

20 Andrew Lane
Levittown, N.Y.
August 5, 1957

Dear Mr. MacMullen:

Many thanks for your letter of July 14 and those excellent enclosed pix of the "Pamir". I am delighted to have them. I thought I would send you some in return that I took during a recent visit to the "Mayflower" but as you are probably surfeited with pix of this vessel I thought better of it. In any case they are not up to your standard.

I went aboard when she arrived in New York and Villiers introduced me to the 2nd Mate who explained some of the anachronous idiosyncrasies of the rigging belonging to that period. The original vessel was not fitted with footropes as the topsails were lowered onto the tops and the canvas made fast there. The lower yards to the deck and the spritsail into the beak. However after studying some contemporary paintings of undoubted integrity and fidelity to technical detail I see men making fast a mainsail and it is also difficult to understand how the tops'ls were furled as aloft they project well beyond the confines of the top and there are no footropes. The replica has footropes

Some modifications were made such as saddles for the fore and mainyards. These correspond to the truss in a modern vessel. The contemporary arrangement could not be made to work and when the spars were lowered to the deck in Brixham they played havoc with the woodlings on the lowermasts. These woodlings are usually associated with built masts but were common with the smaller single spars of Elizabethan times and provided a margin of safety when the mast was split from shot or weather. Apparently the old sailors had a knack of getting around this. The vessel was rushed after the hull had reached the tween deck stage and was not at all well caulked and kept them busy at this during the passage and when there is a thunder shower she leaks like a sieve. The riggers rove off the lanyards upside down and they then of course could not be set up properly - there is a whip from the lower masthead for this purpose. The converse is the case with the lanyard on the main stay as this is hauled taught directly from the deck and no whip is necessary. Villiers re-rove them properly

The 2nd Mate, Adrian Small, is bringing out five reels of color film that he took on the passage and he will be most interested in your photos as he was three years in the "Passat" while she still belonged to Erikson after the war. While I was on vacation in Canada I saw Villiers receive a check for \$16,000 from Ginger Rogers that he won on the Revlon TV quiz programme. He didn't apparently ~~don't~~ want to take a chance and go on to the 32 or \$64,000 questions.

Again many thanks and all best wishes.

Sincerely yours,

Adrian Small

The photo of the "Pamir" off San Francisco reminds me of the time I sailed through the Golden Gate when I was AB in the Queen Elizabeth only in 1942. We had a



very grand sail and also of the