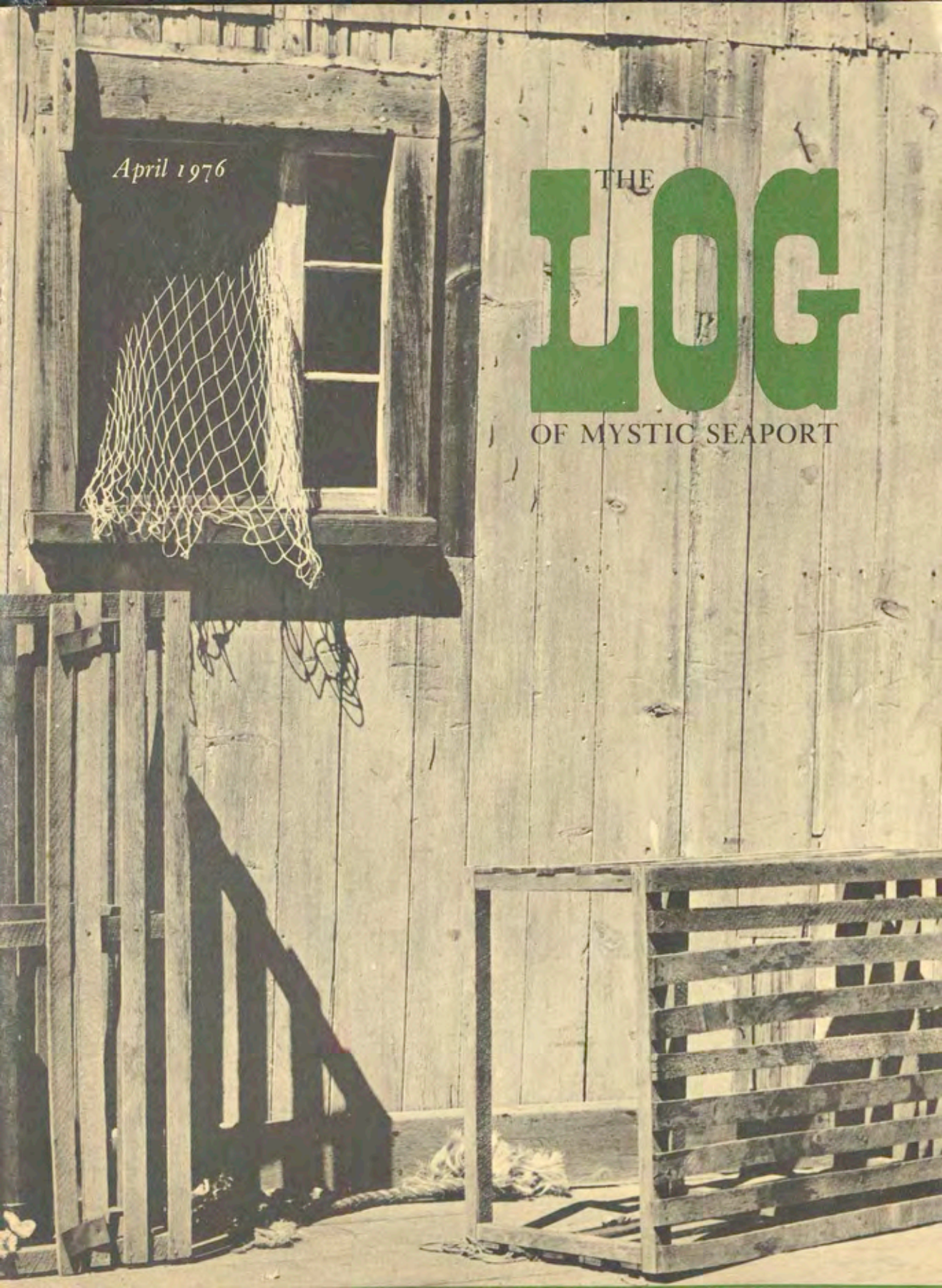


April 1976

THE LOG OF MYSTIC SEAPORT

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COVER: *On the wharf where the* Conrad *lies, warm spring sunshine plays games of light and shadow on the weathered boards of Dave's Clam Bar. A bit of fishnet curtains the window.*

FACING PAGE: *The five-masted schooner* Jennie R. Dubois *awaits her launching at the Holmes Shipyard in West Mystic, near where the Mystic Shipyard stands today. Fifth in a series of drawings by the late John F. Leavitt depicting vessels built on the Mystic River.*

Volume 28, Number 1 / April 1976

Annual Report Issue

THE LOG OF MYSTIC SEAPORT

CONTENTS

Director's Report 1975 *3*

In Memoriam *23*

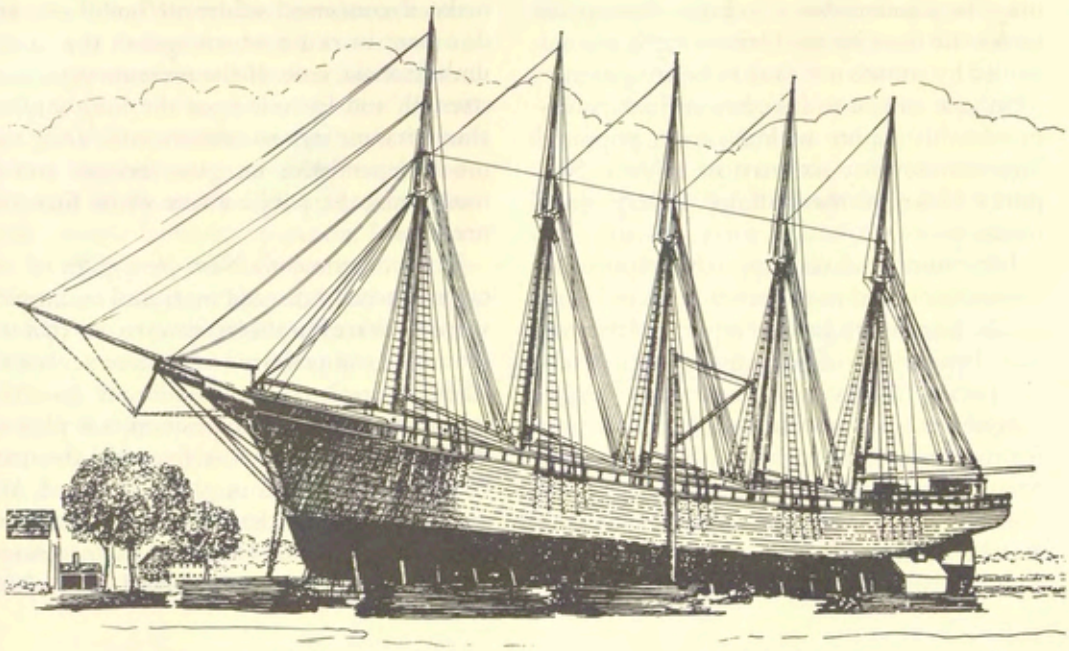
Gifts *25*

Financial Highlights *28*

Officers and Trustees *29*

Committees *29*

Gifts and Bequests *32*



J.F.L.

Director's Report 1975

In this April issue of the Log *we present the Director's Annual Report to the membership. In part, this is an indication of the Seaport's financial pinch: in this time of drastic economies, we hesitate to incur the considerable expense that an Annual Report entails. For the rest, we wish to present the membership with our "State of the Seaport" message at a time chronologically more closely related to the year under discussion: 1975, a year of reassessment, renewed dedication, and challenge.*—ED.

As I compose myself in Cooperstown, New York, to prepare another annual report, I find it hard to believe that yet another year has come and vanished, and 1975 is now history. I find it even harder to believe my eyes as I peer from this old farmhouse at the usual deer tracks in the snow outside and see, interlaced with them, the huge tracks of a buffalo, a beast never before seen in the hills of Otsego County.

But it is true! An escaped buffalo has taken up residence in the woodlot, and in the evenings he wanders down to eat frozen apples under the trees by the barn—a sight accompanied by sounds not soon to be forgotten.

So one museum director, at least, commences his report with his eyes popping. Nineteen seventy-six may be Mystic Seaport's "Year of the Buffalo," a very good omen.

For reasons of economy this report has been abbreviated to appear in the April issue of *The Log*. More detailed reports of the various departments of the museum are on record for any who wish to see them.

Nineteen seventy-five was an active year for the museum, though we continued to be plagued by rising costs, a continuing recession, and a future that remains utterly unpredictable. Yet I am pleased to report that by commendable effort the staff kept our expense budget in line for the year. Our income, however, drifted below expectations, largely because museum attendance fell 9.1 percent below 1974 levels. I hope that the upcoming Bicentennial year will reverse this, but even so, it could well be but a temporary respite, and I think we must look to the next few years with extreme caution. The assumption that annual increases in operating expense will be offset by annual increases in attendance is no longer viable. We must therefore seek new avenues of support and make a concerted effort to build our endowment in order to strengthen the museum's financial base. If the museum is to have strength and latitude over the long voyage ahead, it must seek to extricate itself from too much dependence on gate receipts and it must make the public aware of its financial needs.

The government's New Year gifts of increased postal rates and increased minimum-wage rates are but the latest warnings that we must give top priority to constant review of all our operations and expenditures. As a first step to strengthen our position, we plan to develop, early in 1976, a five-year financial forecast to guide us in planning ahead. We are most fortunate that John O. Zimmerman, retired chairman of General Motors Acceptance Corporation, came aboard late in No-



On a quiet summer morning, early visitors stroll along the waterfront past the Mystic Bridge Weavers and the Geo. W. Smith Hoop Shop toward the Edwards House.

vember as a Special Assistant to the Director, and these projections are being formed under his talented leadership. During the summer and fall, Price Waterhouse conducted a survey of our financial administration and accounting procedures, including the Inne and the Stores. To the implementation of this report, John Zimmerman brings his forty-one years of experience as a G.M. executive to bear on a study and realignment of the museum's entire financial operation. I am sure that by the spring of 1976 we will have developed greater capability in fiscal management. In his capacity as a full-time Volunteer, John is performing an invaluable service.

During the closing weeks of 1975, word reached us that new efforts were under way in Hartford to impose additional forms of taxation on eleemosynary institutions in Connecticut. This time churches and religious organizations have been assiduously excluded from fiscal attack; but since it was the churchmen who won the last round for us, the upcoming battles will be much more difficult. I look to Paul Revere's second ride with misgivings. It is a disheartening way to start the Bicentennial celebration in Connecticut.

That we finished 1975 as well as we did is due in large measure to our staff, with its spirited effort, high morale, and constant vigilance in keeping expenditures down and standards of service to our visitors up. The entire staff, including that of the Inne and the Stores, fought frustration and discouragement and contributed long hours and many weekends to this all-out effort; working closely with them were our Volunteers – more than 300 strong – who contributed 22,500 hours of their time to Mystic Seaport, an extraordinary and heartwarming record of devotion and achievement.

In the spring Maine finally won over Connecticut and wooed Maynard Bray back to



On 19 October the Seaport received its Bicentennial flag, shown here being given to Waldo Johnston by Phyllis Formato on behalf of the Bicentennial Commission.

his homeland. His loss to the Shipyard was profound, but he is still part of the Seaport family as a scavenger and diplomat on a retainer basis and will continue in this capacity in 1976. And we were fortunate to have Jim Giblin, who most graciously consented to take on the additional responsibilities of manager of the Shipyard, working closely with Gene Baudro, who accepted additional responsibility as the supervisor. I am pleased to report, therefore, that the Shipyard operation continues in good hands.

Maybelle Hardee retired after many years of loyal, conscientious service, and Manny Loy has joined the staff to take Maybelle's place as head of the Accounting Department. Gainor Roberts also decided to leave and set up her own business, and Percy Knauth joined the staff to head up the Publications Department, with his wife, Behri, working as the Seaport's designer. Tom Aageson came aboard to head up the Seaport Stores, and Ralph Edwards joined the staff in July as Controller.

Over the past few years, the workload and responsibilities carried by Don Robinson reached a point beyond the capacities of any one man to carry. He bore this increasing burden uncomplainingly, but I became ever more concerned for his health. With the approval of the trustees, therefore, I persuaded him to take a six-months' leave of absence, starting early in December, and I most sincerely hope he will return in the spring to head up our shipyard and waterfront activities.

In the meantime I have moved Frank Kneedler from Development into Administration, where, with the help of John Zimmerman, he is engaged in realigning the administration of the Seaport. Oliver Denison is undertaking new responsibilities as Supervisor of Office Services, and Leo Fanning has been appointed Supervisor of General Services, in addition to his responsibility as Dockmaster.

It is always a sad duty to record those members of the Seaport family who have departed on their last voyage. Among the trustees we lost three longtime friends and servants this past year. J. Burr Bartram died at the wheel of *Exact* in the spring. Devoted to sailing, the sea, and Mystic Seaport, Burr Bartram served long and faithfully on the Board in many capacities, and he was a staunch and loyal supporter of everything at Mystic. A memorial fund has been established in his name. In the fall we lost Philip Rogers Mallory, whose name and acts in support of Mystic Seaport are legendary. Among those who over the years gave so much of their time and effort and their tangible assets to Mystic Seaport, P. R. stands supreme, and among countless tangibles at the Seaport the Munson Institute exists as a monument to his foresight and his generosity. In November, still shocked and saddened by P. R.'s passing, we learned of the death of Ed Pugsley, whose insatiable curiosity and inventiveness with things that go round and round, up and down, and zigging and zagging are evident throughout the grounds and especially in the Clock Shop that bears his name.

I will dwell only briefly on a number of events and happenings at the Seaport during the year. In the spring Rev Carr, Frank Kneedler, and Mike Sturges accomplished what seemed to be a miracle: the National

Endowment for the Humanities awarded a grant to this museum. Funds from this grant are being used to conduct research and develop plans for a major new exhibit to be called "New England and the Sea." An exhibit-design firm will develop from our conceptual planning a complete blueprint of the exhibit design, with the option to apply to the NEH again in 1976 for additional funds to construct the exhibit in the Stillman Building. I cannot give enough credit to the staff, the Education and Curatorial Departments, and Ben Labaree, director of the Munson Institute, for this outstanding accomplishment.

In June we unveiled an extraordinary book about James Buttersworth, written by our trustee Rudie Schaefer. That same month we dedicated the R. J. Schaefer Building, given in Rudie's honor by his children and their spouses. We also accepted as a gift from Rudie Schaefer his significant "*America* Collection," now on exhibit in the R. J. Schaefer Building, and opened an unusual exhibition of the work of James E. Buttersworth with the help and guidance of Rudie Schaefer, who has now become the foremost authority on the life and work of this great nineteenth-century marine painter.

During the summer the Wimpfheimer Terrace was completed, and the terrace committee selected Charles Parks to undertake a major piece of sculpture for placement there. By the end of the year this piece was well along, and it will be completed, delivered, and installed in the summer of 1976, in time for the dedication of the terrace at Annual Meeting Day.

The Council of American Maritime Museums held its annual meeting at Mystic in January. CAMM has become the most prominent association of maritime museums in this country, as well as the most authoritative spokesman for maritime preservation in America. It has been working closely with the National Trust for Historic Preservation in planning for the establishment of a maritime division within the National Trust. As I write this, the Trust is well along in its plans



A proud Rudolph J. Schaefer dedicates the new gallery bearing his name. At left is Director Johnston, at right Bill Ridgway and the Rev. Edward T. Adkins of Mystic.

to set up such an office. I think the impact of such Trust action and the role it will play in maritime preservation in this country constitute significant forward steps in our specialized fields of interest, and I am pleased that Mystic Seaport has played a not inconsequential role in bringing these developments to fruition. It is another indication of the leadership role Mystic Seaport is playing in maritime preservation.

In October Dorothy Brewington, Revell Carr, and I attended the Second International Congress of Maritime Museums held at Oslo, Norway. Delegates to the Congress represented the major maritime museums in the Western world. The Congress unanimously accepted the invitation extended by the trustees of Mystic Seaport to hold the Third International Congress at Mystic in 1978. It will be a notable occasion, I am sure.

In the winter and early spring, the Catboat Association held its annual meeting at Mystic Seaport, as did the Off Soundings Club. Both affairs were oversubscribed and completely successful; both organizations made a generous contribution to the Seaport. In June the annual Small Craft Workshop brought out the usual devotees from all over the country, who filled the river "wall-to-wall" with boats. The Education Department hosted the



Will Gates at the Shipyard demonstrates how wire cable is "served" to protect it against rust. The serving mallet he is holding is turned around and around the cable, feeding spun yarn onto the cable as it turns. In next stage, tar is brushed onto the spun yarn, then canvas is wrapped around it, and finally it is served with tightly wound marline.



Brilliant's winning crew parades proudly past the Seaport after the Schooner Race. Biff Bowker stands at the helm while First Mate Jan Miles grins happily over the boom. Girl Scouts from Rye, Scarsdale, and New Rochelle, N.Y., were the crew.



The Annual Meeting was favored by sunny skies. At lunch, Waldo Johnston spoke to a capacity crowd under a large tent set up near the North Gate, where everyone present could admire the new Seaport poster with Oliver Denison's lovely picture of the harbor on a misty morning.

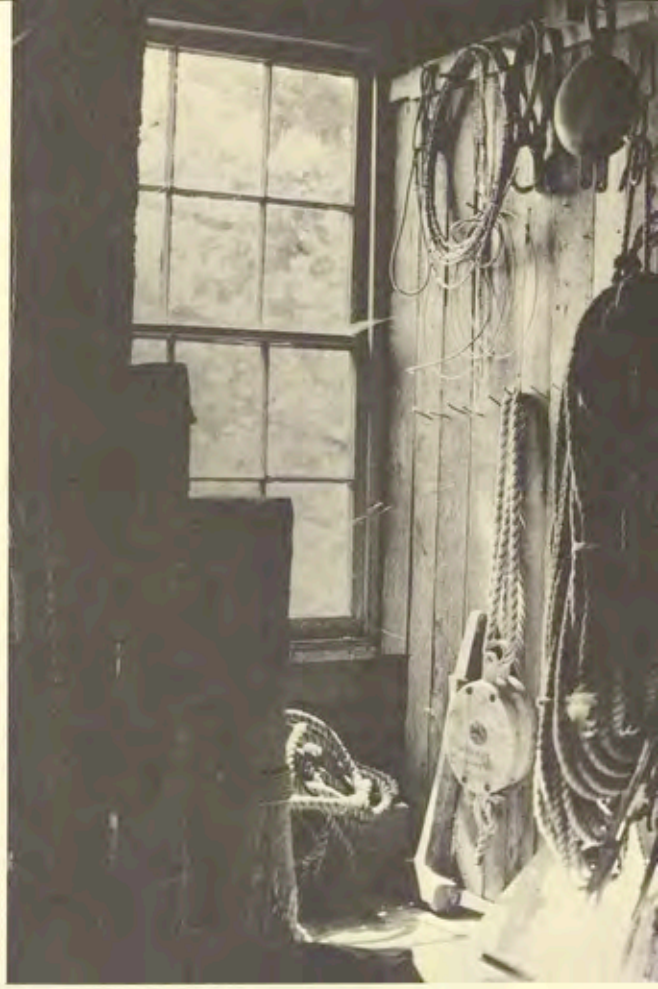
annual conference of the Connecticut Association for the Advancement of School Administration, and the Munson Institute played host to the Annual New England Medieval Conference in September. More than 100 scholars and medievalists met to hear papers on the maritime history of the Middle Ages, and the major colleges and universities in the country were represented. The Society of Tool Collectors held a three-day session at the Seaport in the fall. The Pilots held two active weekend sessions, in the spring and fall, and the results of their handiwork are evident everywhere. In addition to all the nailing, buffing, scraping, painting, shingling, sawing, and hammering that the Pilots regularly do, this fine organization also bought from Virginia Leavitt and presented to the Seaport the John Faunce Leavitt collection—a truly wonderful and significant addition to our curatorial treasures.

The weather this fall was miserable, and on one particularly miserable weekend the Annual Schooner Race was held. A number of entries failed to arrive on time, but an engagement took place nonetheless among the most hardy, and on the foul seas off Fishers Island our own schooner *Brilliant* proved the queen among queens and won overall honors. Under equally miserable conditions the Pequot Yacht Club of Southport won the Dhow Derby during an afternoon of bitter rivalry and stupendous sailing achievements.

The Annual Meeting, by contrast, was held under sunny skies. Michael D. Sturges, our Director of Education, received his *Morgan* spike for fifteen years of service. Elwood Bogue completed his twentieth year, and Joe Herman was presented with a pewter tankard for having served thirty years on the staff. New trustees elected to the Board include: John R. Deupree, Stanley Livingston, Jr., Robert L. Newell, Hugh M. Pierce, Rudolph J. Schaefer III, Robert G. Stone, Jr., and Rudolph L. Talbot.

It seems to me that this fall was the busiest of any I can remember. The annual struggle to prepare the upcoming budget for the following year consumed an enormous amount of time and energy; the restudy of top staff assignments, positions, and responsibilities took much added time. The budget that we finally completed and recommended to the Board—and which the Board approved—is a cautious and conservative one. If all goes well, we shall probably be able to live within it and perform satisfactorily in 1976. But there is no margin for error, and this budget dramatically explodes any myths that Mystic Seaport is a wealthy museum with plenty of money to operate to fullest capability and effectiveness. If we fail to find new sources of income soon, Mystic Seaport will have to curtail its activities and services to a perilous degree.

I shall now summarize the reports of the museum departments.



Sunlight glows on blocks and lines in the rigging loft.

CURATORIAL DEPARTMENT

J. Revell Carr, our curator, reports a productive year for his department, although many projects and activities were hampered by lack of personnel. While every museum department suffered from this shortage this year, I think the inadequacies are most apparent in the museum's Maintenance and Service Division and in the Curatorial Department. Both carry an enormous load; the former in the day-to-day repair and maintenance of grounds, buildings, and utilities, the latter in the care and feeding of our extensive collections and exhibit areas, the planning and evolution of new exhibits, the documenting and recording of countless artifacts, and the multitudinuous details that must be taken care of to provide for the proper registration, storage, exhibition, preservation, and maintenance of our collections and the museum village.

Formal Exhibits

The opening of the R. J. Schaefer Building answered the long-felt need for a climate-controlled area to exhibit fine maritime art. For the first time Mystic Seaport has a building designed and constructed for this purpose alone. The Buttersworth exhibition this summer and the Leavitt exhibition this fall, both well received and well attended, proved from the outset the significance of this new facility. Almost the entire department was involved, one way or another, in researching and planning new exhibits developing under the auspices of the NEH grant to which I referred earlier. Bob Francis and Duncan Bailey continued work on the *Benj. F. Packard* main cabin, accomplishing enough for a viewing at Annual Meeting; at the end of the year work was well along for completion of the project by the summer of 1976. The Oystering Exhibit was opened in the summer, the result of fine design work by John LaPresle and extensive research by Jack Kochiss. The



The Oystering Exhibit opened in September, a detailed history of this once flourishing trade.

North Boat Shed has been greatly improved by the addition of panels with illustrations of the exhibited boats in use. John LaPresle was assisted in this by a number of volunteers, with research done by Bill Kramer. And finally, the European watch collection of the Seaport is now, at long last, adequately and spectacularly displayed in the Pugsley Clock Shop.

The Village Area

During the year the Bringhurst Drugstore, which had long been neglected and also contained numerous inaccuracies, was totally renovated by Bill Peterson and immeasurably improved by the addition of a heating system. Funds to accomplish this important restoration were obtained by a member of the Seaport Pilots. With the assistance of volunteers, research and improvements were also carried out during the year in the General Store and the Ship Chandlery. In the area of architectural restoration a lack of manpower held up many projects, but work did proceed on the interior of the Thomas Oyster House and the restoration and relocation of the Robie Ames Salmon Fishing Shack. This work is being carried out with volunteer effort under the guidance of Peter Coope and Bob Ornstein.

The Registrar's Office

This office had a particularly active year, with a number of loans to the Whitney Museum for a special maritime exhibit this summer and, together with the Whitney, loans to Vice-President Nelson Rockefeller's home in Washington. The staff also accessioned nearly 500 new items into the collections and upgraded the records of many others. Among the most interesting new acquisitions were:

Kingfisher II, Newport catboat (75.5). Donor: John Benson.

Scrimshawed underjaw of a porpoise (75.6). Donor: John Alsop.

Cathead carving (75.30). Donor: Mrs. C. A.



Gleaming woodwork and bottles helped give the Bringhurst Drugstore a new look in August.

Metzger, in memory of C. A. Metzger.

Herreshoff hardware pattern collection (75.38). Donor: Cape Cod Shipbuilding Company.

Half model and tow tank model collection (75.41). Donor: P. H. Rhodes.

America collection (75.187). Donor and lender: Rudolph J. Schaefer.

Practice Wherry (75.313). Donor: Harry Deutschbein.

Jacobsen oil painting *Alamo* (75.401). Donor: P. R. Mallory.

Cigar-store Indian (75.434). Donor: Rudolph J. Schaefer.

Wm. Bradford sketch of *Panther* (75.442). Mystic Seaport purchase.

Columbia Lifeboat type dinghy (75.454). Donor: Rudolf F. Haffenreffer, 3rd, from *Enterprise* or *Weetamoe*.

Chaisson dory (75.397). Donor: R. Livingston Ireland.

Watercolor of *Abula* by Nicolas Cammillieri (75.448). Mystic Seaport purchase.

H.M.S. *Burford*. Admiralty model (73.147). Donor: John P. Morgan II.

City of New York. Gold and silver model (76.11). Donor: Harry Nye.

The Conservation Division

Purchase of a new van, specially designed for the transportation of curatorial paintings and artifacts, was a significant addition to the Conservation Division, and greatly assisted in the pickup and delivery of precious paintings too valuable not to have professional care. Dave Mathieson, John Sholl, and Tuck Jones continued their extensive activities in the reserve collections, with special attention being given to the instrument collection, the glass-plate negative collection, and the half model collection.

Small Craft

The most substantial accomplishment of the Small Boat Shop was the construction and filming of the Whitehall *General Lafayette* by John Gardner and Ben Philbrick. This historic craft was launched at the Small Craft Workshop and dedicated at a Bicentennial ceremony on 19 October. Barry Thomas built a small, Herreshoff-designed tender, which was sold through the Store catalogue to Seaport member Dr. Harry A. Kaupp. The research and documentation of our small craft collection went on under the auspices of Rob Pittaway, who continued to prepare lines of our boats. More than 2,000 sheets of boat plans were sold to interested people this year alone. The staff conducted three boatbuilding courses, including the winter ten-week course and the two three-day concentrated courses in September and October. These courses are extremely popular and heavily oversubscribed. Various conferences and workshops were conducted throughout the year, and people came from all over the country and beyond to study our small craft activities.

Model Building

Ray Pendleton, with the technical advice of Tom Dunn, completed the model of the schooner *Australia* and began a model of the *Charles W. Morgan* as she now appears at Mystic. Also, Bill Quincy, who spent many hours on board the *Benj. F. Packard* as a boy, is building an accurate model of this ship and preparing a set of plans with model-building instructions.

The Shipyard

The *L. A. Dunton* has been the main restoration project for the Shipyard this year, with the visitor able to go aboard to watch the work in progress. The schooner was on the lift dock until 3 November, when hull work was completed; now the deck work and below-deck restoration is continuing under Basil Tuplin's watchful eye. As soon as the *Dunton* came off the lift dock, the *Sabino* was hauled for retubing of her boiler during the winter and work on her hull, including re-



Preparations for summer at the Buckingham House included new plantings in the sunny herb garden.



With a grin and a swing, Basil Tuplin hammers home the last hull plank in the overhaul of the *Dunton*.

placement of her keel and several planks that had seen better days. Henry Jarvis and his staff continue to work aboard the *Charles W. Morgan*, concentrating on her ceiling on the port side and the refitting of her joiner work on the starboard side. A new taffrail and quarter knees were installed during the summer. A second seine boat was completed this fall by Will Ansel and turned over to the Youth Training Program for use, while Peter Vermilya went back to work on the restoration of the Herreshoff 12½ *Nettle*, under the sponsorship of Commodore Harry S. Morgan. The visitor entrance to the Henry B. duPont Preservation Shipyard has been formalized with the construction of a building to shelter the *Thames* Keel. Completion of this long-awaited project now gives the visitor a far better introduction to the Shipyard and its activities. Throughout the year the volunteer efforts of the Seaport Pilots, under the guidance of Bernie O'Brien, have made many improvements in the Shipyard area, including the rebuilding, covering, roofing, and shingling of a fine and practical house for the schooner *Australia*.

DEVELOPMENT OFFICE

Frank Kneedler reports that during 1975 the Development Office continued its momentum, as the following comparison will indicate:

Gifts to Mystic Seaport from all sources:

Year 1973	$582,451
Year 1974	$608,907
Year 1975	$864,811

The resignation of Sally Mead in January was a distinct blow. She was an able and key member of the Development Office; fortunately her successor, Anne Borges, has demonstrated great talent and potential, and we are pleased indeed to have her with us.

The 1974–75 Year End Appeal, "The Hands of Mystic Seaport," brought gifts from 1,052 people in a total amount of $81,066. Since the appeal was conducted at a time of real economic uncertainty in the nation, we were proud of the response, particularly since it exceeded our expectations. It is too early to assess the results of the 1975–76 Appeal, "Wood," except to say that at the close of the year 525 people had already given $58,991.

We are particularly encouraged by this response, for it not only exceeds that of a year ago in donors and dollars, but also indicates that more than half the donors have either increased their gifts or are giving for the first time.

Two highly successful Pilot weekends attracted more Pilots than ever to a broad range of volunteer projects, including the shingling of the Spar Shed and *Australia* Shed, as well as work in the Shipyard, on the Hill, and in the Oystering Exhibit. The Spring Shad Bake for Pilots highlighted that weekend, and a clambake in the fall, coupled with Mary Ad Sloane's slides of the Pilot European Tour, topped off the fall gathering. There are now 187 Pilots and the waiting list has grown to more than twenty.

One of the real forward steps for the Development Office was the drawing together of the Volunteers, Membership, Public Affairs, Travel Development, Advertising, and Special Development Projects activities into one coordinated whole. The recognition of the natural interrelationship of these activities and the fusion of them into a working department has increased the effectiveness of each.

Numerous bequests and special gifts were received during the year. Gifts-in-kind are on the increase, a sure sign that many of our members recognize that the museum needs and welcomes objects, paintings, artifacts, and vessels for its collection. Overall, some 173 gifts-in-kind were made and their estimated valuation exceeds $200,000.

Vastly increased support for the Munson Institute came from the P. R. Mallory Family Foundation, with the result that the endowment of the Frank C. Munson Memorial Institute of American Maritime Studies now stands at well over $1 million.

The advertising campaign that appeared in cities from northern New Jersey to Provi-

On a misty autumn morning the Seaport's vessels seem like dreams of a time long gone. A whaleboat floats lightly off the *Conrad*'s bow while the *Morgan* shimmers mirage-like beyond.



dence, Rhode Island, drew about 5,000 inquiries and, we hope, encouraged new visitors. In addition, a specially prepared series of advertisements soliciting memberships in the museum appeared in local and national magazines, utilizing $180,000 of free advertising space. These, too, brought visitors to our grounds and more than 100 new members.

Discussions with the American Seamen's Friend Society resulted in the loan of the rare and valuable archives of the Society to the Seaport, where they will be available for research in the Library. This collection includes the records, reports, publications, and other memorabilia of the Society from its founding almost a century and a half ago to the present day, and it constitutes a rich source of material for Munson Institute students, historians, and researchers.

Charlie Zuccardy turned ninety and got a birthday cake from the Director. He is still at the Cooperage.



As reported earlier, I moved Frank Kneedler to another position late in the year. Flora Fairchild and Anne Borges will carry on the overall development work until a new Development Director is appointed. I want to express my gratitude to Frank—and also to Flora and Anne—for the productive and capable job that the Development Office has performed.

EDUCATION

Mike Sturges reports, in all candor, that for the second year in a row the decision to substitute, in an economy move, professional staff and volunteers for some of the paid interpreters caused frustration and delay in our efforts to improve interpretation of the museum's collections to visitors. The use of professional staff interpretation is not a feasible solution to the museum's economic problems, and it placed an unreasonable extra load on Jane Keener, Stuart Frank, and John Gambell. Stuart and John still managed to carry on their research and conduct training sessions for the interpreters to increase their knowledge and effectiveness, and at the close of the year the first comprehensive plan for training interpreters that has ever been prepared for this museum was completed. This program will be put into effect immediately in 1976. I place great store on the quality and effectiveness of our interpreters, who every hour of the day hold in their hands the reputation and goodwill of this museum as seen through the visitor's eyes; theirs is a key role in the museum's present and future.

In January twenty-four students from Skidmore College were in residence for the month in a cooperative program, "The History and Literature of Voyaging." While half of their time was taken up with formal academic work, their afternoons were devoted to working in areas of their choice in various departments. Not only did they contribute many man-hours of useful work, but many



Bright sails, busy people, and a flag-snapping breeze made the Rowing Workshop a success last June.

gained an awareness of the true meaning of museums through their exposure to the professional staff.

As a result of a grant from the Reader's Digest Foundation, an experimental intern program was conducted under the guidance of Lynn Peterson. During the spring students from various private and public high schools were given short-term internships, and during the summer twelve college and high-school students spent twelve weeks studying and working in various departments of the museum. This experiment was a mixed success from our point of view and we emerged from it aware that much more study and preparation on our part must be done to develop a program that meets the standards and satisfaction of the staff.

In October, under a grant from the NEH, the museum began a comprehensive survey of its visitors. Eleanor Hilsman has designed the questionnaire and the surveys will be conducted in 1976. Information derived from these surveys will be invaluable in identifying the demographics of visitors, their motives for visiting the museum, and the quality of their learning experience here. The results will give us many important leads in increasing the value of the museum experience to visitors in the years ahead.

I join Mike Sturges in paying tribute to his fine staff and his interpreters, who worked so hard this year on behalf of us all. Especially would I thank the following:

Jane Keener, for the tremendous job she did in arranging the interpretation program for our exhibits and activities, working with an interpretation staff expanding from thirty in the winter to sixty-nine in the summer.

Biff Bowker, captain of the *Brilliant*, which on her twenty-third season carried twenty groups of Mariners to sea; he commanded his vessel with skill and seamanship and even began to build a reputation as a racing skipper.

Kenneth Mahler, Mary Anne Stets, Terrie Mahler, Claire White, and Photo Lab volunteers—many in number, led by Jake Trask—who carried on a multitude of services and

activities exceeding the scope of the previous year under a reduced budget.

Donald Treworgy, Planetarium Supervisor, whose Planetarium lectures were attended by 85,000 individuals in 1975 and who, with his staff, conducted courses in basic practical celestial navigation, piloting and dead reckoning, and electronic navigation, and, with John Hoskins at Yale University, courses in New England weather and advanced celestial navigation.



Six happy Noank children wrote a book about their Seaport experiences and presented it to Martha Murray.

Stuart Frank, who worked and talked, as usual, at the speed of light, and developed a chantey program, set new records of performance and expertise, supervised internship programs throughout the grounds for school and college interns, and continued such major research projects as the James D. Driggs Shipsmith Shop, which he finished after two years' work with an article appearing in the winter issue of the *Log*. In short, Stuart kept himself, his students, and of course his colleagues hopping.

Jonathan Harley, who put more mileage than ever before under the keels of the dhow fleet, watched over the fate of 654 youngsters in the *Conrad* summer program, taught spring sailing classes to 101 individuals and fall classes to eighty-four individuals, and turned many of them into racing skippers. His energetic vision and leadership were transmitted to his staff, and the result was a highly successful Mariner Program this year.

Lynn Peterson and Patti Biggins, who worked unceasingly to improve Group Services activities this year. Nineteen seventy-five saw a continuation in the drop in school-group attendance, a reflection in part of tightening school budgets, but also an indication of the need to develop serious educational programs in cooperation with schools, teachers, school boards, and administrators. It was discovered, for example, that those who had worked with us in advance on educational programs, and also followed through with us, now see the Seaport as a resource essential to the school curriculum—it is this relationship that the Services have worked to develop in 1975. Group Services views as equally important to our improved communications with other areas of the educational community the quality of the educational experience within the museum, and working with some twenty Group Services Aides, programs to enhance the experience were developed in 1975. In conclusion Lynn Peterson reports that "the Children's Museum was inundated with visitors again during the summer, delighting the children and exhausting the aides who had no time to keep a count of the thousands of youngsters and parents with whom they conversed." The Children's Museum and the lectures on "Whales, Whaling, and Whalemen" at the Campbell Room were high on the list of popular exhibits. The goals of Lynn Peterson and her colleagues as the year ends are "to promote more and closer affiliations in the schools and to continue to enhance the quality and variety of educational experiences available to school children at Mystic Seaport."

LIBRARY

For the G. W. Blunt White Library, 1975 was a milestone year. It marked the tenth year of occupancy of the Library building, and as if to emphasize this anniversary it was a year of growth in all respects. "With the addition of Constance Cooke as a full-time cataloger," reports Don Judge, "we are once again at the manpower levels called for in our table of organization. An item of considerable significance was an increase of 23 percent in the average volunteer participation per month during the year; and these sixteen dedicated individuals donated 2,239 hours of their time to various Library projects ranging from the replacement of bookpockets and spine labels through such diverse tasks as indexing periodicals, records, and manuscripts."

The number of persons using the Library increased too. "Now that the final count has been tallied," Don reports, "we find a gain of 45 percent, which means that 4,561 patrons used this facility directly in 1975. We also showed an increase of 15 percent in the number of inquiries answered by mail. But perhaps most gratifying is an input increase of 46 percent in our book collection over the previous year. Of the 1,340 volumes received, 902 were new titles, a gain of 114 percent over 1974. We also added some 26,000 ships' plans from the Cox and Stevens collection, which increased our total holdings in this field by some 130 percent, and we were able to add a significant number of quality manuscript materials to that section of our total collection. Some 130 people generously donated both material and funds, twenty-one of them in amounts exceeding $100, and several in the thousands. Putting it all together, we had a great year, and its success is directly attributable to the team effort of providing the means, the personnel, and the facilities to offer information and knowledge to an ever increasing and interested group of patrons. Our volunteers, as always, contributed greatly to this success, and our thanks go out to them and to our many benefactors."



In the Library Virginia Allen, Don Judge, and Lydia Frank check Cox & Stevens Collection of ships' plans.

MEMBERSHIP

At the close of the year the total membership in Mystic Seaport stood at 13,675, a net increase of 912 over the same period for the previous year. New memberships for 1975 totalled 2,967, as compared to 2,150 for 1974—again an increase of 817 new members for this period. These increases reflect the work of many hands, including the Membership Committee and members themselves; however, much credit is also due to the persistence and dedication of Dorothea Dubuque, our Membership Secretary, and her small staff. Dorothea reports her concern, however, over the rise in discontinued members who are dropped for nonpayment of dues during the year. This was no reflection on the



In this rare Seaport panorama, little *Sabino* steams importantly past the Shipyard, where slips are filled

work of the Membership Department. From the many letters I received, it was clear that members were tightening their belts in the face of the recession and reluctantly dropping their memberships in a number of organizations. The majority expressed the hope that they could renew their membership when the general economy recovered.

The Membership Department reports that "acquisition of new members falls basically into three source categories: those acquired by mail solicitation, those who join as visitors, and those joining at the docks. In the first category, as of 31 December, 527 came aboard through mail solicitation, 1,082 joined up when they visited the Seaport, and 362 new members joined at the docks. These three categories accounted for a total of 1,971, with a balance of 996 who joined through reinstatements, gifts, inquiries, "by staff," etc.

An analysis of membership income through 31 December indicates a total revenue in 1975 of $68,675 in new-member dollars, as compared to $53,170 for the previous year. Total renewal dollars in 1975 amounted to $246,090, and in 1974, $233,597, an increase of $27,998 in total membership revenue.

THE FRANK C. MUNSON MEMORIAL INSTITUTE OF AMERICAN MARITIME STUDIES

During the absence of Ben Labaree, director of the Munson Institute, who is on sabbatical



with pleasure craft and workboats. Up on the lift dock sits the *Dunton*, plastic shelters crowding her deck.

in England, Mike Sturges, the assistant director, reports that 1975 was a year of experimentation for the Munson Institute. Besides the usual survey course in history and the so-called research seminar, a new course in the history of American maritime art and a revised course in American literature of the sea were offered. Twenty-one students attended the Munson Institute this summer under a faculty consisting of Professor Labaree, Williams College; Edward W. Sloan, Trinity College; Robert G. Albion, Harvard University (Retired); Roger B. Stein, State University of New York; and Thomas Philbrick, University of Pittsburgh.

A frank and searching evaluation of the program by the faculty will result in substantial revisions in the curricula next year. A generous gift to the Institute's endowment from the P. R. Mallory Family Foundation will result in increased revenue from endowment in 1976, which will make possible improvements in the courses and continuation next year of an annual transfer to the Library of approximately $5,000 for book purchases and library staff time devoted to Munson affairs.

Mike Sturges reports that "long cherished plans for an undergraduate teaching program in maritime studies at Mystic Seaport came a step closer to reality. The Board of Trustees of both the Seaport and Williams College approved, in principle, the cooperation of both institutions in an undergraduate teaching program to be known as Williams College at Mystic Seaport. It is hoped that this program can be launched in the fall of 1977."

MUSEUM MAINTENANCE AND SERVICES

I share Jim Giblin's observation that 1975 was a year of significant improvement to the facilities of this museum. The completion of the R. J. Schaefer Building, together with the first phase of the Wimpfheimer Terrace, the upgrading of the Meeting House with air-conditioning, improvements in the Meeting House basement, development of a more accessible and controllable water supply to the north end of the grounds, a safer and more adequate electrical power supply, renovation of the Galley, installation of new temperature and humidity control in the *Packard* Cabin Building, and renovations of the Drugstore, the Clock Shop, the Carriage Barn, the Model Restoration Shop, and the exterior paintings of some dozen buildings on the grounds—all contributed immeasurably to the appearance, safety, and efficiency of the museum. In addition, eight buildings received interior face-lifting, new stone walks were laid, and a new sidewalk was put down on Greenmanville Avenue from the Bartram Building to the north entrance.

The work the Maintenance Department is capable of performing—and *does* perform each year—is a continuing source of amazement and pride to me. Jim Giblin sums it up thus: "In this present time of stress and concern for next year, it is encouraging and satisfying to reflect from my vantage point on 1975. With the capability Mystic Seaport as an organization displayed this past year, the future, as tough as it might look, must be manageable." To this I would but add that as long as the Maintenance Department continues to give to the Seaport its expertise and its constant vigil, day and night, every day of the year, the museum will stay glued together and show improvement year by year.

Checking plans for the remodelled Galley, Ernie Short and Don Robinson (*right*) discuss matters with (*from left*) contractor Herb Clark, trustees Charles Lowry and Jim Christy, and contractor Ralph Norton. With new floors and roof it was open for business by spring.



PUBLICATIONS

Again in 1975 the Publications Department was forced to maintain a hold position for economic reasons. All the same, the department did continue momentum. The appointment of Percy Knauth as Director of Publications brought new life and vitality to the department. He brought to bear his many years of experience as an author, editor, foreign correspondent, and journalist, and if only adequate funds could be made available, the Publications Department would flourish and reach new heights of productivity. A small department, consisting of Percy and Behri Knauth and Margaret Grisham and operating on a shoestring, it nevertheless has upgraded *The Wind Rose*, produced the finest *Log*s ever published by the Seaport (thanks also to Klaus Gemming, who designed the new *Log* format), and through the generosity of Rudie Schaefer helped in myriad ways in the production of the magnificent and significant book *J. E. Buttersworth*. The editorial and graphics expertise in this department are developing for the Seaport its own style and quality in publications, and the work it is accomplishing at all levels in printing and publications within the museum will become increasingly evident in the years ahead. It is distressing indeed that the financial crunch we are facing and the tight budget impede the work of this department and

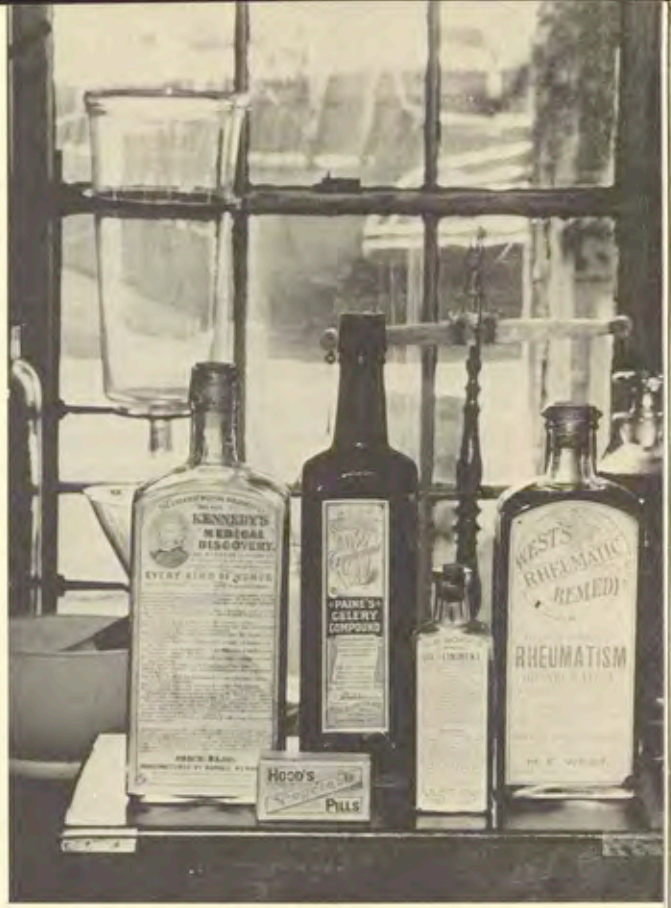
prevent the museum from making full use of its obligations and capabilities in the publishing field.

PUBLIC AFFAIRS

Albert O. Louer, director of Public Affairs, and his capable staff, Ruth Greenberg and Patricia Kelly, concentrated this year on four major areas of work: (1) tourism and tourism policy; (2) media relations and press exposure; (3) community relations; and (4) special events. Al reports that "the Seaport has become a major point of tourist interest with a national and international scope." During the past several years the department has become deeply involved with the important national, regional, state, and local tourist organizations.

In its media relations and press exposure the department has been especially active during the past year or so. The Seaport has had coverage in all fifty states and a number of foreign countries, with a substantial number of stories in major magazines, trade journals, and corporate publications, and the department's ties with all local and regional media are excellent. Al reports: "We have done a major public television program in the forthcoming 'Anyone for Tennyson?' series, as well as a segment of a public television series dealing with the history of the state, written and narrated by our trustee Homer Babbidge. We have also completed a full-length commercial television program with 'The Water World of James Franciscus' series and are currently in the process of completing a fifteen-minute educational film totally developed at and about the Seaport."

Al is not happy about our community relations program. "Community relations is a matter of image," he says. He would like to see more funds available to develop community relations and define the Seaport's image more clearly. He would like to see us expand Seaport participation in community activities and develop more Seaport programs for local citizens, such as summer band concerts, the Christmas Carol Sing, and the like.



Patent-medicine bottles in the Bringhurst Drugstore make a bright pattern against old-time window panes.

The office was active in arrangements for many Seaport special events during 1975, particularly the dedication of the R. J. Schaefer Building, the Annual Meeting, the Princeton Class of 1924 Reunion, the Trustees' meetings and the Tool Collectors' Weekend. The department sees a need to improve coordination and communication among departments throughout the Seaport in the planning and execution of special events, and this is a goal to work toward in 1976. Al also reflects the feeling of all of us that we must continue to work hard to develop a better and more imaginative visitor program if we are going to attract the public to the museum and continue to provide 68 percent of our operating revenue from that source. New and "perhaps

radically different types of visitor activities," as well as creation of a series of special weekends and off-season events, should be explored and studied. I agree with Al that much work remains to be done in these areas.

Ruth Greenberg has worked diligently and effectively in increasing tour-group visitation to the Seaport over the past year by about 12 percent. Very modestly, she maintains that this increase is "related to the general increase in motorcoach travel and domestic package-plan travel." This statement may be true, but I subscribe to the firm belief it was caused by hard work and the effectiveness of Ruth's labors on our behalf. I agree with Ruth that more can and must be done in this area, particularly to develop tour-group visitation in the off-season. And knowing Ruth, I'm sure she will do just that.

SECURITY

Once again I can report that through fortuitous circumstances and the hard, unremitting work of Chief Woodall and his men, the museum came through another year without catastrophe. Dame Fortune was on our side, but she was aided and abetted every hour of the day and night by the careful surveillance and persistent attention to detail of our Security team. As I thank Chief Woodall and Company for a job well done this year, I also call upon myself and my colleagues to assume greater responsibility for security ourselves and not leave everything to our security forces, chance, and Dame Fortune in the months and years ahead.

VOLUNTEERS

Almost 23,000 hours of volunteer time and a tremendous diversity of skills, expertise, experience, and knowledge made up the contribution of 303 Volunteers to Mystic Seaport in 1975. No computer in existence today could come up with an accurate reckoning of what this volunteer effort meant to the Seaport this year. Countless hearts and hands and minds work together with the staff, under the direction of Lydia Hobbs, in a total contribution of time and energy unmatched at any museum anywhere. The loyalty of this group is the best example I can give of the strength, the vitality, and the future of Mystic Seaport.

• • •

I end this report on a note of caution but also a shade of optimism. Nineteen seventy-five was not a good year financially and I take this as a sober warning that in this period of national and international change and unrest, "the good old days" as we know them have really disappeared. I ventured this assumption in last year's report and today I express it with conviction. The planning and reorganization we have undertaken during the past two months are a reflection of this as we prepare for a difficult and much different road ahead. New challenges there are, but also new opportunities; if we can identify them and plan accordingly, the museum will survive, will flourish, and will grow. I remain deeply impressed with the strength of Mystic Seaport, the dedication of its trustees, the devotion of its members, the loyalty of its staff, and the combined capability of all to work with me to discover and follow the proper course that stretches out ahead. If we search diligently enough and with intelligence and practical vision, we shall determine that course and the buffalo's shadow will indeed have proved to be a good omen.

Respectfully submitted,
Waldo C. M. Johnston

Cooperstown, New York
January 4, 1976

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Dudley B. W. Brown
Moreau D. Brown
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Without the generous support of members and friends, Mystic Seaport would not long remain at the forefront of American maritime museums. We are grateful for the substantial gifts and pledges of all whose names appear in these pages, and extend to each of them a very special word of thanks.

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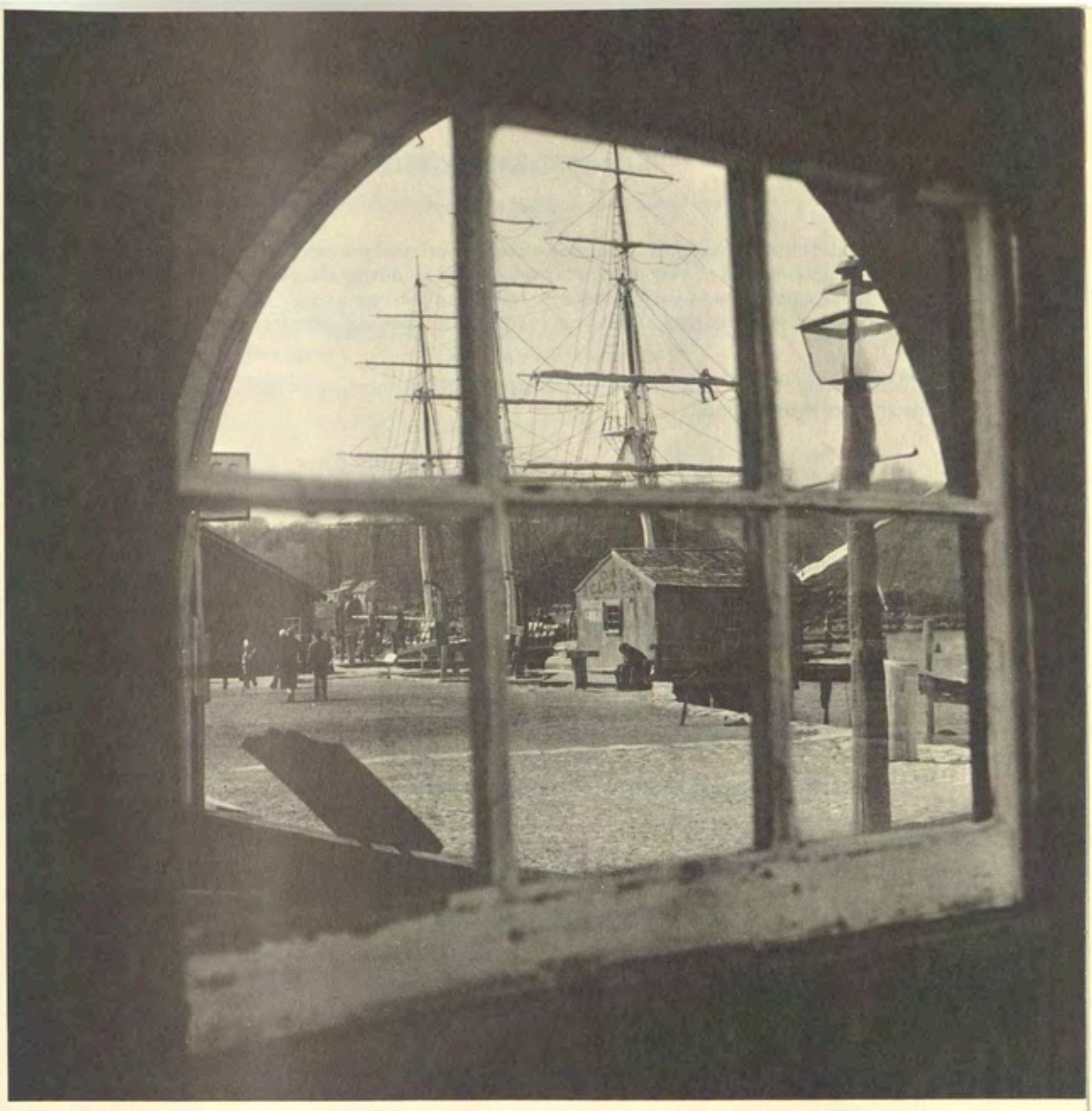
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Seen through a side window, the *Conrad*'s wharf is framed by the archway of the Fire House.

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FINANCIAL HIGHLIGHTS

One of the exciting developments in 1975 was the continued growth in membership, with dues some 13% over 1974. A total of 487,000 people paid admissions during the year, which is somewhat below last year's figures. Gifts to the Seaport are well above last year's total. The museum is a non-profit institution supported by gate admissions, membership dues, and gifts from its friends and members.

The following comparative brief summaries present data for the past three years. This table shows the changes in total funds.

	1975	1974	1973
Total Operating Income	$ 2,459,000	$ 2,431,000	$ 2,218,000
Total Operating Expenses	2,417,000	2,115,000	2,105,000
Excess of Operating Income	42,000	316,000	113,000
Add Gifts and Non-Operating Income	1,499,000*	995,000	1,031,000
Total Above	1,541,000	1,311,000	1,144,000
Less Expenditures for Specific Projects, Property Improvements, etc.	1,128,000	1,378,000	1,232,000
Net Increase (Decrease) in Total Funds	$ 413,000	$ (67,000)	$ (88,000)

*Does not include $528,000 borrowed from endowment to purchase property.

Funds of the Museum at the end of 1975 compare with the end of 1974 and 1973 as follows:

	Dec. 31, 1975	Dec. 31, 1974	Dec. 31, 1973
Funds for Operating Purposes	$ 313,000	$ 264,000	$ 124,000
Funds for Specific Projects	528,000	278,000	627,000
Total Current Funds	841,000	542,000	751,000
Less Payable	54,000	115,000	100,000
Net	787,000	427,000	651,000
Endowment Funds—at book (cost)	4,428,000	3,847,000	3,690,000
Total Funds	5,215,000	$ 4,274,000	$ 4,341,000
Memo—Property Values	$ 7,194,000	$ 6,818,000	$ 6,418,000
Less Mortgages	734,000	400,000	560,000
Net	6,460,000	6,418,000	5,858,000
Total Net Assets	$11,675,000	$10,692,000	$10,199,000

Property funds do not include the value of exhibits but recognize the value of major exhibit vessels. Endowment funds include funds functioning as endowment and the cost of all the common stock of the museum's wholly-owned subsidiaries, Mystic Seaport Museum Stores, Inc., and the Seamen's Inne, Inc. Audited statements will be forwarded upon your request addressed to Ralph H. Edwards, Controller.

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GIFTS AND BEQUESTS

The physical development of the museum—the buildings, ships and wharves, the exhibits, books and manuscripts—give eloquent testimony to the generosity of members and friends of Mystic Seaport. There is a continuing need for gifts and bequests that will help assure its future strength and development through endowment.

Members of the Seaport who have not already done so are urged to perpetuate their interest in the work of the museum through a bequest. Some members will want to make a specific bequest while others may want to designate Mystic Seaport as a residuary or contingent beneficiary of all or a portion of their estate.

Mystic Seaport, Inc. is a publicly supported nonprofit institution and contributions are deductible within legal limits for income-tax purposes. Inquiries regarding gifts and bequests are encouraged and may be directed to the Director of Development.

SUGGESTED FORMS FOR BEQUESTS

General

I give and bequeath to Mystic Seaport, Inc., a corporation existing under and by virtue of a charter granted by the State of Connecticut, and located in Mystic (Town of Stonington) in said State, $..... to be used (or the income and so much more of the appreciation as the Trustees may deem prudent) at the discretion of the Trustees of said Corporation.

Residuary

All the rest, residue, and remainder of my real and personal estate I devise and bequeath to Mystic Seaport, Inc., a corporation existing under and by virtue of a charter granted by the State of Connecticut, and located in Mystic (Town of Stonington) in said State, said estate to be used (or the income and so much of the appreciation as the Trustees may deem prudent) at the discretion of the Trustees of said Corporation.

PHOTO CREDITS: Cover, pp. 3, 8, 11, 12, 13, 18–19, back cover by Claire L. White; pp. 4, 5, 6 top and middle, 7, 9, 14, 15, 16, 17, 20, 21, 27 by Mary Anne Stets; p. 6 bottom by Jack Urwiller.



Mystic Seaport has been fortunate enough to acquire a signed watercolor (75.448) by the French artist Nicolas Cammillieri. As the legend reads, the painting portrays the "Ship Abula Captn John Dillingham entering the Port of Marseilles May 10. 1806." This ship portrait is a significant addition to the museum's collections not only because it is our only painting by this important Mediterranean ship portraitist but also because it is of a Connecticut-built vessel. According to the registration paper issued in November 1805, *Abula* was built in that year in Haddam by James V. Child, who was also her master and part owner. She was 96 feet long, of 307 tons, and had a female figurehead. In March 1806, the year of the museum's painting, *Abula* changed hands. She was then registered in New York and John Dillingham was named master. Although the vessel was to change ownership again, in September 1806 and in August 1807, Dillingham remained master. So far our research has not unearthed any documentation after 1807, but it is not unlikely that due to the Embargo Act of 1807 restricting international trade, *Abula* went out of U.S. hands.



THE LOG OF MYSTIC SEAPORT

Mystic, Connecticut 06355

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