112,000 tons of sailing vessels in Denmark at that time, 10,000 tons were subscribed. The present underwriting of the program stands about the same.

Since 1924 the Foundation has been able to give some consideration to the economic status of the boys who apply for training and scholarships are available. Previously all were on the same footing. Now, the ability of the boys' families to pay for their training is considered.



The present foreman of the Foundation, Commander-Captain Niels Baron Juel-Brockdorff is a member of The Marine Historical Association.



The *Joseph Conrad*

at

Sydney, Australia

1935

SUN
FEATURE
PHOTO

Institute Closes

The third annual summer session of Munson Institute of American Maritime History closed August 16th and was considered the most successful yet held. Thirteen students from twelve locations in five different states attended. Their alma maters were numerous and widely flung; the Universities of Michigan, Connecticut, Vermont, and Amsterdam; Yale, Harvard, Princeton and Columbia; Vassar and Radcliffe, the Teachers' Colleges; and even special students from an academy and a high school. All wrote academically acceptable papers before graduation, and one who had taken the course its first year, returned for a refresher during its third; had already been the author of a Marine Historical Association publication ("At the Sign of the Quadrant"--Harold L. Burstyn). Most were rewarded with six full credits from the University of Connecticut, some were merely auditors. Their interests were as varied:

Richard S. Benedek of New York, graduate student of the University of Michigan, wrote on "American Contributions to Admiralty Law".

Evelyn A. Hanley of Mystic, now teaching at Bulkeley Junior High School in New London, Connecticut, B. A. Willimantic State Teachers College, M. A. University of Connecticut, wrote "From Courage to Cannon".

Franklin Ormsten of Laurelton, New York, graduate student at the University of Connecticut, produced as his essay, "British Mercantile Policy and Colonial Smuggling as a cause of the American Revolution".

Harold Osborn of New London, Connecticut, B.A. University of Connecticut, wrote "The Social Status of the American Mariner".

Charles W. Pearl of Nantucket, Brown University, A.B., made "An Analysis of the Shifting Centers of the American Whaling Industry".

William E. Weathered of Willimantic, Connecticut, a graduate student of the University of Connecticut, summed up his knowledge of "Our Eastern Cargo Ships".

John T. Wood of Groton, Connecticut, University of Connecticut and St. Michael's College, A.B., now a teacher at Bulkeley Junior High School in New London, wrote on the "Development of Cargo Carriers in the Twentieth Century".

R. David Drucker received special permission as a student of Hope High School in Providence, Rhode Island and produced a paper on whaling, illustrated with his own drawings of details of whaleship construction and arrangement.

Cornelia Newcomb Lattin of Sharon, Connecticut came also as an auditor because she is a descendant of ship-owners, ship-builders and mariners and wished to know more of their contributions to her country's culture and traditions.

Huldah M. Smith, Vassar A.B., Radcliffe M.A., is carving a career in museum work, was in process of transfer from the Metropolitan Museum in New York to the Essex Institute at Salem, Massachusetts.

Dr. Roger Prouty, Sc.B. Harvard and Ph.D. Columbia, is presently Assistant Professor of English History at Massachusetts Institute of Technology.

James Shelland of Bellmore, Long Island, holds a Ph.D. from Princeton University and Harold L. Burstyn, an alumnus of Harvard and the University of Amsterdam, is with The Scripps Institution of Oceanography at La Jolla, California.

General satisfaction with the 1957 roster brought the conclusion that quality of the student body should be a primary objective, keeping the course high in quality and fostering the close relationship between students and faculty. In a summing-up session between Faculty and Seaport Staff it was agreed that additional reference books and colored maps are needed, that the newly-furnished lounge had contributed much to the success of the seminar, though it needed additional arm-chairs for comfort; and that the present faculty and course of study would be continued next year if at all possible.

An unusual Inter-Faith Vesper Service was held in Fishtown Chapel on August 10. In keeping with the inter-faith tradition of the Chapel, the worship service was conducted and shared by members of the Protestant, Catholic and Jewish faiths.

The unique service was led and arranged by the Reverend Orin E. Dice, a member of the Seaport's Educational department. Organist was Mrs. Lois Chesebrough, head of the Seaport's Printing Department and a member of the United Church of Stonington which is a union of Congregationalists and Baptists.

The scripture and responsive reading were taken from both the Old and New Testaments and were led by Girl Scout Mariners: Kay York of Sikeston, Missouri; Gladys Samost from Philadelphia, Pennsylvania; and Barbara Dean of Fairport, New York. At the close of the service the benediction was repeated in unison and while the congregation was still standing with heads bowed, in the distance could be heard softly the playing of taps by Mrs. Emanuel S. Wolfson, a Mariner Scout leader from Philadelphia.

For his meditation the Reverend Mr. Dice chose appropriately the subject "Brotherhood."

1957-58 Series of

MYSTIC SEAPORT ADVENTURES

In eleven seasons of folding-chair adventuring, Seaport lecture subscribers have traveled a few miles, seen a few sights. In seventy-five evenings they have four times girdled the globe, crossed the Atlantic twice, visited both Poles, taken three whaling voyages and doubled Cape Horn. They have fished with the Eskimaux and with the Portuguese, explored the ocean floor and the Grand Canyon, rode the old Fall River Line, traveled the Nile in a kayak and the Mississippi in a flat-boat. Geographically they have touched at liberty ports from Tierra del Fuego to Thule and in time have lived from Marco Polo to the atom. Through a 200-inch telescope they have even squinted at the wonders of outer space.

For the past two years the series has been over-subscribed, due to lack of seating space and, of course, interest and there is a waiting list. On the 21st of October those who have re-subscribed by the 15th and those lucky enough to be signed on as green hands, embark on a series of six new adventures, all in color motion pictures, all personally narrated.

Monday, October 21, 1957
SICILIA--Isola del Sole------ROBERT DAVIS

Monday, November 18, 1957
CALL OF THE SEA----------JOHN D. CRAIG

Monday, December 2, 1957
SPAIN----------CLIFFORD KAMEN

Monday, January 27, 1958
THE NEW EGYPT----------WILLIS BUTLER

Friday, February 21, 1958
CAPE BRETON ISLAND-------JAMES V. STOWELL

Monday, March 24, 1958
DANGER RIVER----------CHARLES EGGERT

When famed Peter Freuchen met death in early September, in Alaska, he was with equally famous Bernt Balchen, Sir Hubert Wilkins and Donald MacMillan--all four former lecturers in our "Adventure Series."

Pilgrimage

On September 9th a Pied Piper by the name of Lambert shuffled about the main deck of the *Charles W. Morgan*, a trail of eager visitors and staff members in his wake. In spite of his infirmities, he had to go below and took the steps of the companionway slowly, his procession of listeners following. Once below he poked into every corner of the ship and every section brought its trail of reminiscences. Nelson Lambert was an old whaleman, making the pilgrimage to see again the ship he had sailed in fifty-six years ago.



He was not the first to make such a pilgrimage; may not be the last; although each time the experience comes to Mystic Seaport it is thought to be the last. There was Bechtel of West Haven, Conn., Swain of Norwich, Raabe of Fairhaven, N.J. (who

did not come because of his age but carried on a lively correspondence about her) and now Lambert of Providence, R.I.

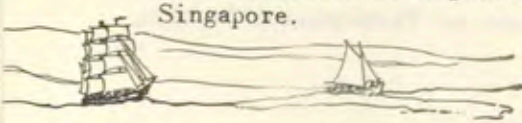
A native of Guadelupe who was brought to Providence as a child, Nelson Francois Lambert was soon left an orphan and was given shelter in a Catholic convent. At fourteen he signed on a German ship, the *Otto Gildmeister*, for San Francisco. After 141 days the vessel reached Yokohama, where Lambert deserted, hid out for a time but was discovered and returned to his ship. On the return voyage the vessel ran through two typhoons, lost some of her sails, was partially dismasted and made San Diego under a jury rig, the crew half-starved.

In the steam whaler *Karluk* Lambert went to Alaska and Siberia. His boat was stove by a whale, he was chased across the ice by a polar bear and the voyage turned out to be profitless. He collected a dollar for the voyage only because the owners were compelled to pay him something. He worked on a San Francisco bay mud scow for a time, then joined a railroad construction gang, lived in a tent, slept on a thin straw mattress on the ground. Making his way back to San Francisco he once hopped a freight as it slowed down for a tunnel, was shoved off the caboose while the train was in motion, made the remainder of the journey on foot.

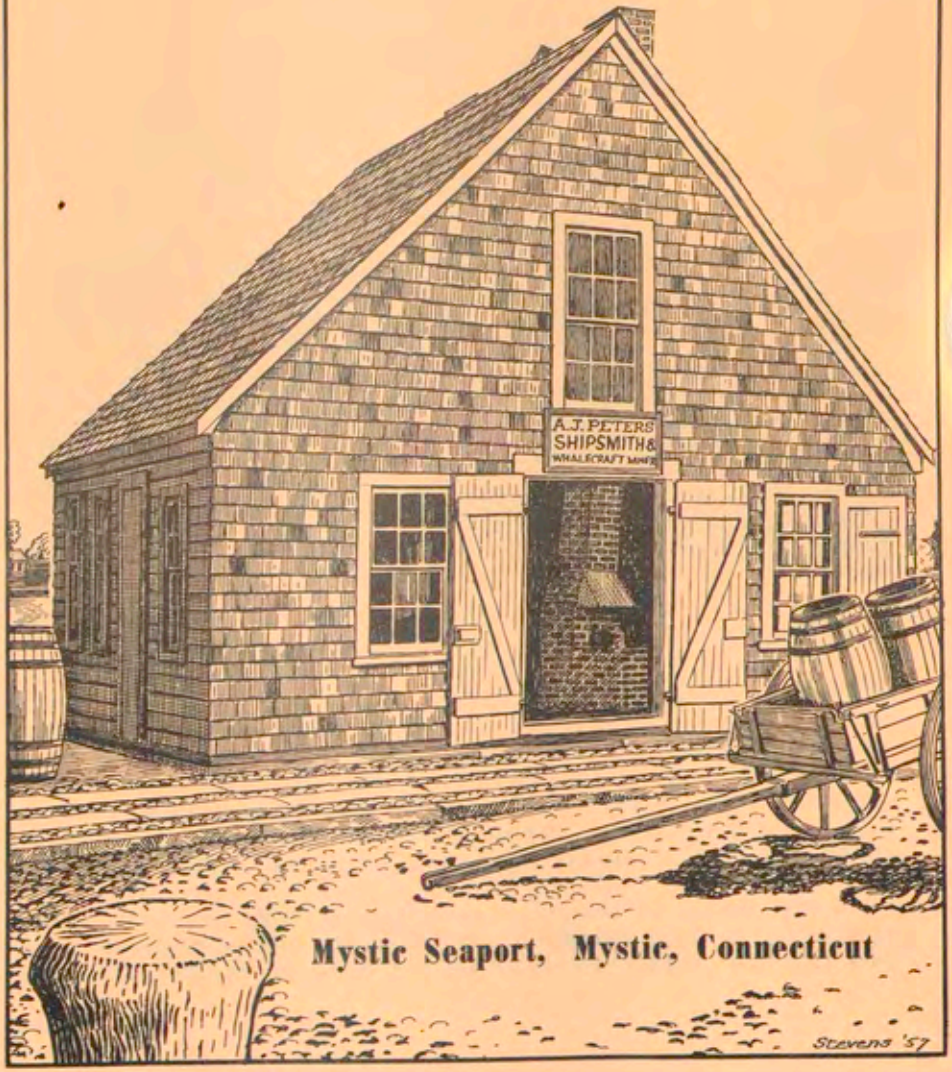
His voyage in the *Charles W. Morgan* was under Captain Thomas Scullion and First Mate Mr. Morgan, November 1901-October 1902. He slept in the third upper port-side bunk, ate beans, hardtack, corned beef and cracker hash, served in the Third Mate's (Mr. Thurston's) boat crew, and broke his leg in a fall from the topsail yard. The mate had sent him aloft with a paint bucket and warned him that if he spilt a single drop he'd make him lick it up from the deck. In a lurch of sea he fell, striking first the mainsail, then the main hatch. The Mate did not carry out his threat. Instead he had to set the broken leg, which he did to the best of his ability and gave him light work such as lookout and steering. But primitive surgery left Lambert with a limp the rest of his life.

That *Morgan* voyage was to the Marquesas, the Okhotsk and to Japan. When paid off Lambert collected $55 for his eleven month's work, having spent an earlier $40 advance.

Lambert worked in a nickel mine in New Caledonia, sailed in a British tramp steamer, Australia to Capetown, reached such places as the Straits of Magellan, Java, Cairo, Marseilles, Suez and Singapore.



SHIPSMITH SHOP



Mystic Seaport, Mystic, Connecticut

A prominent feature of waterfront streets in all our seaport towns were the shipsmith shops. With smoke billowing from blackened chimneys and glowing fires in busy forges, these shops represented trades vital to the outfitting of ships--especially the whaleships--of a century ago as they supplied many necessary iron parts.

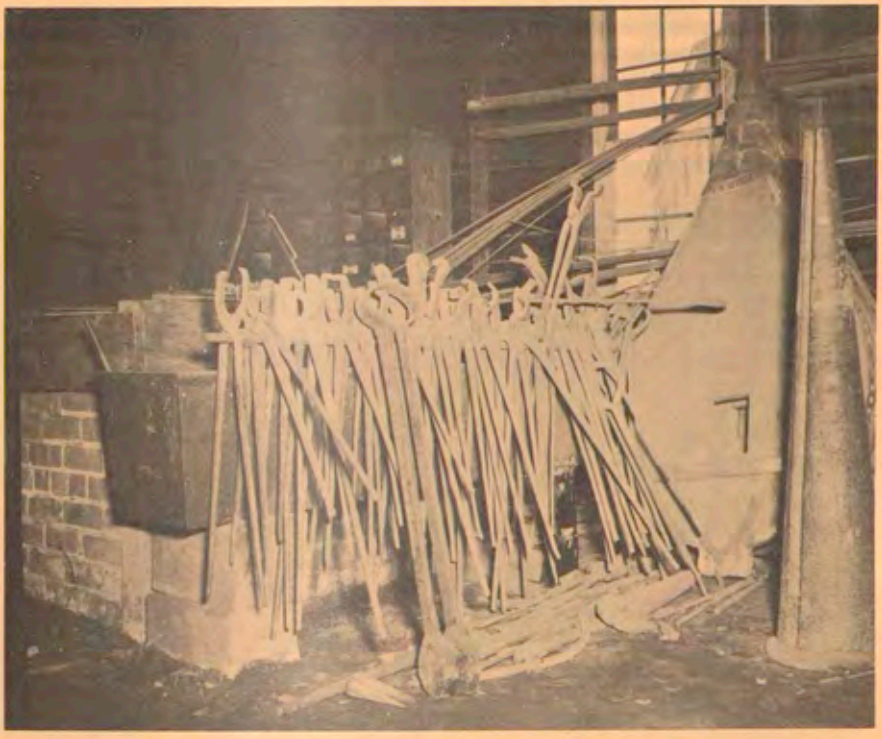
Of particular interest is Mystic Seaport's smithy. The old beams of this Peters Shipsmith Shop have had quite a history. In 1846, Messrs. Dean and Driggs, shipsmiths of New Bedford, launched their business on Driggs Lane, and later the shop was moved to its location on Merrill's Wharf (now Homer's) a few hundred yards away. For thirty years the business flourished as the whaling industry increased. In 1877, Dean retired and Driggs carried on until the turn of the twentieth century when the chief smith, Ambrose Peters, purchased the business from Driggs.



When Colonel Edward Green set up his estate at Round Hills in 1925 he purchased the shop which was moved that year. The whaleship *Charles W. Morgan* was also close by this vicinity and when the vessel was taken to Mystic Seaport in 1941 it was only logical that such an important part of the land-side scene should soon follow suit. In 1944 the shop was dismantled and removed to Mystic where it was placed in a temporary location from 1944 to 1948, when it was moved to its present site. The original timbers, cross-joists, sheathing and roof-scuttle were saved, together with the forges, tools, bellows and flues. Even the earthen floor around the forges was taken up in barrels and brought to Mystic.

A vast number of activities took place in these shipsmith shops. Iron-work for ships covered a wide range of finished products--bar-iron from the foundry was heated red-hot to be cut and fitted for the

special straps and bands for masts and yards, windlass parts, chain cable links, and hoops for casks. Here also, were fashioned the varied "craft" of the whaleman's trade, the harpoons and lances, the blubber-spades and gaffs, the great blubber hooks and iron chain, as well as the finely tempered boarding knives, the shaped bailers and skimmers, and two-tined forks. These were implements especially developed for the whaling industry alone.



While in its location on Merrill's Wharf in New Bedford, the Peters Shipsmith Shop saw many a whaleship fitted out to sail, and also witnessed their return. Ships like the *Morgan, Canada, Commodore Morris, Sunbeam, Wanderer, Greyhound* and *Morning Star*; schooners like the *Pedro Varela, Athlete* and *John R. Manta*, the latter representing New Bedford's last whaler. Ships from all the major ports of the world arrived almost daily in New Bedford. The wharf itself was half taken up by rows of whale-oil casks, covered with seaweed to keep the sun from starting their seams.

During the restoration of the *Morgan* and her small boats, as well as in the construction work at the Seaport, the forges at this shop are regularly used. Many of the heavy iron drifts used in pinning the *Morgan*'s new frames are heated, drawn and cut here. Even ribs for small boats are formed by steaming in improvised tanks heated over the old forge-hearths.

It is, indeed, fitting that two such neighbors as the Peters Shipsmith Shop and the Mallory Sail Loft exist and are preserved at Mystic Seaport so that those of us of today may see for themselves the actual places where such vital trades as shipsmithing, sailmaking and rigging played their vital roles in New England seaports.

And, across the cobbled waterfront street, the last of the whaleships--the *Charles W. Morgan*--lifts its masts and spars, serving as a perfect memorial to an industry in which the Peters Shipsmith Shop played so important a role. The lives of the mariner and the artisan ashore were so closely allied that each was not only directly concerned but were conscious of their relationship. The quality of workmanship of the shipsmith was vital indeed to the ships and the men who sailed them in the Age of Sail.



Generations of Brown University students remember Nels Lambert for his forty-three years there as janitor-philosopher. Commencement usually found him on the Sayles Hall chapel steps greeting alumni passing by. Rhode Island Governor Norman E. Case stepped out of line to shake hands with him; the late President, Dr. William Herbert Perry Faunce, was his friend. He outlasted three Presidents.

His broom was his prop when he stopped for a moment to philosophize with a student or faculty member; and his invariable pipe served notice that life must not be too hurried.

At seventy-three he is still the philosopher, still can dream. Recalling the places he had been, he said at Mystic: "Take me back to Tahiti!"

Robert J.H. Powell of Newport has offered the Museum one of his most prized collectors' items--a tooth from the sperm whale which, in 1851, rammed and sank the New Bedford whaler *Ann Alexander*.

The odd catastrophe occurred in the Pacific at longitude 102 deg. west and latitude 5 deg. south. The crew, of course, took to the boats and were picked up two days later by Captain Richard Gibbs in the whaler *Nantucket*. An even odder fact is that the ramming of the *Ann Alexander* occurred but eighteen degrees from the spot in which the more famous sinking, in the same manner, of the whaleship *Essex* occurred in 1819.

Others sunk by whales: the *Harmony* in 1796, the *Union* in 1807 and the *Kathleen* in 1902. In 1896 the steamer *Seminole* limped into Jacksonville, Florida badly damaged by a whale. But the *Ann Alexander* sinking is unique among them all in that the offending whale was later killed by another ship and found to have embedded in its blubber a harpoon of the *Ann Alexander*.

Each year in August the U.S. Coast Guard Academy at New London, Conn. entertains a large group of young men who are prospective candidates for entrance to the Academy. Each year Academy officials consider that Mystic Seaport is a desirable part of the indoctrination given these young men to the Academy, the area, and what both have to offer.

On August 15 the first contingent of sixty-eight young men arrived at 8:30, were due to depart at 11:15. The next day a similar group observed the same routine. This year's contingent paid an unintentional compliment to the Seaport as they came close to the time of departure by asking one of their number to telephone the Academy for permission to spend the rest of the day at Mystic Seaport, including lunch at the Galley.

LETTERS

We realize that our chances are slim for next summer, but we are going to plan towards it and then if no one cancels we will still have (we hope) the opportunity to return the following summer.

It is difficult to find words to express what our experiences aboard the *Conrad* meant to us. We literally fell in love with the Seaport and were proud to be a part of her. We also had the joy of living aboard the *Australia* and dwarfed though she is by the *Conrad* and the *Morgan*, she was all ours and we are proud to have been her crew and hope the crew aboard her now are giving her the loving care she deserves.

With our best wishes and hopes for success to the Marine Historical Association and our many thanks for the opportunity you gave us to participate, to quote MacArthur, "We shall return" (we hope).

Mrs. Chidester, Sikeston, Missouri

Owing to the receipt of an interesting invitation, on Friday, July 19th, I enjoyed immensely attending the Annual Meeting at the Mystic Seaport.

Compliments are very much in order for the exceptionally well-planned occasion.

What a delightful way to start the day with an unpretentious church service in the chapel, in Memoriam. Alan Villiers fitted into the picture perfectly, in his splendid manner. The Governor, the Danish Consul, Peter Freuchen, the Band and the colorful decorations were also drawing cards among the picturesque settings.

Even the gracious manner of Mr. Rice's Taxi Service was very much appreciated.

The whole day added many friends to the Mystic Seaport.

Very sincerely,
Stanton F. Slocum
Pelham Manor, N.Y.

The ladies at the Junior Museum, Miss Dickerman and I want to express our appreciation of the very active campaign you and your grandchildren seem to be waging in the business of collecting shells for our Junior Museum visitors.

Mrs. Lowa and Miss Hanley tell me that they have been coming in in great quantities. While I know that you, as a grandmother, probably think it good for the children to be concerned with such a civic and charitable enterprise, it is equally good for us oldsters to be on the receiving end. I know, of course, too, that many a child, if he knew of your contribution, would join us in this expression of appreciation.

Sincerely,
B. MacDonald Steers

Deserving Candidates

Eight boys from the Mystic and Stonington Community Centers enjoyed a free cruise aboard the schooner *Brilliant*, beginning Monday, August 12th. The entire cost of the five-days cruise was borne by the Lewis L. Cross Youth Training Fund.

A service fund set up in memory of the late Lewis L. Cross, former member, sailing enthusiast and one-time accountant for the Seaport, it was established in 1953 "to make available to deserving candidates, who could not otherwise attend, the opportunity of having a part in the youth training activities at Mystic Seaport."

In 1953, when Lew Cross' funeral was held in Fishtown Chapel, his widow requested that in lieu of flowers, his friends make a contribution to a fund in his memory. The fund has been added to by many a thoughtful donor since, in the same manner, has been awarded to deserving groups twice before--once to a Pennsylvania group, once to a Rhode Island group--but these were only partial awards towards the greater expenses of a cruise. In 1957, for the first time, the income from the fund had reached such proportions that it was sufficient to cover the entire costs of a cruise. The 1957 award was as deep a satisfaction to Seaport staff members and to Mrs. Cross, as it was to the boys themselves.

Director Phil Booker of the Mystic Center and Director Frank Turek of the Stonington Center selected the eight boys on qualifications of leadership, general all-around citizenship and good sportsmanship. Their names: Stephen Macht, Earl Christianson, Edward Steele, Carl Somer, John Santos, Edward Harrison, William Previty and George Monsam. Since neither of the Directors could get away for the cruise, twenty-three years old David Coffey was chosen by the two Directors as leader of the group. Coffey had long been active as a leader at the Stonington Center in tennis and sailing.

The cruise was made in the same manner and under the same conditions except as to cost, as any other cruise made by the schooner *Brilliant* under the Association's youth training program rules.





Another Bible takes its place in the Library and, like most of its predecessors, with some history behind it. On the fly-leaf of this one are the names of the one-time owners, "Sherman & Alma Griswold." Sherman was the Reverend S.S., pastor for fifteen years of The Seventh Day Baptist Church of Greenmanville (now Aloha Meeting House). This latest of historic Bibles, printed in 1842, is the gift of Stanley I. Brainard and his brother, Norton H., and joins on the library shelf or in the library vault, a distinguished company.

Another, printed in 1872, contains genealogical information on the Greenman family, the family of the three brothers who built more than a hundred ships on the site of Mystic Seaport.

The Library can count an even dozen in all, most of them with some history of sea voyaging. Oldest (1785) was published at Oxford by W. Jackson & A. Hamilton, Printers to the University. This was the Bible of John and Ann Clerke who were married in 1793. According to the family record in it "Sam[l] Clerke was born July 18, 1794" at Liverpool, "a small man, but good."

One owned by Rev. E.P. Hammond was brought to this country in 1867 on the steamer *Great Eastern*. Another was presented to the ship *Eliza Mallory* some time after its printing in 1850, by the New York Bible Society. In an 1839 volume the bookplate of the Mariner's Churches in New York lists their churches, but one, the First at "Rosevelt, near Cherry St." The scarcity of churches for seamen was more than made up by The First Church, for it held devotions every Sunday at half past 10 o'clock, at 3 o'clock P.M. and again in the evening.

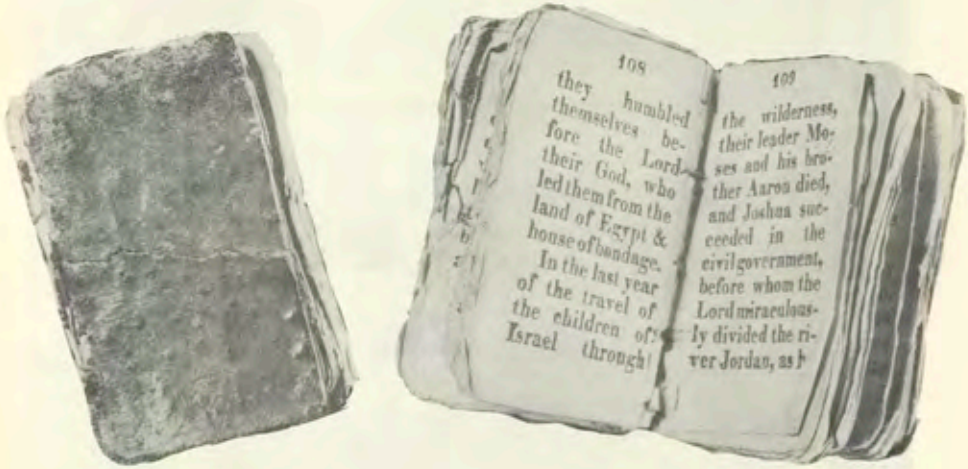
An 1827 Bible was carried around the world many times on whaling voyages by Captain Dunbar on the ship *Colgate* out of New London. Another (1819, Oxford) was given to Thomas Henry Miller "for his readiness in committing Scriptures." We wonder how he made out.

On the inside cover of a Bible printed in 1830 is the following note: "This book was given to my father by his mother many years ago when he went to sea for the first time as a boy of 12 years. And my mother give it to me years ago. She told me the fly-leaf on which my father's name was had been torn out but the yellow stain in the middle of the book was made by the salt water dashing over it as it lay open when my father had left off reading it." Then the writer adds, "Chapter II, Proverbs, helped me more than any other". The note was signed C.C., which stands for

the "Charlotte" mentioned in Nelson Cole Haley's "Whale Hunt". (Published by the Association through Ives Washburn some years ago and still selling--the journal of a harpooner on the *Charles W. Morgan* 1849-53.)

We had to look up Proverbs II of course, and found that it gave practical advice to a mariner venturing out into trading ships: "A false balance is abomination to the Lord; but a just weight is his delight," good advice to the butcher who weighs his thumb along with the meat. We had to look up the salt-water stains also, and found them easily enough at Kings I, Chapters XXI and XXII, that portion which tells about the "Judgment against Ahab", that "Jezebel hath Naboth stoned" and "Ahab is seduced by false prophets." Surely that other Ahab was so seduced and judgment passed upon him by the white whale.

Rare was the ship that did not have the Good Book on it somewhere and unusual was the Captain who did not read in it at least occasionally. One can see the Old Man poring over its pages under the dim light of his whale oil lamp. They adhered to the Word of God in their fashion, and their fashion was neither better nor worse than holds for many of us today. Stephen Vincent Benet's slaver captain in "John Brown's Body" turned from the pages of the Good Book to inquire as to the cargo below; which was a humanitarian thing to do as he saw it.



HISTORY OF THE BIBLE--PUBLISHED BY BALL & BEDLINGTON--BOSTON 1812
GIVEN BY MISS ELIZABETH TROTTER--PICTURES ACTUAL SIZE

Queenie

Almost any time of day, any day during the summer, could be seen Dockmaster Phil Perkins pedalling his bicycle from dock to dock, as water-borne visitors arrived to tie up at Mystic Seaport. And trudging faithfully along, in the wake of the bicycle, was to be seen Queenie, Perkins' faithful dog.

Queenie's highest purpose in life is to serve her master and to be at his side. She has learned to catch a line as it is thrown ashore and hold it until it is ready to be secured around bollard or piling. It is Queenie's way of working off a debt of gratitude.

A few years ago her master found her in an abandoned coal cellar, with a litter of pups. She had somehow slid down the chute and could not get out. How long she had been there, nobody knows; but she was skin and bones, had had no water for days, and the little strength she had left, when they found her, had been transferred to her litter. The pups were raised, parcelled out to the neighbors, Queenie was fattened up, and to the best of her ability, is repaying a kindness.



Variable Winds

TV watchers interested in Seaport affairs will see on several channels in the New York area commercials showing models smoking Hit Parade cigarettes against a background of Mystic Seaport. Many of those who have TV sets and can tune in these channels at Mystic, will see themselves acting as models for the day.

A first edition, autographed, of Capt. Joshua Slocum's "Sailing Alone Around the World" is a gift to the Library of Don Stone of Newark, New Jersey.

Ambassador to England Jock Whitney's *Aphrodite* tied up at a Seaport dock on September 24 with the Ambassador aboard.

An old and honored local family is remembered recently with two accessions received jointly from Mrs. Frances Morgan Hartigan and Mrs. Cynthia Morgan Wilcox of Norfolk, Virginia and Minneapolis, Minnesota respectively. One is a fine old sextant, once the property of Captain Benjamin Noyes, their great grandfather; the other is a Maltese shawl brought back by Captain Noyes to his wife Lydia.

From Bradford Smith, Jr. comes an old (1795) insurance policy, quaintly worded, "upon the Body, Tackle, Apparel and other Furniture of the good Schooner called Betsey...whereof is Master, under God, for this present voyage M. Sullivan..."

In late June a cameraman from Coronet Instructional Films made a visit to the Seaport for the purpose of producing another of Coronet's famed educational films. In due time the film will be announced and will start the rounds of schools, colleges and other educational institutions to which Coronet aims its products.

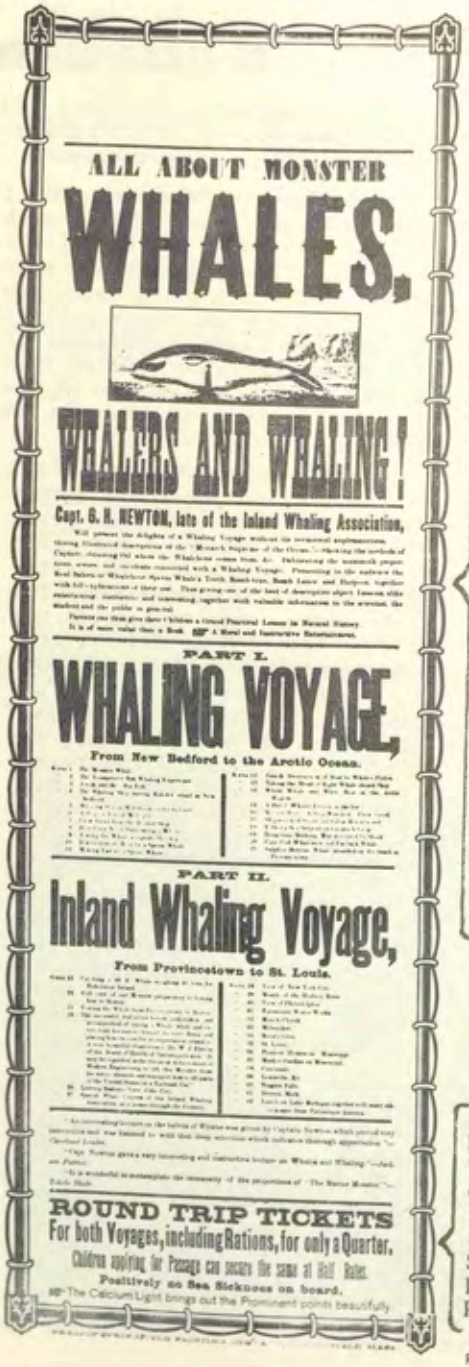
Young Norman Barstow, one of the 1957 staff aboard the *Joseph Conrad*, has added to the collection by gifts of a pair of handcuffs, a Mate's brass knuckles and a "roller" or tooth puller; all of them items reminiscent of the rougher-tougher side of life aboard a sailing ship when it was less humanitarian than it is today.

Down in Baltimore plans are progressing to put the old *Constellation* back in the condition she was in a hundred and sixty years ago. Mr. Charles Scarlett, Chairman of the Committee for Restoration, aims to rebuild the ship to her 1797 specifications.

As a result of a Mystic Seaport visit her present-day Captain/Curator Donald Stewart signed himself up as a member of this Association. The affaire d'amour continued with the Baltimore officials making Curator Edouard A. Stackpole an honorary member of *Constellation*'s ward room.

The last LOG recorded the accession of a Wing house flag. Perhaps this prompted the gift from Mr. J.W. Hornor of another former *Morgan* owner's house flag, that of the Bartlett brothers of New Bedford.

Largest item to date in the extensive Pugsley collection of clocks and navigational instruments, is a large sidewalk clock, eight feet high, such as many of us have seen outside the jeweler or clock-maker's shop. It will find its place outside the building finally chosen to house his collection and will add a nostalgic note to the Seaport atmosphere.



An Old Broadside--recently acquired.

Capt. G.H. Newton, late of the **Inland Whaling Association,**
Will present the delights of a Whaling Voyage without its occasional unpleasantness. Giving Illustrated descriptions of the "Monarch Supreme of the Ocean."--Showing the methods of Capture, obtaining Oil, where the Whalebone comes from, &c. Delineating the mammoth proportions, scenes and incidents connected with a Whaling Voyage. Presenting to the Audience the Real Baleen or Whalebone, Sperm Whale's Teeth, Bomb Gun, Bomb Lance and Harpoon, together with full explanations of their use. Thus giving one of the best of descriptive object Lessons, alike entertaining, instructive and interesting, together with valuable information to the scientist, the student and the public in general.

Parents can thus give their Children a Grand Practical Lesson in Natural History. It is of more value than a Book. ☛ A Moral and Instructive Entertainment.

ROUND TRIP TICKETS, For both Voyages, including Rations, for only a Quarter. Children applying for Passage can secure the same at Half Rates. Positively no Sea Sickness on board. ☛ The Calcium Light brings out the Prominent Points beautifully.

PRESS OF SPRINGFIELD PRINTING COMPANY, SPRINGFIELD, MASS.

In **Part I, Whaling Voyage** we find the voyage left Rotch's wharf in New Bedford and experienced more than befalls most whalers... a fire at sea, a stove boat, a Dutch whaler frozen in the Arctic ice, a shipwreck, a sea serpent...

Part II, Inland Whaling Voyage.

A 60 ft. whale weighing 40 tons is towed from Provincetown to Boston (a feat never before undertaken of raising a whale whole and transporting him on cars into the interior of the United States). Dr. W.J. Elstein of the Board of Health in Indianapolis regarded it as "the greatest achievement of modern engineering to lift this monster from his native element and transport him to all ports of the United States on a Railroad Car."

To New York he went, and to Philadelphia, Mauch Chunk, Milwaukee, Rood's Glen, St. Louis, Cincinnati, Louisville, Niagara Falls and Detroit. Said the Toledo Blade: "It is wonderful to contemplate the immensity of the proportions of The Marine Monster."

The information on the broadside is all we know. Whether Capt. Newton took his whale to all the cities mentioned in the itinerary and gave outdoor lectures under a calcium light (to bring out the prominent points so beautifully) or whether he simply gave lantern slides of both the sea and inland voyages, is anybody's guess until we hear more history of the venture. In any event, it was cheap enough--25¢ for adults and children at half price, with "rations" thrown in. You couldn't go wrong at that, if Captain Newton and his Marine Monster should come your way.

The broadside is the gift of the M.H.A. to itself, a purchase, and cost twenty-five dollars--one hundred times the price of admission, but that is inflation for you, as viewed over a period of a half century or more.

Captain Newton was probably not the first, certainly not the last, to exhibit a whale. Whale Oil Gus of Nantucket did it in the 1890's and continued until his death in 1930. Another whale was so exhibited in the 1930's and went, we know, as far as Maryville, Missouri. Another was going the rounds in 1954 and was considered as an attraction for Mystic's Tercentenary Celebration. Were there more?



In mid-July the Sea Explorer ship *Sally* arrived for a visit aboard their own boat. The Ship is sponsored by the Bullard Company of Bridgeport, Mr. George Best, skipper. Thirteen scouts were aboard. This was the fourth or fifth visit of this active group. Looking smart in their uniforms, the boys toured the Seaport and spent an evening gamming with the Girl Scouts aboard the training ship *Joseph Conrad*. Seaport officials always welcome this clean-cut, well-conducted group of boys.

A week later a larger group (324) from San Gabriel Valley Council Boy Scouts of America, Los Angeles, trooped through shops, buildings and ships. The tour was part of a three-day visit in the area as part of their Eastern junket to the Jamboree at Valley Forge. Because of the size of the group, it was divided into three units and each unit visited on a different day. After seeing the Submarine Base at New London and the other sights in the area, the boys continued their itinerary through the remainder of New England.

Four-star Admiral Jerrauld Wright USN, Allied Commander of NATO, and Mrs. Wright were Seaport visitors on Saturday, August 24.

From the land at the farthest axis of the earth has come a small collection of meaningful objects--a candle from Sir Ernest Shackleton's hut cache at Cape Royds, McMurdo Sound; a lignum vitae fairlead found in Robert Falcon Scott's northern base at Ridley Beach, Cape Adare; an Adelie penguin egg from Stonington Island, Marguerite Bay; and some limpet shells from the same island (named in honor of nearby Stonington, Connecticut) given by Captain Richard Blackburn Black of U.S. Antarctic Service Expedition of 1939-41.

To a former Axis country went another small collection of objects from Mystic Seaport--figurehead of the ship *Columbia*, a carved eagle from a pilot house and some examples of scrimshaw. These objects have been sent to a special exhibit on American culture arranged by the State Department for the Kongresshall on the border of West and East Berlin. The materials were sent on a three-months loan ending October 30, 1957.

Two 38-ft. picket boats from Orange, N.J. tied up at Mystic for four days in early August, to give the members of Sea Scout Ships *Cutty Sark* and *Riptide* a taste of America's sea traditions.

For the second time in recent years a part of the annual New York Yacht Club cruise was a visit to Mystic Seaport. This year the cruise began on Friday, August 2nd at Greenwich, Conn.

The scheduled race for the Navy Challenge Cup had to be cancelled but the squadron remained overnight at West Harbor, Fishers Island as planned.

On Sunday some brought their boats into the Mystic River and tied up at the Seaport wharves; others came across Fishers Island Sound in power boats.

Commodore J. Burr Bartram led the fleet aboard the flagship *Westerly* and the official committee boat *Tritona* tied up at the Cruising Club of America Dock, nearby the New York Yacht Club's Station 10. All ships and flagstaffs of Mystic Seaport were loaded with color for the occasion.

Three hundred yacht-club members and guests enjoyed a dutch treat-buffet luncheon under a big tent on the lawn near their old clubhouse.

The squadron left next morning for the run from Fishers Island to Dering Harbor, Shelter Island. New York Yacht Club cups were competed for on this run, followed by the competition for the Rear Commodore's Cup.

On Tuesday they cruised to Gardiners Bay and ran to Block Island on Wednesday.

The cruise ended at Newport the night of August 10. Nicholas S. Potter of Providence, R.I. was fleet captain for the cruise.

When Curator Stackpole, with his abiding love of all ships, made every attempt to save the famous old schooner *Sadie Nunan*, all his efforts were doomed to disappointment. Mystic could not add her to the Mystic collection of ships without adequate endowment to maintain her. Nobody else cared enough to come forth with the money, or was able to, and the famed fisherman was left to her fate.

In late June, from Edmund Moran, came her steering wheel. Wrote kindred spirit Moran: "Tragically it is the only part of that once splendid vessel, except perhaps her bowsprit, which will ever be enshrined." The wheel from "that once splendid vessel" is of only moderate size--42 inches across,

from spoke tip to spoke tip--but it represents in a way, the whole glorious American fishing tradition, back through *Bluenose* and the *Gertrude M. Thebaud* to the beginnings of what was probably the first real American enterprise. Other pieces of the *Nunan* may come, but the vessel itself faces the sad ending of many a noble ship.

On August 6 a group of fifteen young ladies known as the Bychikers pedalled down from the Westerly (R.I.) Girl Scout Day Camp, Wahaneeta. After steeping themselves in maritime history they departed for New London and Niantic, Ct. The group originated at Camp Hoffman, West Kingston, R.I. and was known as Spruces Unit.

Eleven days later a sea-plane set down at Mystic River and landed a photographer and two models to take stills for cigarette ads.

A copy of the Rope Makers Arms received from Dr. David Ennis displayed at the Grand Canal Celebration in New York, 1825, shows as a motto: "Although we go backward, still we advance."

Recently received from Leroy A. French, to join many another item of memorabilia concerning the famed yacht *America*, is a framed etching of the vessel made in 1916 by Mielatz for James Steers.

George Steers, the designer, was one of thirteen children, the descendants of whom are many; but few in recent times have had first-hand contact with the designer. The late W.P. Stephens (father of Seaport Librarian Eleanor Stephens) told his daughter of knowing one David Conlan, Sr., a nephew. In 1921 at the age of 81, Conlan was living at 304 Schermerhorn Street in Brooklyn; told of holding a candle and a camphene lamp for his uncle George while the latter was cutting the model of the *America* in his basement workshop at 91 Cannon St. where the George Steers family lived in 1851.

The etching is now added to an *America* collection enshrined in old New York Yacht Club's Station No. 10, the most important item of which is the rudder of the famed schooner yacht.

A clever do-it-yourself sea chest in miniature is a new item in the Seaport Store. With instructions for putting it together comes an appealing description of what his sea chest meant to the mariner:

"A sailor's sea chest, his only privacy. Here he kept his treasures--his ditty bag, tobacco, pictures from home, letters (rare enough) from his girl or his mother, his clothing, all that he possessed. By the end of the voyage it might contain an odd assortment--his scrimshaw work for loved ones back home, that whale's tooth with memories of a stove boat and a buddy lost, an albatross bill, a Chinese fan, or a shark's tooth sword from the Gilbert Islands.

"It served as his seat for many a meal in nasty weather, as the step to his upper bunk, a place of confidences whispered during the watch below. It was as much a part of him as his corn-husk mattress.

"And if his adventure ended in mid-voyage, in a piece of sewn canvas and no one back home to send his possessions to, it was auctioned off for the Seamen's Fund, his only monument with even his name painted out for another's."

Robert Montgomery, radio and television advisor to the President and a member of our Advisory Committee, was a visitor in early September.

The season's closing Vesper

Service was held aboard the old whaleship *Charles W. Morgan*, marking the 116th anniversary of her launching. Chaplain John R. deSousa conducted the service, assisted by the two minister-staff members, Orin E. Dice and Ralph E. Merithew. The meditation was on "Jonah and the Whale". A whale-oil cask served as pulpit and a seafaring Bible was used. Lois Chesebrough accompanied the singing on an accordion, with hymn book held in carpenter's vise in lieu of music stand. More than fifty persons attended.

A three-piece silver presentation trophy, given by Mrs. Roberta Lamphere, was originally given to Captain Robert Palmer Wilbur in 1875. The main piece rises almost 23 inches from a base adorned with griffins and supports three arms bearing compotes with gadroon borders. On the base is inscribed: "Presented to Capt. R.P. Wilbur, U.S. Ship Dauntless, by the Owners of the British Ship Cornwallis as a small memorial of his kindness in bringing home from Pitcairns Island to New York the Crew of the Cornwallis wrecked on that Island January 1875. Second and third pieces are smaller compotes the bases of which are miniatures of the larger.

Captain Henry Raabe, who once sailed in the whaleship *Morgan* as blacksmith, has presented through his favorite Girl Scout Mariner Troop 26 of Asbury Park, N.J., several handsome cutlasses, an Australian bush knife, a Moorish dagger and a photograph of himself aboard his own yawl, *Spindrift*. The weapons are relics of his swashbuckling days in the South Seas with Bully Hayes, as pearl fisher, trader and adventurer. His autobiographical works include "Cannibal Nights" and the story of his survival of the historic eruption of "Krakatoa."

With the news of the tragic loss of the bark *Pamir*, as this issue goes to press, along with part of her crew and German cadets, the sad affinity which has existed between the Danish cadet ships *Georg Stage* (see LOG Vol. 6 No. 1) and *Kobenhavn* extends to include another member. All were training ships propelled by wind and sail, and all sank carrying with them a cargo of youthful sailors. The *Georg Stage* remains unique in that she was raised, sailed again and continues to this day her long record of training youth in the traditions and skills of the sea.

The *Pamir* was the last of the great grain ships which ran from Australia to England. Alan Villiers sailed in her in 1922 and the Seaport has her in some of his films.

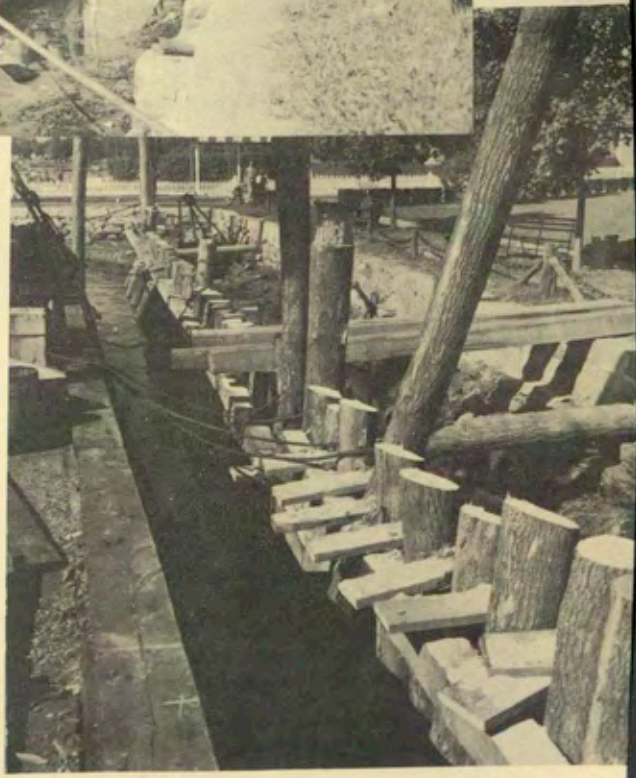
The *Kobenhavn* disappeared in 1928 with her forty-five cadets and crew of seventeen. She had sailed from Montevideo on December 14 for Australia, sent a message by radio on December 21 that she was four hundred miles east of the River Plate and was never heard from again. A sighting reported by a missionary at Tristan da Cunha on January 21, 1929 is suspect because a big Swedish bark later reported that she passed the island on that date. Superstitious Daves connected the tragedy with the capture of an albatross by some of the cadets before the ship left South America.

Sailing enthusiasts the world over, with superstition or without it, may seriously ponder the price.

Died, September 13, 1957, in Stonington, Connecticut
FRANKLIN B. HOADLEY

a Trustee of The Marine Historical Association.





WORK PROGRESSES

ON

NEW YACHT BASIN AND DOCK



Mystic Seaport
Marine Historical Association, Inc.
Mystic, Connecticut

PUBLICATIONS WHICH MAY INTEREST YOU

TITLE	AUTHOR	PRICE
(Quoted price in this group--one-half original price)		
Polar Whaling--A Sea Letter Narrative	Holmes	$ .25
The Great Coal Schooners of New England	Parker	1.00
George B. Wendell, Clipper Ship Master	Cutler (Ed.)	1.25
The "White Star" Journal		1.00
Five Hundred Sailing Records	Cutler	1.50
The "Champion of the Seas" Times		1.00
Pieter Holm and His Tobacco Box	Crone	.50
"White Mist" to Rio	White	.50
Captain Prescott and the Opium Smugglers	Stackpole	1.00
The Wreck of the steamer "San Francisco"	Stackpole	1.00
Captain Nash DeCost and the Liverpool Packets	Sawtell	1.00
(Current publications--regular price)		
Memoir on Steamboats of the United States of America	Marestier	2.50
At the Sign of the Quadrant	Burstyn	2.00
(Reprints)		
New London Whaling Captains	Colby	.50
Mystic, The Story of a Small New England Seaport	Cutler	.50
George Greenman & Company, Shipbuilders	Stevens-Stillman	.50
[illegible]	Bradley	.25

Before the Mast on "Mary Whitridge" ..... Bradley .85

BOOKLETS (regular price)

Mystic Seaport Guide	Steers	.50
The "Charles W. Morgan"	Dickerman	.25
The "Joseph Conrad"	Dickerman	.25
Spermy--A Story for Little Children	Chesebrough	.25
Seaport Coloring Book	Pordes	.35
Whales for Food, Fodder, Fortune	Dice	.25
The Three Greenman Brothers	Dickerman	.50

BOOKS (regular price)

Whale Hunt (published by Ives Washburn) narrative of a voyage on the "Charles W. Morgan"	Haley	3.50
Sea Hunters (published by Lippincott) The Great Age of Whaling	Stackpole	7.50
Maritime and Naval History An $8\frac{1}{2}$ x 11 notebook-size bibliography	Albion	2.00

You may use this sheet as your order blank--check those you wish and enclose your remittance. We pay postage.

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(October 1957)