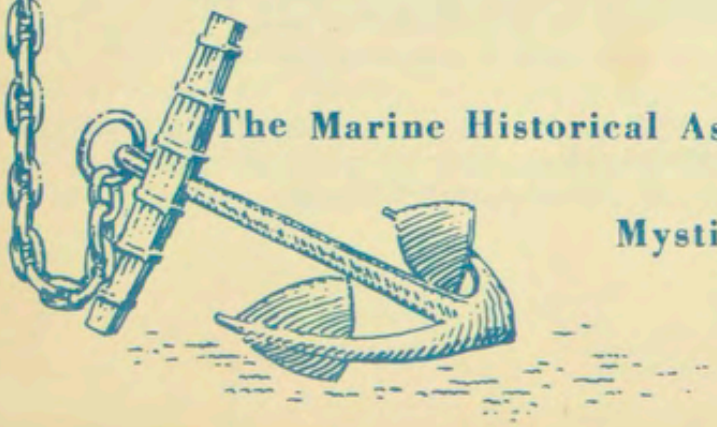
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The Log of Mystic Seaport





The Marine Historical Association, Inc.

Mystic, Connecticut



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for members of the Association.
Philip R. Mallory, *President* Carl C. Cutler, *Curator*
H. H. Kynett, *Chairman of Publications*
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PRINTED AT MYSTIC SEAPORT

Our Cover

The snow squall screeching through the rigging of the old whaleship *Charles W. Morgan* is no new experience to her. She sailed in all the seas where whales were found, whether frigid, torrid or temperate; and the officers and men who manned her could be described in the same terms.

Like the strapping young republic of the 1800's of which she is a product, she is a conglomerate of many materials, moods and men--of the same ingredients which made the infant nation grow into what is now represented by the hallowed word "America", where human dignity is not a dream, but an accomplishment.

Her century of years is a fitting symbol of the poise and maturity of age. Her youthful courage and her air of sturdy well being as she weathers the storm are symbols of the present and an omen of the future. The vitality of your Association has brought gratifying progress. It has come to manhood. At the start of its twenty-second year it has developed bone and sinew, stands secure in maturity and yet maintains the vigor of youth. Such continued vitality is its only hope for the future. As long as it keeps that quality of youth it will continue as a living museum.

For a glimpse into the more recent past, and a deeper look into the distant future, turn the pages of this issue of *The Log of Mystic Seaport.*

More of the Past

Day after day, during the busy Christmas season, the big tractor-trucks came rolling into the Museum's entrance gate loaded to the gunnels with heavy timbers, nondescript planking, door-frames, windows, machinery and odd-looking gadgets.

The trucks and tractors bore many names--Sonoco Products Company, John B. Bindloss, The Bee Lines Transportation Company, Philip LoPresto, Standard Machinery Company and Lathrop Engine Company. There were 17 big loads in all, upwards of 100,000 feet of lumber, 190 tons of material. The trucks themselves represented companies dealing in such diverse items as paper tubes, fish, marine engines, plastic machines, general contracting and just plain hauling, but the loads they carried were not from their own factories or shops. They represented the kind of enthusiastic donation of services, labor and trucking that has become typical of industry in the area surrounding Mystic Seaport. All had rallied round to transport for preservation at Mystic one of the last of the old-time rope walks.

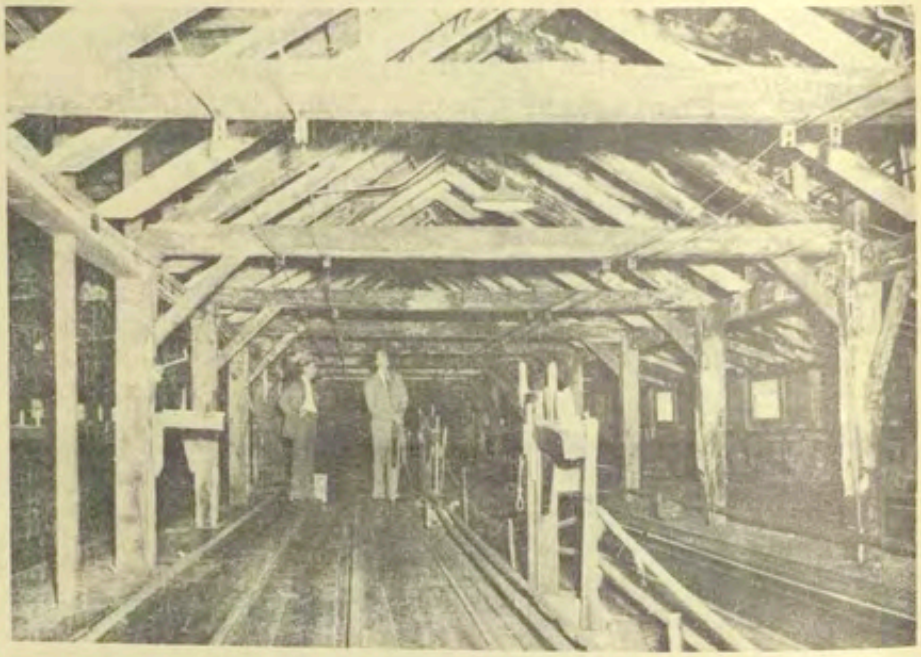
The Plymouth Cordage Company had passed the word that their historic (1824) structure was to be dismantled; offered it to The Marine Historical Association for its removal, and Mrs. Charles E. Paterson had taken upon herself the financial burden of re-erecting it at Mystic.

The Walk to be dismantled was 750 ft. long with a Head House 50 x 32 ft. As reconstructed at Mystic, except for length, it will be as it was originally built in 1824--250 ft. long with a Head House 30 x 24 ft., with enough material left over to use in the construction of such needed buildings for the Waterfront Street as a Rigging Loft and a Ship Chandlery.

When the Walk takes its place on the old-time waterfront at Mystic it will comprise one of the biggest undertakings since the acquisition of the whaleship *Morgan*. It brings with it a whole new vocabulary, undoubtedly known to some of Mystic's

early settlers. It speaks of "forming" and "laying" machines; of whelps, forelocks, and yarn frames; of foreturns and afterturns, and such incomprehensible sentences as "a 17/34 std. tube fly on 14 ring 12 spokes of the fly are notched and the whelp are moved up or down as needed counting from the hub out."

Such technical jargon will be translated into understandable terms by two men--Henry Stegmaier, 92 years old, who was with Plymouth Cordage for 70 years, having started in 1870; and Mr. Cavanaugh, 50 years in service with the same company. Thousands of Americans will soon get their first initiation into an art that is as old as shipbuilding itself, and will see a sight at Mystic that will be seen nowhere else in America.



The acquisition of such an important item as the Rope Walk has made it imperative that long-term plans be made for Mystic Seaport as it will appear in its completed re-creation. With these important decisions in mind, there met at Mystic recently, a committee of Officers, Directors, and experts in historical restorations. For the result of their deliberations, see the two-page, center-spread in this issue--an architectural layout of the completed Seaport made by Francis Day Rogers.

Rope

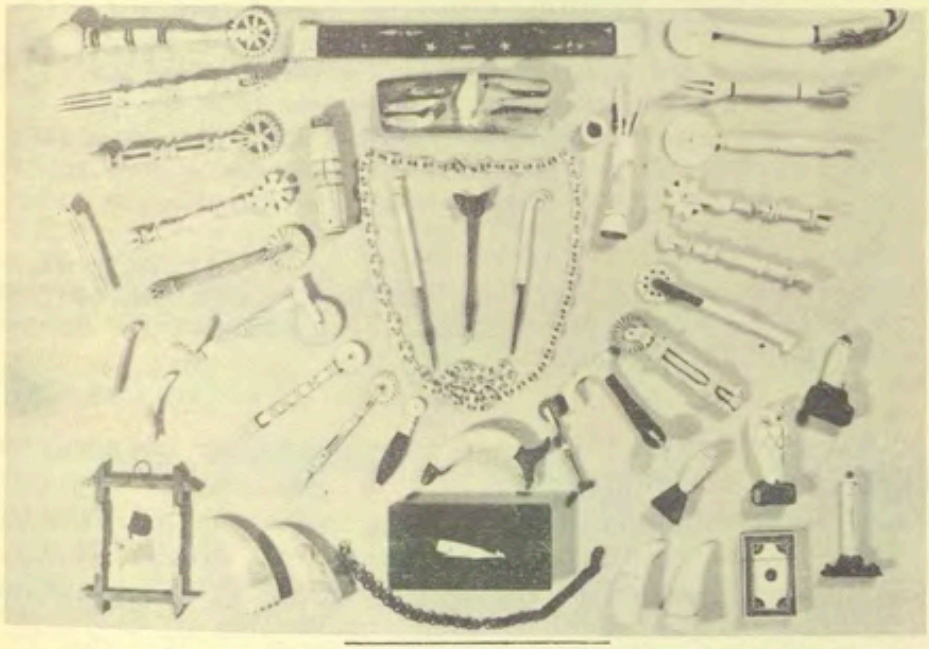
Many a new hand has been tested with the time-worn catch question: "How many ropes on a ship?" The proper answer, if the lad was not a green hand, was "Three; all others being lines, lanyards, etc."

Carl C. Cutler disagrees and recalls that when he was at sea there were quite a few ropes on the merchant ships he knew, among them the following:

Mast-rope	Wheel-rope	Block-rope
Foot-rope	Back-rope	Tail-rope
Bolt-rope	Heel-rope	Cringle-rope
Man-rope	Leech-rope	Bull-rope
Bucket-rope	Cat-rope	Gromet-rope
Clue-rope	Becket-rope	Shroud-rope

There were probably others; maybe you can name them. There is also the fact that rope in the coil, with the exception of small stuff like ratline, was always called rope. It was rarely referred to as "line" until cut up and put to special use.

SCRIMSHAW-- THE ONLY INDIGENOUS AMERICAN FOLK ART? (SEE 'LETTERS')



Oliver Denison III, new staff photographer, should be credited with the Brinckerhoff, Mt. Washington paddlebox, figurehead and gangway decoration pictures in this issue.

Exhibitions Afield

The Seaport will be featured at three important exhibitions in January. At the U.S. Power Squadrons convention in New York Jan. 2-20 the Museum is setting up a booth displaying old-time navigation instruments and century-old charts. Douglas McKay of the staff will be in attendance.

Coincidental with the Power Squadron show will be exhibited something of the Museum's youth program in the Girl Scout Mariner booth at the Motor Boat Show; while, in Hartford, Conn., the *Times'* Travel Show is featuring Mystic Seaport as Connecticut's top tourist attraction, Jan. 28-Feb. 3.

Award of Merit

Gratifying recognition of the Association's work has come to President Philip R. Mallory from the American Association for State and Local History, with headquarters at the University of the State of New York at Albany:

> "For establishing a living museum of the sea incorporating a reconstruction of a New England seaport including waterfront structures, old-time vessels moored at its docks, exhibit buildings, and important research materials; and for initiating and maintaining a summer Youth Training program aboard the Joseph Conrad, where groups of girls and boys are gaining an appreciation of Yankee marine tradition."

The award was voted at the annual meeting of the A.A.S.L.H. on August 30, 1950 and was transmitted by S. K. Stevens, President, and Albert B. Corey, Chairman, Committee on Awards.

A University of Pennsylvania professor of anestheseology is now shipping us most of his library collected over thirty years, among which is William Bourne's *the Treasure for Travellers*, London 1578... all about "the great Islande Atlantida, nowe called America" whose "Kinges were the sonnes of Neptune". Dr. Austin Lamont, the donor, paid $400 for this one, in 1930.



Gangway Decorations from Sloop of War "Adams"



When the two carved gangway decorations shown here were received for the Kynett Collection recently, they were known to be from the U.S.S. *Adams*, but as there were three ships of that name in the U.S. Navy it was not known which of the three they had come from. Call it chance, or coincidence, or the beneficent spirit which sometimes hovers over the affairs of men, but three days later Mr. Austin Strong just happened in on a visit. He recognized them at once as from the U.S. Auxiliary Sloop of War *Adams* of which he was once boy mascot. The *Adams* was the last wooden warship built for the United States Navy. The gangway pieces and the ship itself were designed by Donald McKay.

The dramatic story of 21-years-old Nat Palmer and his discovery of the Antarctic Continent in 1820 is told to almost every school-child who has ever toured Mystic Seaport under guidance. Until recently, nothing existed in the Museum to memorialize the event. Not long ago Clarence H. Baldwin walked into the Museum with the little carved ditty box shown below and made it his contribution to the collection. Our old friend, Tom Stevens, followed with a photostat copy of the page from Capt. Palmer's log which recorded the event. (The original is in the National Archives.)

The ditty box is inscribed--"L. B. Stonington 1820 Slp. HERO" and is believed to have been in the possession of Stanley L. Burdick, 14 years-old boy on that famous voyage of discovery.



Audio-visual Aids

Something you probably didn't know: Mystic Seaport now makes available to school and other educational groups, and to the public in general, its constantly growing list of audio-visual aids, styled for ages from 6 to 60.

No volunteer has contributed more to this important phase of the Museum's educational effort than Mr. Curtis A. Owens, Sr. of Norwalk, Conn. Professional photographer, good friend of Mystic Seaport, he has contributed in recent years over 400 different colored slides, 2 x 2 in. (35 mm.), which are in constant use by the staff in illustrated talks before club and school groups. While one set is in use in the Mystic area, Miss Dickerman and Mr. Owens themselves use a duplicate set for talks in the Norwalk-Stamford-New York areas, making his total contribution approach 900 slides. Mr. Owens spends occasional week-ends and his annual vacation at Mystic, working long hours which he claims are a relaxation from his regular photograph assignments.

In a newly published list of audio-visual aids available at no charge (except for transportation), or for nominal rental fees, are eight motion pictures, fourteen slide talks running from 10 minutes to an hour, five programs by recordings, and, of course, the miniature sea chests from the old port of Mystic. The impressive list now lifts your Museum into the class where it can make a notable contribution to education in its own field, in line with the policies of other national museums. Motion picture programs may be had at small rentals, many of the slide-talks have accompanying scripts which make it possible for the layman to present them with some authenticity, and the recordings include such notable radio figures as Ivan Sanderson, and such film figures as Mickey Rooney and Charles Laughton. Most recent is a series of sea shanties sung by an old sailor in the way shanties should be sung.

Among the slides available is a complete tour of Mystic Seaport, lectures on whaling and ship-models. For the small fry are such stories as the old folk tale of *Stormalong*, the story of a boy-stowaway on a clipper ship around the Horn to the California gold rush, and a series on the modern types of craft such as the freighter, the fireboat and the tugboat. The list may be had upon request.

As a service to the community, the Seaport begins, on January 20th, a series of Saturday afternoon illustrated lectures in the Museum, using all its audio-visual material.

Recent Additions to Museum Collections



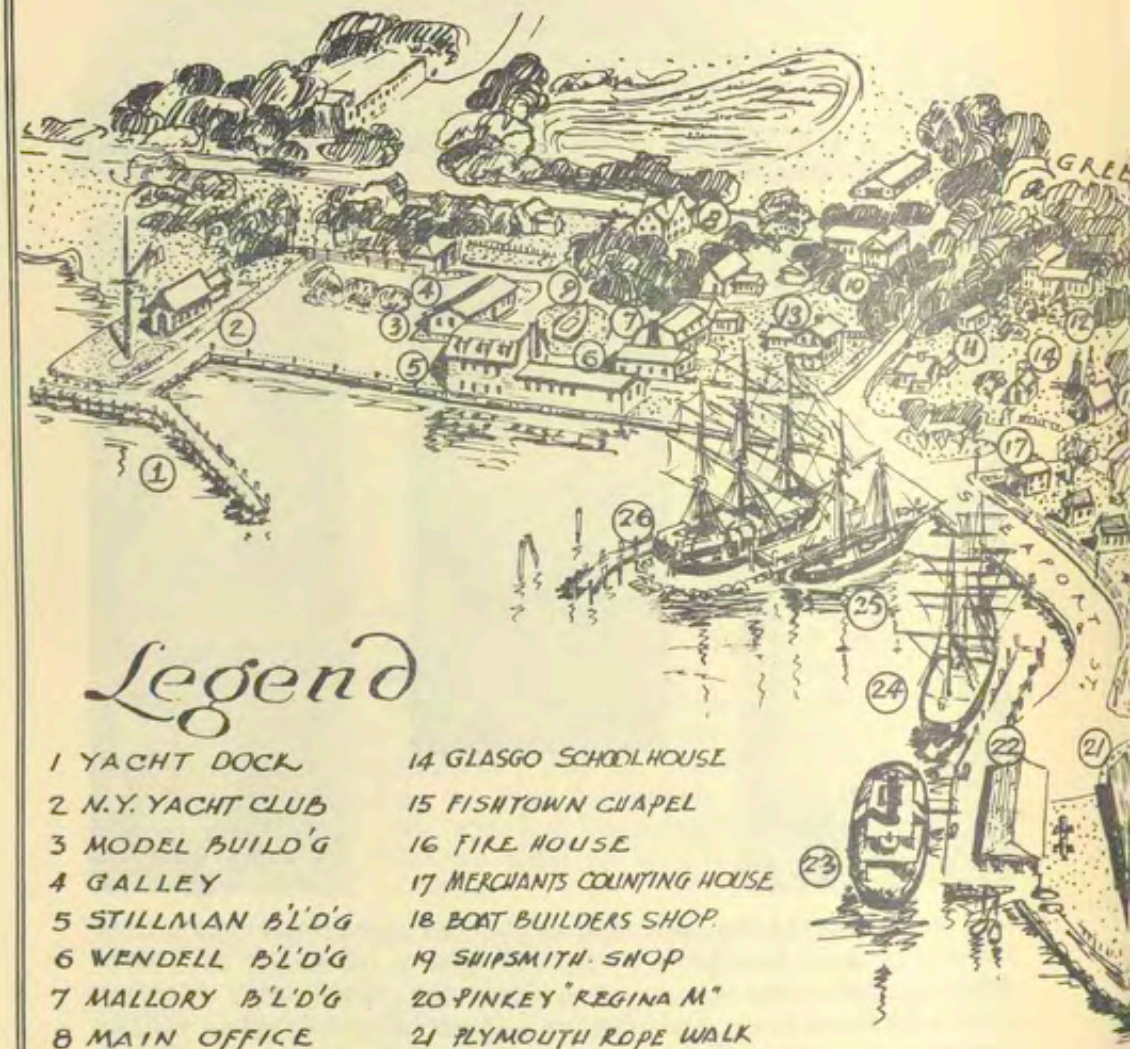






Henry Guilloz, the Seaport's restoration artist, has brought back to their original glory of color and form (top) paddle box decoration from the side-wheel steamer *Mount Washington*, and (below) three figureheads, (left) *Zenobia*, (center) *Eolus*, and (right) *Marguerite*. The *Mount Washington* plied the waters of Lake Winnipesaukee; *Zenobia* was recovered from the vessel broken up at New London during the first World War; *Marguerite* is from a German ship wrecked on Long Island about 1870. The paddle box decoration and *Eolus* are the gift of H. H. Kynett. *Zenobia* was presented by Franklin Remington, and *Marguerite* by Franz Schager.

View of the MY



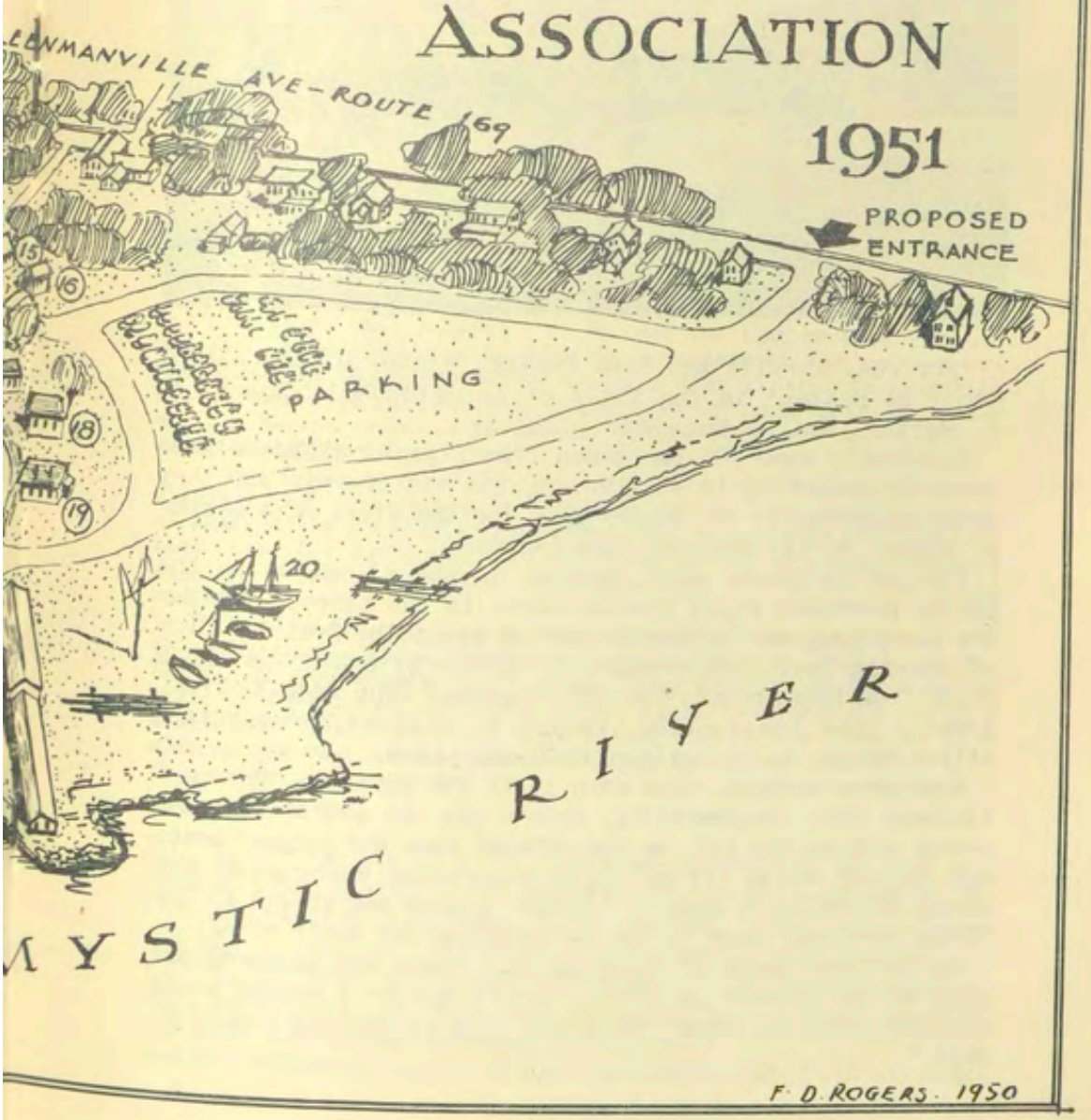
Legend

1 YACHT DOCK
2 N.Y. YACHT CLUB
3 MODEL BUILD'G
4 GALLEY
5 STILLMAN B'L'D'G
6 WENDELL B'L'D'G
7 MALLORY B'L'D'G
8 MAIN OFFICE
9 YACHT "ANNIE"
10 GREENMAN HOUSE
11 JUNIOR MUSEUM
12 STILLMAN HOUSE
13 SEAPORT STORE
14 GLASGO SCHOOLHOUSE
15 FISHTOWN CHAPEL
16 FIRE HOUSE
17 MERCHANTS COUNTING HOUSE
18 BOAT BUILDERS SHOP
19 SHIPSMITH SHOP
20 PINKEY "REGINA M"
21 PLYMOUTH ROPE WALK
22 SPAR SHED
23 "BRINCKERHOFF"
24 "JOSEPH CONRAD"
25 SCHOONER
26 "CHAS. W. MORGAN"

YSTIC SEAPORT

MARINE HISTORICAL ASSOCIATION

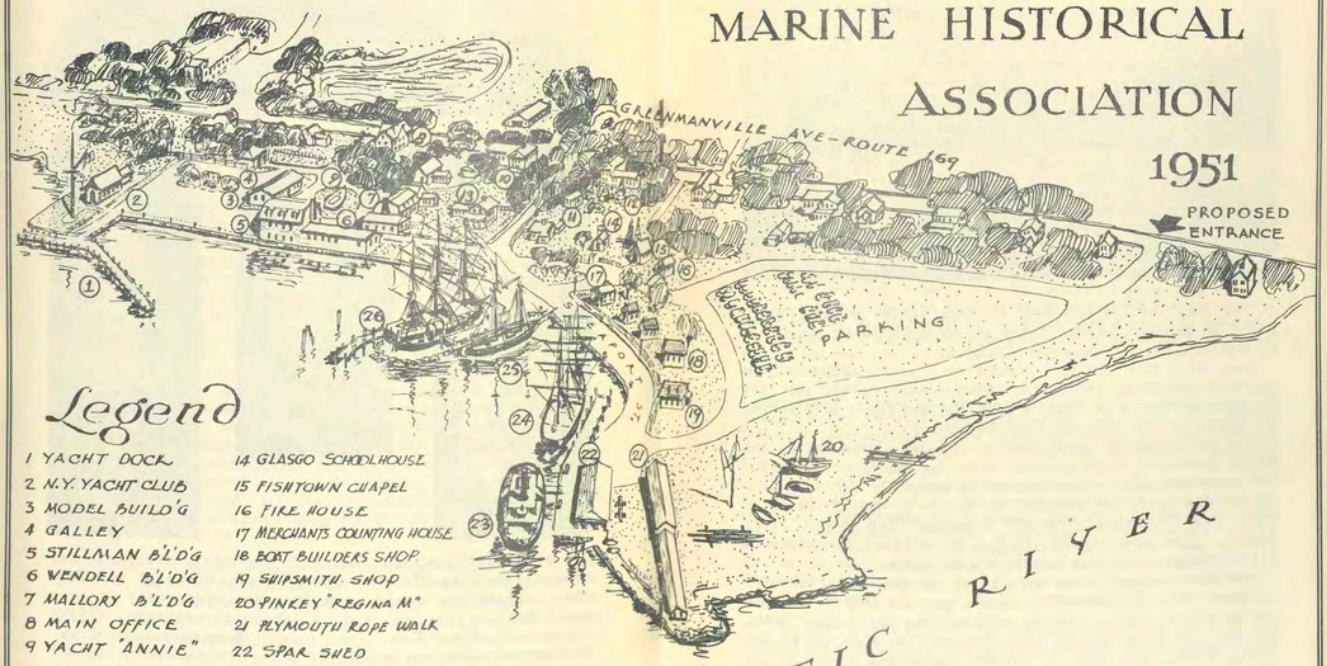
1951



View of the MYSTIC SEAPORT

MARINE HISTORICAL ASSOCIATION

1951



Legend

1 YACHT DOCK
2 N.Y. YACHT CLUB
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F. D. ROGERS 1950

Frostbiting



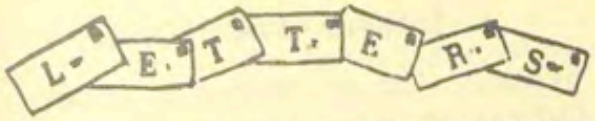
"For Fun, Thrills and Keen Racing, Winter Dinghy Racing Can't Be Beaten" is the title of an article by Robert N. N. Bavier, Jr. in December *Yachting*.

Apparently some 100 yachtsmen from 8 yacht clubs believe there is something in what Mr. Bavier has to say, for they gathered at Mystic on October 28th for the first of a series of annual Mystic Seaport Dhow Derbies.

The participants were members of the clubs who in the Spring presented eight plastic dhows to the Association for its youth program. In the October 28 event the Cruising Club of America (well represented at Mystic by two dhows and a dock) took first place; the Off Soundings Club second. President of the Association, Philip R. Mallory, presented a silver trophy to be retired in three years.

Some were serious, some were in it for pure fun. One participant (who, incidentally, didn't get the award) was seen rowing with an old hat, on the offside from the judges' boat; and the old ships lifted their figurative eyebrows at the heresy of sailboats made of "glass". Dinner was served in the Thomas Greenman House to the participants and their wives.

In the same issue of *Yachting* is a story and pictures not only of the October 28 derby, but of Mystic's unique youth training program, under the title "Mystic Teaches Scouts to Sail."



From Charles W. Scrimshaw, Cleveland attorney and author of a book of travel, *Land of a Thousand Years*, (Central Publishing House, Cleveland, 1949) comes a "new" explanation of the word *scrimshaw* and his own surname:

"The article published in the Sunday Mirror of August 27th in reference to the word scrimshaw in connection with your Museum is almost wholly erroneous.

"The word means *skirmisher*..The *skirmishers, skrimshers* and later spelled *scrimshaws* were the fencers, fighters and raiders of the ancient Vikings on inlet men.

"The Norse Vikings occupied Lincolnshire, England (then Britain) A.D. 869 and soon thereafter took possession of one half of the country. The books classify these invaders as Danes but the ranks must have contained Norwegians as well as Danes.

"The undersigned was born, brought up and educated in Lincolnshire. In his boyhood days the old time agricultural laborers pronounced the name *Skrimsher* and could not be dissuaded from so doing...

"In the olden days the name was more often spelled *Scrimshaw* and pronounced with a hard 'c'...To pass the time on long voyages, the skirmishers who had nothing to do undertook the carvings of whalebone and whale teeth. By so doing they created designs long afterwards used in lacework and placed on other objects. These designs became known as *scrimshaw*. The word appears in every fair sized dictionary.

"The Vikings were all around rollicking, roving, fencers, fighters and sailors who at times became whalers. Whaling was by no means their principal occupation. The skirmishers went ashore, took what they could find and retreated to the ships when serious opposition confronted them. The ships then sailed for some other place.

"Can find no record of sailors after the Norse invasion of 869 doing *scrimshaw* until the advent of the American whaler. *Scrimshanker* or *Scrimshander* is jargon or slang produced by the American whale killers. Such pollution should never have been placed in a dictionary. Trust that you will put an end to the somewhat of a slur on the name of *Scrimshaw* which has been respectable for more than a thousand years."

Ed. note: The theory is somewhat supported by the best authorities. *Murray's New English Dictionary*, quoted by Dr. Charles Mallory Williams, local amateur etymologyst, says: "Of obscure origin; the surname *Scrimshaw* if not actually the source, may have influenced the form..." The Century Dictionary, 1914, says: "If the form *scrimshaw* is original, the word must be due to the surname *Scrimshaw*."
And Mr. Scrimshaw ought to know the derivation of his own name.

Losses and Gains

The Seaport has suffered a great loss in its popular Publicity Director and photographer, Herb Corey, who resigned to accept a full-time position with two newspapers, the Meriden (Conn.) Record and Journal. Millions of persons, in all parts of the United States, have seen his pictures in national magazines, newspapers, house-organs and press association wire service items.

The New London Day paid him just tribute: "His cooperation with visiting writers and photographers brought letters of appreciation from all sources. Although always advancing the Museum's cause, Corey was careful to remain in an anonymous background role.

"Probably the biggest bunch of publicity came when the ferry *Brinckerhoff*, enroute to the Museum in tow from New York city, became lost for several days in a pea soup fog that blanketed Long Island Sound. Press and radio covered the incident closely but Corey always denied arranging the fog as a publicity stunt."

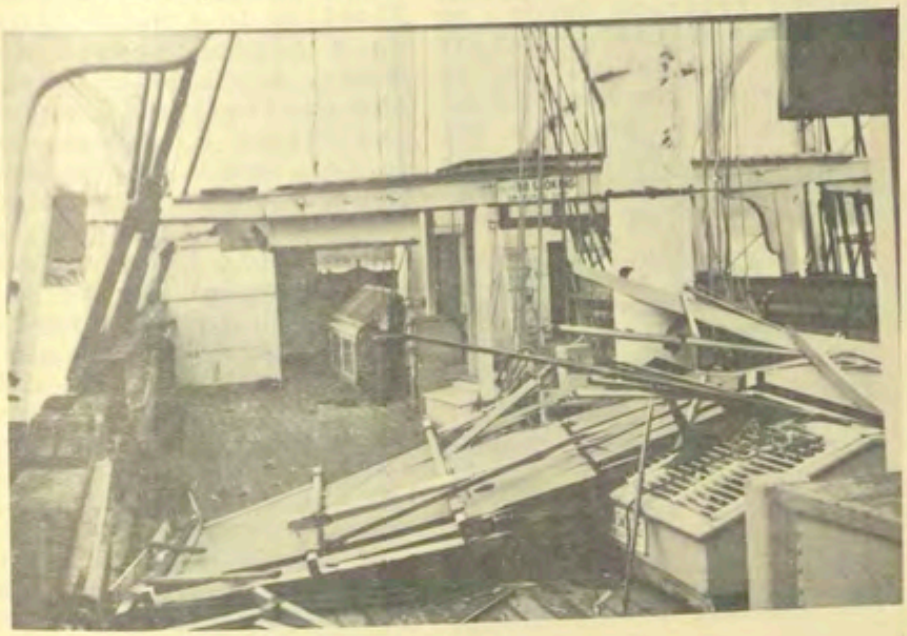
With her publicity agent gone, the irrepressible *Brinckerhoff* literally "blew her top". In the big blow of November 25th, the roof to the housing of her walking beam suddenly took off in one piece and boarded the old whaleship *Charles W. Morgan* where it lay, next day, as sad a piece of wreckage as you ever saw. The *Joseph Conrad*, frightened out of her wits by all the hullabaloo, broke her moorings and headed for calmer waters upstream, but was retrieved by a midnight crew of loyal staff members and volunteer firemen, and neatly saved. One of the exhibition buildings got its feet wet, but other damage was slight.

Library record work also suffered a temporary setback at the end of summer when Mrs. Eugene Lohrke, Volunteer Recorder, and Mrs. Richard Baum, Volunteer Librarian, removed themselves and families elsewhere for the winter. Both plan to return in the Spring.

Record work, however, is not at a complete standstill and all these tribulations have been not without some leavening of happier events. The Museum has gained vastly with the addition to the staff of Mrs. Frances Mott as the Curator's secretary, doubling in library records.

Mrs. Mott has, to date, titled, filed and inserted in the catalog library cards for almost 4,000 pictures of ships, steamboats, yachts and shipyard scenes; has about 3,000 more to go. Similarly, the Museum has profited by the volunteer work of Mr. Douglas McGregor, who, for the Fall and Winter months, has been devoting three days a week to inventory and inventory records. Other volunteers, Mrs. Harold Rowe and Mrs. F. Maxwell Page, are busily engaged in labelling new items on exhibition, refurbishing old labels. In the office Miss Helen Haynes has been busily bolstering Accountant James B. Pert's efforts towards channeling the Museum's monies in and out of the right columns, digging out figures when needed, and making sensible statements of them.

So ends, with winds variable but not baffling.



Variable Winds

George Nichols is the donor of a 30 ft. Herreschoff launch for the use of Mystic Seaport. The trim little craft did several worthwhile errands for her new owners before being hauled for the winter.

Recent Publicity: In November *Lookout*, publication of the Seamen's Church Institute of New York, a story on the ship *Balasore* and a cut of her figurehead, with credit lines. In *Plymouth Rope Walk*, organ of the Plymouth Cordage Company, four pages of pictures and text on Mystic's Seaport. In the December issue of *The New England Social Studies Bulletin*, an article by Marion Dickerman. An article in the forthcoming *Inland Waterway Guide*, on Mystic and its nostalgic Seaport. The 250 pp. book is obtainable from Marina Publishing House, Inc., Box 101 Wilmington, N. C., and at the Museum's Seaport Store. On the cover of the *Powell River Digester*, house-organ of the Powell River Company Ltd. of Vancouver, B. C., the Museum's *Balasore* figurehead which stood for many years on their own property.

An important addition to the Library is a complete file of *The New York Maritime Register*, 160 volumes, listing every vessel engaged in foreign trade over the world and every vessel engaged in coastwise trade in the United States, from 1869 through 1948.

Frances Mott of the curatorial staff has blossomed out with the smartest thing of the season in women's wearing apparel. On the port side of her white silk blouse she painted a string of colorful code flags spelling out her first name; on the starboard side a tiny replica of the *Morgan* with whales disporting themselves nearby. Neat, and clever; but so is Frances. She says it is washable and that the colors will outlast the blouse.

The *Morgan* was one of the ships pictured for identification in a quizz column in a Boston newspaper's Sunday Supplement. Others: the *Gertrude M. Thebaud*, the *Thomas W. Lawson*, *Red Jacket*, and *Old Ironsides*.

Whale Hunt, the story of Nelson Cole Haley's four-years voyage on the ship *Charles W. Morgan*, 1849-53, is now published in England by the house of Robert Hale Ltd. and the book is listed in their Fall catalog. Ives Washburn, Inc. are the American publishers.

The ducks are back. Mergansers, Blacks, Buffleheads, other varieties are the

Mother Carey's Chickens of Mystic River's historic ships. They add color, movement and interest to the winter scene.

Katharine Best and Katharine Hillyer are joint authors of an article on the Mystic enterprise which is expected soon to appear in *Good Housekeeping*, with the emphasis on the community effort behind the project.

A singular thing, but something for the townspeople to boast of, is that two of our local boys have just blossomed out with natural history books. Thomas P. McElroy's *Handbook for Attracting Birds* (Knopf, N.Y.) is of the things of the air; while Roy W. Miner's is of the things of the sea, a *Field Book of Seashore Life* (Putnam's, N.Y.), all about the minutest wonders of the universe. Aggasiz called the barnacle "a little shrimplike creature, standing on its head inside a limestone house kicking its food into its mouth with its feet."

Mystic's famed marine collection is listed at considerable length in the recent "Report by the Committee to Survey Museums in the New England Area", published by the New England Conference on Graduate Education; and in "A Preliminary List of Maritime Collections in North America", compiled by Alexander Crosby Brown, Associate Editor, *The American Neptune*, whose address is The Mariners' Museum, Newport News, Va.

Did you hear all about your Association's work on WOR at 10:45 a.m. Sept. 30th, Port of New York Authority broadcast of an interview with Philip Hunter?

Chris Nelson of Otago, N.Y., was an October visitor. Mr. Nelson trained on the *Georg Stage* for six months at the age of 14, under Captain Bruun; as number 68 of 80 trainees. He visited his old ship, and said she "looked good to him".

The Gotham Advertising Agency, through its President Duncan Sutphen, has been working closely with the Museum on a lush publication marking the 100th anniversary of Juilliard worsteds and woolens in the Spring of 1951. The publication will tie in with the historic wool clippers and the anniversary will feature store window displays, part of which will be properties of The Marine Historical Association.

The successful candidate for Governor of Conn., John Cabot Lodge, visited Mystic Seaport during his campaign, along with a considerable cavalcade of local politicoes. Connecticut's last two Governors have been actively associated with the Museum and it is hoped the

present incumbent will follow their good examples.

Add to the article on *Losses and Gains*, that Clinton Durfee of Maintenance has resigned to accept a position with Standard Machinery of Mystic. The Seaport was fortunate in his replacement with Ed Richards who returned to the staff after a long illness.

A California professor is preparing a bibliography of manuscript diaries existing in the U. S. Ours will be listed, of course, and there is interesting stuff in those diaries. Silas Enoch Burrows, for instance, tells of his call upon Lady Franklin; and at the other end of the social scale, an obscure whaleman, in another, tells of an audience with royalty---in Madagascar.

Charles Brooks, bustling Business Manager for the Association, attended the 100th Anniversary dinner at Worcester, Mass. of the John Donnelly's Sons Company, maintainers of the Museum's big road signs. He recently conferred in New York with R.K.O.-Pathe officials concerning movies which may be made at Mystic Seaport.

Dow Chemical Company, moving into nearby Ledyard with a big new plant, will feature the history of its new location in a forthcoming issue of its house organ; will probably show pictures of Mystic Seaport and its ships.

Plans have begun for the formation of a Sailing Club in one of the nearby high schools. The Association expects to cooperate by lending its equipment of sailboats to the budding yachtsmen. J. George Williamson, yachtsman, mechanical drawing teacher and summer sailing instructor for a girl's camp, will be in charge. The project is being backed by the school board and activities will be confined to the adjacent (and safe) waters of Mystic River, and to periods which will not interfere with our own youth training program.

E. A. Patt, Secretary of the Steamship Historical Society of America, is correlating and cataloging pictures, books and papers now the property of the Society but soon to be deposited at Mystic under the terms of the new affiliation.

Grading has been done and a foundation prepared for the Rope Walk which is the subject of a special article in this issue of *The Log*. The work was done during the third and fourth weeks of December and the re-erection of the building itself is already well advanced.

Mystic Seaport marked the holidays with a Christmas party to its staff, with a miniature tree, candy canes, an exchange of gifts from Kresge or Woolworth, a little foolishness here and there,

and a nubbin of egg-nog apiece.

A yacht which was in storage for 41 of her 64 years was the last yacht of the season at Mystic Seaport's dock. The sloop *Ramona* was built in 1886, went into a stone boat house in 1905 and there she remained until Fred White of North Scituate, R. I. bought her and brought her out in 1946. Headed for Florida, she arrived just in time for the big blow of September 24th.

As far as we know our youngest contributor in response to the Year End Appeal is William S. Walsh of Glendale, California. Bill is fourteen and writes he is buying many of his Christmas presents from the Seaport Store and that he is trying to get higher grades in school because some day he hopes to enter Annapolis. Best of luck to you, member Bill.

Miss Marion Dickerman, Educational Director, has been elected Chairman of the Educational Committee of the Connecticut League of Historical Societies, Inc. Miss Dickerman, besides partaking in that meeting at Woodbury, has given other Conn. talks on the Museum before the Putnam Hill Chapter, D.A.R., at New Canaan, and the Woman's Club of Maple Hill, Newington.

MacDonald Steers, Editor of *The Log* and Assistant Curator has shown slides and given talks before school and club groups in Connecticut, including several in the wards of the Newington Home for Crippled Children. This institution had previously circulated one of the Museum's sea chests through its ward-classrooms.

The *Joseph Conrad* was the subject of the Museum's Christmas card this year, from an etching done by Cliff Parkhurst. Your Officers and Directors and the Staff itself would have liked them to go to every loyal supporter of their work, to donors of material and of cash, to those who helped with conduit or truck or mere advice, but the cost of such would have made it prohibitive. We had to satisfy ourselves with sending them to those 300 donors of TIME- the most valuable thing that man possesses. To all others, God bless you every one, and

MAY THE NEW YEAR BRING YOU JOY....AND PEACE.

Erratum: By a regrettable oversight, the name of Mr. Phineas O. Baker, was omitted from the recently published membership list. As it is possible that other similar errors have crept in, despite the care used in checking and rechecking our lists, we will be glad to be notified of any further omissions.
It should be noted further that the names of members who joined the Association since the 30th of June, 1950, are not included in the list which was made up as of that date.

What You Should Know About Mystic Seaport

Aim . . . To preserve America's great, vitalizing traditions of personal responsibility and the paramount worth and dignity of the individual, as exemplified in the lives and achievements of her early mariners:

Why . . . *Because* our early mariners accepted the obligations of those principles in a harsh and perilous mode of life, they were able to overcome the most formidable odds;

Thereby developing the highest standards of resourceful self-reliance, devotion and industry;

Excelling all others in the vital arts of peaceful commerce;

Rendering indispensable service in promoting good-will abroad and unity at home;

Supplying in great measure the means to conquer a vast wilderness and establish there a Nation;

Shaping and defending its character as a haven of well-being, still unequalled;

And because the decay of their time-tested principles would reverse the kindly upward trend they so notably sustained, and destroy our fitness to survive as a free people:

How . . . . *we are re-creating here* a replica of the environment in which they lately lived and toiled; to stand as a challenging witness of their yet unsurpassed achievements, and to testify through the years that a people inspired under God with a sturdy sense of individual worth and personal responsibility may work out their destiny unaided and unafraid.

If Mystic Seaport shows you that their stout qualities are still needed, our purpose will have been achieved.