The Log of Mystic Seaport

Volume 5 No. 3

Summer 1953





The Marine Historical Association, Inc.

Mystic, Connecticut

The Log OF MYSTIC SEAPORT

Published by The Marine Historical Association, Inc., Mystic, Conn.
for members of the Association.

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Photography, Louis Martel
PRINTED AT MYSTIC SEAPORT

IS THE FIGUREHEAD COMING BACK ?

The photogenic lady with flowing hair and robes adorning the bow of the yacht in our cover picture, led some to believe that the vogue for such bow decorations is coming back--at least that was the subject of an article printed in *Yachting* some time ago.

The lady is attached to the yawl *Arda* of Greenwich; owned by Arthur Sherrill, who himself carved the figure out of garapau wood from South America. Sherrill has carved two others, from teakwood, for other yachts.

Arda was the old *Siesta*, bought by Sherrill from a West Mystic yard. On the day that she tied up at the Cruising Club Dock at Mystic Seaport, June 9th, a distinguished fleet was in, which included Irving Johnson's brigantine *Yankee*, *Spray*, a replica of Joshua Slocum's more famous boat of the same name, and another visitor from hot, humid and far-away Panama.

Whether or not *Arda*'s lady has started a trend, she needs no apology and will some day take her place as a worthy example of an art whose passing is often deplored but really is not lost.

AS IT WAS Visitors at the Seaport on Tuesday, May 19th, were startled to find that the moment they parked their 20th Century cars, they stepped out into a strange scene. Moving about them were a horse-drawn wagon, oxen hitched to a cart, men with handle-bar mustaches, ladies in bonnets and long, flaring skirts.

Tin-type sailors were coiling lines and doing other odd jobs on the ships. Walking along the cobbled street, in and out of the shops, even streaming out of church, were ladies in ruffles, stiff petticoats, tight bodices and the flowered prints of almost a century ago. A banker strolled down the street with a lady in ruffled blue on his arm. A frock-coated gentleman cycled down the flagstone walk on a high-wheeled bike and almost ran down two frightened ladies in prints and bonnets. A farmer in straw hat shouted "gee" and "haw" to two docile oxen, and the pleasant rumble of wagon wheels lent authentic sound as well as sight to the flash-back into history.

Then, if he were a sharp-eyed visitor, he noted that the oxen were unaccustomed to the cobblestones; the rider a bit too uncertain of his high-wheeled bike.

The entire Seaport staff, or most of it, were play-acting. The Bullard Machine Tool Company of Bridgeport was producing a movie to celebrate its 75th anniversary next year.

The real co-stars of the production were George and Jeff, who although but three years of age, tipped the scales together at 2,700 pounds. These gentle, wonderful oxen were the property of Mr. Robert E. Hescock of North Stonington and had been rented for the occasion. From the big soft eyes of Jeff, the left-hand side of the team, an occasional tear rolled down his brown and gray nose, no doubt at finding himself engaged in such urban foolishness. Their straw-hatted, overalled driver flecked them only gently with a short whip to get them going; had only to lean heavily against George to get the pair to stop.

Mr. Hescock uses his oxen for such farm work as drawing wood; has another pair yet too young to labor. Oxen, like cattle, he says, must be registered at the

State Capitol, and, indeed, both George and Jeff carried metal tags in their ears, with their State of Connecticut registry numbers stamped on them. When an ox changes owners, his registration is changed at Hartford, much as would be done by the owner of an automobile. No driver's license is required, however!

Owner of the horses was Ansel Coates, also of North Stonington.

The Bullard motion picture will not be released much before a year has gone by, but a print of Mystic Seaport's part in it may be received in a month's time. The crew moved on to Old Sturbridge Village to film more authentic background stuff for the film history of machine tool making by Bullard.

Bullard's 75th in 1954, will be also the 25th for The Marine Historical Association and the 300th for Mystic.

SALEM, 1825

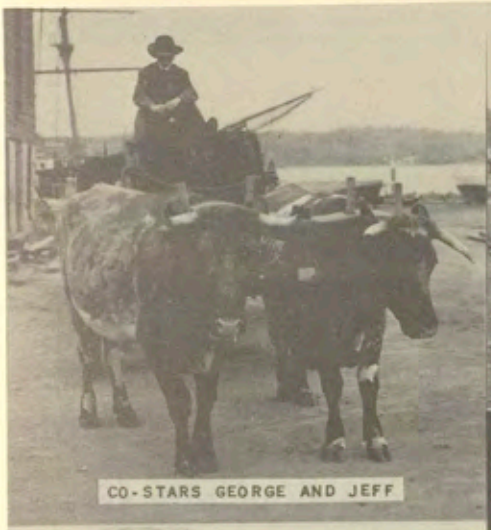
From Java, Sumatra, and old Cathay
    Another ship is home today.
Now in the heat of the noonday sun
    They are unloading cinnamon,
And even here in Town House Square
    The pungent fragrance fills the air...
Oh, nothing is quite so exciting to me
    As a ship just home from the China Sea.
So I will go down to the harbor soon
    And stand around all afternoon.

--Oliver Jenkins

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At midnight in the museum hall
    The fossils gathered for a ball.
There were no drums or saxaphones
    But just the clatter of their bones.
A rolling, rattling, carefree circus
    Of mammoth polkas and mazurkas.
Pterodactyls and brontosauruses
    Sang ghostly prehistoric choruses.
Amid the mastodonic wassail
    I caught the eye of one small fossil.
Cheer up, sad world, he said, and winked,
    It's kind of fun to be extinct.

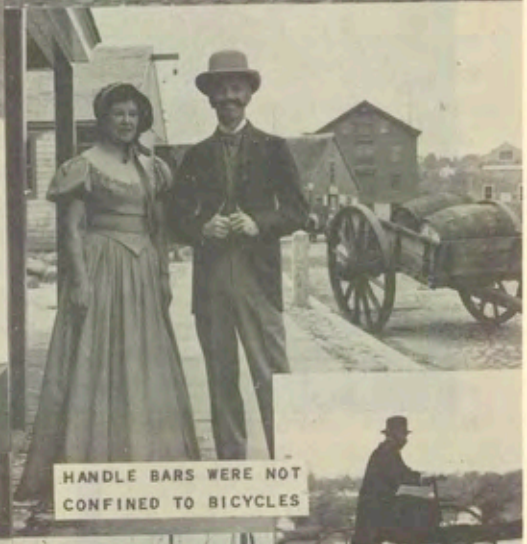
--Ogden Nash



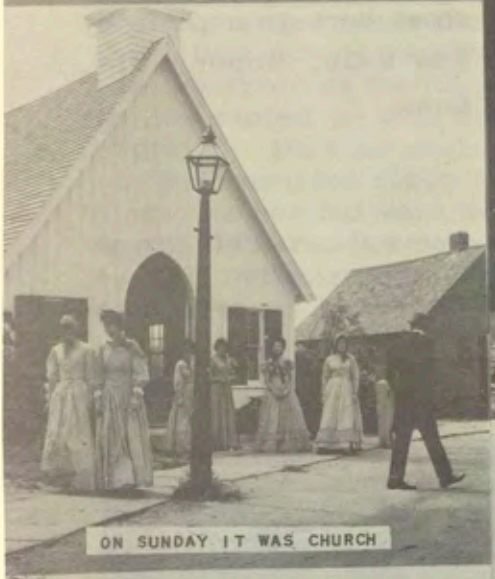
CO-STARS GEORGE AND JEFF



WOLVES WERE COMMON IN THOSE DAYS



HANDLE BARS WERE NOT CONFINED TO BICYCLES



ON SUNDAY IT WAS CHURCH



THE SIDEWALK FOR VISITING
THE STREET FOR TRAFFIC



SHIPS, WHALE-OIL AND COBBLES



DID THE JIG-SAW SEPARATE THEM?

No one would appreciate the joke more than genial Rod Cleveland, former owner of the Nomansland boat, now at Mystic Seaport. Parts of both are shown here in a photo by Jan Hahn, Woods Hole, Mass.



On the series of Free Days offered to the community in May, many came on four wheels, some came on two wheels, and one came on three wheels--others walked. Above, part of the two and three-wheel brigade. Where are the riders? Seeing the Seaport, of course!

A LABOR OF LOVE

A ship or its model is a very particular thing, possessing a personality, style and type all its own.

But one, recently presented to Mystic Seaport has a different kind of distinction. She was made as a labor of love, and from the keel blocks in which she is mounted, to the top of her t'gallants, and from the day she was conceived in her builder's heart, she was made expressly for Mystic's museum.

William S. Quincy, Jr., who made her and gave her to the Museum after five years of spare-time labor, is neither a millionaire, a yachtsman or a collector. But he loves ships and he knows how to make models of them. Ever since the diminutive square rigger, *Joseph Conrad*, came up-river at the end of a cable-tow in August 1947, he has wanted to make a model of her and told Museum officials that he would.

He consulted first the original Burmeister & Wain plans, as her builders set them down in 1882 at Copenhagen, Denmark. But some of the details were not there, so Bill Quincy made many visits to the Museum; he clambered up into the rigging, and all over the old



ship, measuring, jotting down notes in his notebook. He even measured off the distances between the belaying pins in the pin rail. He decided on 1/4 in. to 1 ft. scale.

Most of the finished model is of pine, but her spars are birch and her pin rails are mahogany. Bell, belaying pins and binnacle are of brass, made out of brass rods turned down and filed to shape. Her pine deck is laid of individual planks, secured by brass brads 22/100 of an inch in diameter.

Instead of cloth, paper or parchment sails billowing in an imaginary wind, Quincy made his sails of cloth, furled and lashed to the spars; because, he says, spread sails on a ship model never look natural. For the same reason he squared her spars around, instead of setting them at right angles to the ship; and this position saves case room, as well. From the museum visitors' standpoint they are better viewed that way, too.

The finished work of art is mounted, naturally, on keel blocks, displayed in a case which he himself made, and labeled properly with engraved lettering on a brass plate, turned out by a friend.

Quincy says that after the first two years he lost count of the hours he spent on the job, but he had then recorded over 400. He estimates that the completed task took something over 1000 hours of work--all done in his spare time, evenings and week-ends, for Bill Quincy is just an ordinary guy who works for his living at the Underwater Sound Laboratory in New London. And he is no professional looking for future clientele, he just likes to build ship models. Then, too, he always had a kind of fondness for the *Joseph Conrad.*

He hated to give this one up, he said.

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A worth while contribution to maritime history has been made by member G. Peabody Gardner of Boston, with the publication by the Peabody Museum of his *E. & S.--Some Harbors in Nova Scotia and thereabouts,* a copy of which he has presented to our Library.

SEQUEL When Miss Beryl Pilcher of Surrey, England, now in the U. S., read the current July issue of *Coronet*, one article brought tears to her eyes and memories, both bitter and sad. The article was called "Two Against The Sea" and retold the story of the jolly boat of the British steamer *Anglo Saxon* and its seventy days at sea, with seven men dropping one by one into limbo. Only two survived, and they not for long.

Beryl Pilcher read that the famous boat was preserved at Mystic's Marine Historical Association. The article caused her to make the pilgrimage to Connecticut with her cousin, Daniel V. Walker of Oyster Bay, for her brother, R. H. Pilcher, was the first man to die in that boat.

When the German raider *Weser* attacked the British ship off the coast of Africa in 1940, W/T officer Pilcher had one foot reduced to a pulp of mangled flesh and bone. For one day he rowed without complaint and the other six had no inkling of the horrible pain he endured. By then gangrene had set in. There was an axe in the boat, and with his permission they decided to amputate. Faced with the ordeal, no one could do it. So after a few days under the added tortures of thirst and hunger and blazing sun, he died.

"Mr. Pilcher", says Guy Pierce Jones in *Two Survived*, his book-length account of the voyage, "was a very gallant young gentleman. He even apologized for the unpleasant odor of his gangrened foot. He turned his head away on the last day of his life when he was offered his ration of water, so that others might survive. It is one of the most moving episodes of the whole odyssey."



ANOTHER GOOD START A tired publisher once put at the bottom of his list the manuscript submitted to him which began: "The day the party was to be that night, dawned auspiciously."

So might June 4th be described, one fair day set in a Spring made noteworthy by cold and rain.

Because of the quality of weather which seemed to hold, it had been decided to hold the annual Volunteers' Party partly in, partly out.

For the third year member-theatre owner John B. Findlay gave over his Strand Theatre for the Mystic Seaport affair and supplied the movie--Debbie Reynolds and Donald O'Connor in the light comedy "I Love Melvin". 150 volunteer workers then made their way to the Mallory Building where President and Mrs. Philip R. Mallory greeted them and a cateress provided tea and cakes, coffee and sandwiches. Off to another good start was another season of the kind of local endorsement and help which for extent in numbers and years makes Mystic Seaport rank with the elite in its field.



MUSEUM LIFE

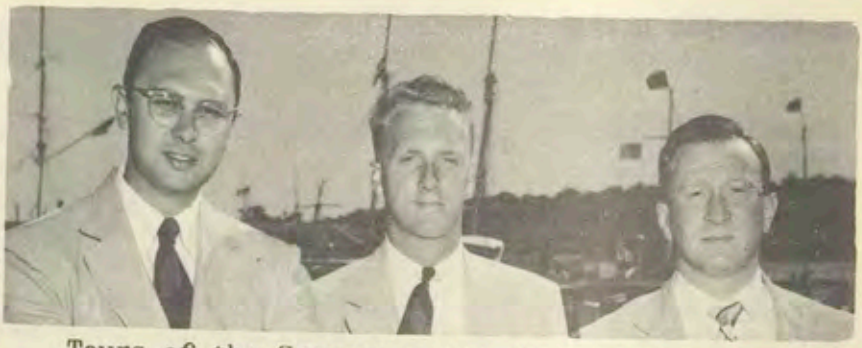


A new shower bath for Mystic Seaport dates from 1845 and was manufactured by The New England Bath Company, Waltham, Mass. It is a narrow stall which only a human beanpole could squeeze into. A wooden framed structure sheathed in varnished oil-cloth. The bather stands upon a drain board. The shower head is a Japanned tin circular trap which lets into a lower receptacle pierced with holes. The whole can be lowered for filling, raised for spilling, by a pulley arrangement with a weight like a grandfather clock's. When raised overhead, full of water, the bather pulls a string, the trap is opened, and the water flows through the sieve. Bathing inside the contraption would, indeed, be like bathing inside a grandfather clock.

Many a car window at Mystic Seaport is plastered with decalcomanias, but we have seen but one trailer (from Beverly Hills, Cal.) which had them displayed along the full length of it, like battle flags. There were 82, from such places as the Ringling and Ripley Museums, Annapolis, Williamsburg, Great Smokies and Texas Longhorn. New York was represented by the Statue of Liberty; Philadelphia by Independence Hall; the highroad by the New Jersey Turnpike. Out of the West came Death Valley and Tombstone, Ariz. And in the South the owner had found the Mississippi. Most unusual of all was from The Famous Old Crystal Bar at Virginia City, Nevada.

An original idea was demonstrated by one Cub Scout leader at Mystic Seaport. His cubs were lined up on either side of a 1½ in. hawser and made to keep one hand on the rope as they serpentined about the Seaport, in and out of buildings, onto the ships and about the grounds. A leader led the way. Even the head was not excepted. Here the first one went in, followed by each one in turn; and as each came out he took his position at the end of the line.

Irving Johnson's brigantine *Yankee* has been commissioning at Mystic Seaport prior to her usual summer cruises and, this year, her departure November 1st for another around-the-world cruise.



Tours of the Seaport under the new student-guide plan, as announced in your last *Log*, have proven a popular innovation. Three young men of distinguished scholastic background give nine tours daily, allowing of course, for days off.

Alan Silvera, 22, was born of French parents at Alexandria, Egypt; lives now in New York City. He prepared at Victoria College, Alexandria, took his A.B. at Harvard. At Harvard he is a member of the Graduate History Club and the International Club. His research project at Mystic is Oceanic History, and preparation for his Ph. D. from Harvard.

David Sterritt Ellis of Chicago, 22, Yale '54, prepared at Lake Forest (Ill.) Day School and the Asheville School; is a history major at the University, and even though an undergraduate, was the personal choice of Dr. Leonard Labaree, Sterling Professor of History at the college. He is a member of Beta Theta fraternity and a Whiffenpoof.

John Gordon, 31, of Upper Darby, Penn. has his A.B. from William and Mary College. his A.M. from Harvard, and is studying for his Ph.D. there now. In 1952 he sailed across the Pacific in a 49 ft. yawl with a crew of three Japanese, three Americans; 47 days at sea without touching land. The story of his Pacific voyage is told in the July issue of *American Neptune*. He is a Phi Beta Kappa, Kappa Sigma fraternity, and a Lieutenant in the U.S. Naval Reserve. His research project at Mystic Seaport is "American Neutral Trade to England and France during the Napoleonic Era", and at end of summer will go through the Stephen Girard papers at Philadelphia, as yet untouched by scholars.

DIFFERENT HOBBY When Captain Frank W. Kingsbury, Veterinary Corps, U.S. Army, wandered into Mystic Seaport one day, a museum official found him so pleasant to converse with that he thought he'd like to do something a little out of the way, so offered him a copy of the latest issue of *The Log*. His visitor made the rather surprising statement that he would prefer instead the *first* issue. The Captain is a collector of first editions of magazines.

While there are thousands of collectors of first editions of books, he said he had yet to run across another who goes in for first issues of magazines. He has, from eleven years of collecting, five hundred first issues, including a first of *Nature Magazine*, an 1857 edition of *Atlantic Monthly*, and a February 1930 of *Fortune*, which contained a story on the loss of the *Titanic*.

Why his kind of collecting is such a rarity, puzzles even Captain Kingsbury. "It is", he said, "one of the most obvious of all; for every time a man stands in front of a news-stand, with its hundreds of colorful covers, the hobby should suggest itself."

He took with him, from Mystic, a copy of the October 1948 *Log*; will show it along with his other treasures in Hobby Shows and the like.



ALAN SILVERA CONDUCTING A GUIDED TOUR



Miss Barbara Pearce, new sailing instructor who will, in addition to her sailing activities, supervise groups which have overflowed the *Conrad* onto the *Australia*.

Mr. Matty Richards, new Mate on *Brilliant*. His wit and ability in spinning a yarn have proven an unexpected asset to *Brilliant's* Program.

Skipper of the *Brilliant*, Adrian Lane, was pictured in your last *Log*. On the *Conrad* Captain Raymond Titus is now in his third season as Skipper, with Assistant William Clift, in his third with the Seaport. Mrs. Fanny Beal is responsible for the important three meals a day.

Three vessels this year resound with the activities of youth groups in training at Mystic Seaport. The *Conrad*, resplendent in new paint and hull repairs, is booked for the season with larger groups and more of them than ever before. So many applied and were accepted that the schooner *Australia* had to be overhauled and remodeled below deck to provide additional sleeping space. On the opposite page are shown the complete bookings of both programs, showing the far reaching effects of Mystic Seaport's unique plan of youth education.

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Capt. Titus' job of imparting nautical knowledge to the youth groups on the *Conrad* is made easier by two contributions from two companies who have helped in the past in the same way. Plymouth Cordage Company has again sent a generous supply of its booklet *Useful Knots and How to Tie Them*; Texaco Waterways Service of The Texas Company sent 500 copies of their cruising chart, on which the youthful sailors may lay a proper course.

JOSEPH CONRAD YOUTH TRAINING PROGRAM, 1953

A total of 654 Scouts and leaders in 35 groups have been scheduled:

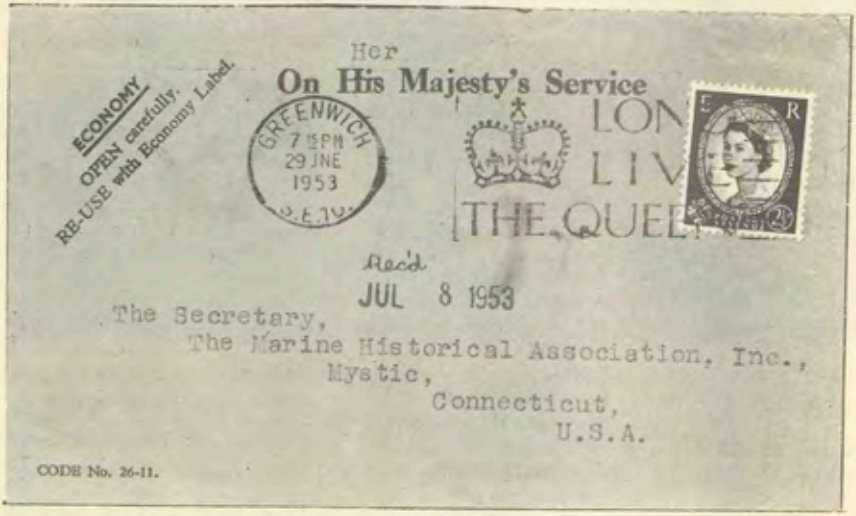
June 18--21	Girl Scout Mariner Leaders' Training Course	30
June 22--24	Hartsdale, N. Y.	35
	Stratford, Conn.	17
June 25-28	Scarsdale, N. Y.	33
	New Milford, Conn.	15
June 29--July 1	Asbury Park, N. J.	10
	Corning, N. Y.	20
	Yonkers, N. Y.	14
July 3--6	Eastern Connecticut Council	30
	Pulaski, N. Y.	12
July 7--10	Irvington-Dobbs Ferry, N. Y.	36
	Goshen, N. Y.	12
July 11--18	Toronto, Canada	20
11--13	Denville, N. J.	6
14--17	Goshen, N. Y.--Middletown, Conn.	12
July 19--24	Stratford, Conn.	11
21--24	Narragansett Council, R. I.	20
July 25--29	Baltimore, Md.	15
July 30--Aug. 1	Waterbury, Conn.	15
	Mamaroneck, N. Y.	23
	Corning, N. Y.	10
Aug. 3--6	Long Branch, N. J.	26
Aug. 7--9	Danbury, Conn.	23
	Syracuse, N. Y.	18
Aug. 10--16	Rowayton, Conn.	27
	Westport, Conn.	22
Aug. 17--20	Clifton, N. J.	14
Aug. 21--23	Hempstead, N. Y.	22
	Ossining, N. Y.	14
Aug. 24--29	Locust Valley, N. Y.	16
	Milford, Conn.	11
	Newington, Conn.	10
Aug. 31--Sept. 3	North Andover, Mass.	22
	Mystic, Conn.	13
Sept. 4--7	Barrington, R. I.	20

BRILLIANT CRUISES, 1953

June 7--13	Rochester, N. Y.	10
June 21--27	Mansfield Center, Conn.	10
June 28--July 4	Burnt Hills, N. Y.	8
July 5--11	Plainville, Conn.	10
July 12--18	Ridgefield Park, N. J.	10
July 19--25	Mystic, Conn. Mariners	10
July 26--Aug. 1	Mystic, Conn. Boys	10
Aug. 2--8	Held for repairs	
Aug. 9--15	Rowayton, Conn.	10
Aug. 16--22	Eastern Connecticut Council	10
Aug. 23--29	Burnt Hills, N. Y.	8
Aug. 30--Sept. 5	Westerly, R. I.	*20

*10 boys each cruise of 3 days.

L-E-T-T-E-R-S



The Director of the National Maritime Museum presents his compliments to the Secretary, The Marine Historical Association, Inc., and thanks him for sending a copy of the Twenty-Third Annual Report for the year ended December 31, 1952, and the Membership List at December 31, 1952, of The Marine Historical Association, Inc.

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Dear Mr. Steers:

This is a very inadequate way to tell you just how much we enjoyed our cruise* on *Brilliant*. The girls had a grand time and they could talk of nothing else all the way home-and now it's the pictures they took. As for Miss Nye and me, it was a very wonderful experience and we are awfully glad we were able to go along.

It seemed to me that despite all the last minute preparations, everything worked out very well and I hope you feel that way about the management end of it too.

The *Brilliant* is truly a beautiful ship and gave us quite a sail. Her Skipper and Mate are also to be commended because they did an excellent job and handled the girls very well. Skipper said that if we had any suggestions to let you know, but really I can't think of any.

Thank you all and if anyone needs a recommendation, have them get in touch with me.

Sincerely,
Gail Brewer

*Brilliant's first cruise

Variable Winds

The toots once heard so often between Poughkeepsie and Highland, N.Y., said the *New London Evening Day* on June 8th, will now summon Mystic volunteer firemen out to fight fires.

This tale of the toots is not too true. The whistle of the old walking-beam ferry boat *Brinckerhoff* which sounded from the roof of the Hoxie Fire Company's station in downtown Mystic, was test tooting temporarily.

Curator Emeritus Carl C. Cutler is hard at work on a new book, on packet ships. It seemed appropriate, then, to the Seaport Staff when they were flaying about for a proper going-away gesture to the man they so loved and respected, to present him with something not only useful, but close to his heart- the log of the packet ship *Black Hawk* of the 1850's.

The old Charles Mallory Sail Loft will shortly receive a new coat of red paint, but because it is a very special kind of red paint, will still look old. Sufficient paint to cover the three and a half storey building is received as a gift from Pratt & Lambert, Inc., paint makers of Long Island City, N. Y.

Those who saw Samuel Chamberlain and his wife wandering about the Seaport weighted down with camera, tripod and other gear, could come to but one conclusion: that the well-known author and photographer was doing a story on Mystic Seaport. Other stories are brewing for *House & Garden, Friends* (the Chevrolet) *Magazine*, whose circulation is reputed to be a whopping million, and *The Grace* (Line) *Log* has already given Mystic's Seaport coverage in a story on the New England museums. The new Esso road map has marked us well and devoted its covers, front and back, to the whaleship *Charles W. Morgan*; while those who have T-V sets and have followed the program "Traveling with the Swayzes" should not be surprised if John Cameron Swayze and his attractive family should take them to Mystic, for M. M. Steffee and a crew of camera men swept through recently and were gone almost before we knew it. The word came that they were advance agents for the Swayze's T-V travelogue.

Carrington Howard of North Stonington has presented to the Museum the naval sword of Commodore David Porter. Further material of this type would make possible a proper exhibit honoring one of the most capable, energetic and loyal officers of the young American Navy.

The last touch to making the schooner *Brilliant* entirely safe for the groups

she will take out to sea, has been given by Radiomarine Corporation of America, through its President, Thomas P. Wynkoop, (Rear Admiral, Ret.)--a 6 volt 35-8044 radiotelephone. P.R. Mallory & Company has made the installation complete by the gift of a special charger for the ship's batteries.

June 23rd, thirty executives of the General Electric Company, from all over the country, meeting at Fishers Island Country Club, saw the Seaport, most of them for the first time, directed here by an enthusiastic yachtsman-member, E.O. Wanstrom of Worcester, Mass. and Groton Long Point, Conn.

Sunday, June 28th, marked the official opening of Fishtown Chapel for regular vesper services for the season. The newly installed Baldwin electronic organ, a gift from the Arthur Curtiss James Foundation, now makes possible regular Sunday afternoon organ concerts preceding the religious services. Guest organist for the first concert was Mrs. Marguerite Winters of New London. Guest minister for the Chapel service was Chaplain L.G. Burrus of the U.S. Submarine Base at New London. An unofficial opening preceded even these events when on the same morning a "Scouts' Own" service was held in the Chapel. Girl Scout members aboard the *Conrad*, and those aboard visiting ships, the brigantine *Yankee* and the schooner *Caroline* of Greenwich made up a congregation which filled the little Chapel to its capacity.

When Membership Department sent an invitation to membership to a deceased person, a friend sent anonymously a contribution with the note: "...was killed September 1, 1952 but a friend encloses $5.00 as a memorial to one whose keen interest was marine life..." One way to make a memory live--by continuing his help to others.

A visitor in May was Capt. Hedley Wasley, marine rigger now in charge of rigging Perry's flagship *Niagara* at Erie, Penn. Capt. Wasley was with Villiers as an A.B., on the *Pamir* in 1922 and on the *Herzogin Cecelie*. He sailed on the *Cutty Sark* when she made one of her voyages after having been cut down from a clipper to a barkentine.

A low and sweeping bow to Roland Mettler, Jr., Baldwin organ representative in our area, for his personal contribution in connection with the James Foundation installation of the Chapel organ.

Lieut. Commander and Mrs. W. La Nauze, he of the Royal Canadian Navy, took three hours for the Seaport, enroute from Florida to Halifax, Nova Scotia on May 5th. A bevy of his dominion's prettiest, most energetic and capable subjects will again be on the *Conrad* this

summer. The Toronto Sea Rangers, a division of the Canadian Girl Guides, will repeat the successful "cruise" they made last year.

Business Manager Charles A. Brooks was seen on television from New Haven in a broadcast for the New England Electric Light & Power Company, but of course, his subject was Marine Museum, not Light & Power. Curator Edouard A. Stackpole more recently was heard on the nation-wide Mary Margaret McBride program, and while his new book *The Sea Hunters* was the subject of the interview, he did the Seaport no harm by exciting Mary Margaret's interest (and that of uncounted millions) in the Mystic phenomenon.

Thirty members of the American Society of Mechanical Engineers toured the Seaport and Museum in early May, having come while their annual convention was in session at Norwich Inn, Norwich, Conn.

A room in the Mallory Building is being devoted to our Conchology Collection, which, because of the current fad for collecting and studying shells, should be of increasing interest.

A Court of Honor was held on the *Conrad* June 30th. King Neptune, draped in fish net and crowned with seaweed, with a rake for a scepter, presided. The King afterward turned out to be one of the new Guides at Mystic Seaport--Dave Ellis. Fourteen Mariners who received awards were from Corning, N. Y., three from Asbury Park, N. J. Highest award in the Girl Scout Mariner program--Old Salt--was made to Shirley Arpin of Asbury Park.

It isn't every Museum which can boast a gardener who plays in a symphony orchestra. Abram Kaminsky, Seaport Gardener, plays violin in the winter with the National Symphony Orchestra in Washington.

Mrs. Oswald Lord, U.S. Representative on the United Nations Human Rights Commission, with her husband and two friends, sailed across from their Fishers Island home in their 23 ft. auxiliary. Mrs. Lord was appointed to the Commission in January by President Eisenhower to succeed Mrs. Eleanor Roosevelt.

Commander Irving Johnson, globe-circling skipper of *Yankee*, has been recently elected a Director of The Marine Historical Association.

A recent *Conrad* group included four girls who are daughters of United Nations employees. They had been attending an International Girl Scout Day Camp at Woodstock, Conn., and came from South China, Argentina, New Zealand and South Africa.

Things YOU Need

Here is just what *YOU* need to sign up the new members *WE* need

Send for enough to mail or personally present to your non-member friends



Each folder contains a membership application blank and each has a different appeal, tailored to fit the fancy of the individual. Inside *Community Life* you will see your old Seaport come alive with the kind of people who were there. Period costumes and models used in the photographs were brought into the Seaport setting through the courtesy of Dr. Rosemary Park and the Lyman Allyn Museum in New London, Conn.