The Log *of* Mystic Seaport®

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On the cover: In March 1997, Steven Spielberg's DreamWorks production crew came to Mystic Seaport to film scenes for the motion picture *Amistad*, a story with strong ties to America and the sea. Seaport Street bustled with costumed extras, including Museum staff, as the waterfront was transformed to portray 1839 New Haven in the film that debuts in December. (Mary Anne Stets photo)

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Submissions of previously unpublished articles and illustrations concerning the American maritime experience are welcome. Editorial guidelines, and information on the annual Gerald E. Morris Prize Article Contest, are available from the Editor. *The Log of Mystic Seaport* is abstracted in *American History and Life* and *Historical Abstracts*.

Sightings

History museums play the distinctive role of linking visitors to the past through objects in the museum collections. At Mystic Seaport, when you stand before the figurehead from the ship *Great Admiral* you are brought in contact with one of the finest American wooden ships, with the ship's designer, builders, and owners in Boston, with the figurehead's inspiration, Admiral David G. Farragut of Civil War fame, with John Anderson who carved the figurehead, and with those who sailed in the ship during many round-the-world voyages between 1869 and 1906. Such contact across time through the medium of historical objects occurs millions of times a day at museums around the world.

In the past, museums commonly displayed all of their objects in the form of a bewildering "cabinet of curiosities." More recently, museums have assembled selective groupings of objects in exhibits to tell stories or teach lessons. That means that large portions of a museum's collections are stored away and only researchers and visitors with special permission get to see them.

Now, however, several distinguished history museums are following a modern trend to display their reserve collections and expose visitors to the conservation process. This activity can be seen at the Merseyside Museum in Liverpool, England, and Colonial Williamsburg in Virginia, and it is being planned as an integral feature of new facilities at the Australian National Maritime Museum in Sydney and the American Maritime Education and Research Center here at Mystic Seaport.

Long-time members will recognize that Mystic Seaport has been a trendsetter in the approach. Almost thirty years ago we began constructing the Henry B. duPont Preservation Shipyard, which remains a unique maritime conservation facility. While some museums have leaf-casting machines for delicate paper conservation, we have a 375-ton-capacity lift dock for ship conservation. From the beginning of our planning and construction we felt, correctly, that visitors would be interested in the conservation work necessary to maintain our vessels. By viewing the work of our skilled staff and learning about shipbuilding techniques, they become aware of the care required to preserve our fleet, and perhaps they are inspired to support us in this task.

In Liverpool, the Merseyside Museums have created a collections facility occupying a city block, which provides tours and an exhibition on conservation for the visitor, and includes a trendy cafe to round out the experience. The new state-of-the-art Bruton Heights School Education Center at Colonial Williamsburg houses that museum's vast reserve collections and its curatorial staff, and incorporates exhibition and education space. The National Maritime Museum in Sydney, Australia, is about to commence work on a collections care facility that will include exhibition space for small craft, conservation areas where visitors can observe the work in progress, and viewing access to other aspects of the collections.

This is precisely what we are creating in the American Maritime Education and Research Center (AMERC) in the former Rossie Mill next to the Museum's north parking lot. With the support of funding from the National Oceanographic and Atmospheric Administration and the State of Connecticut, a significant portion of the building has been renovated for this new complex. The initial portion of the Center will house curatorial offices, workrooms, study rooms, the photographic laboratory, and modern climate-controlled storage facilities for our reserve collections and incomparable photographic collections. We will include a "conservation corridor" with windows through which our visitors can discover fascinating elements of the reserve collections and view their storage and care.

For more than 25 years, Mystic Seaport has offered its visitors a close-up view of ship preservation. With its completion in the next few years, the first stage of the American Maritime Education and Research Center will become an important focus for Museum staff, members, visitors, and researchers alike, providing yet another link to the past through the objects in our collection.

J. Revell Carr

DIRECTOR

America and the Sea:

An Introduction

BENJAMIN W. LABAREE

"The sea is all about us," wrote T.S. Eliot in "The Dry Salvages"; "the sea is the land's edge also." Comprising more than two-thirds of the earth's surface, the oceans separate the great continents from each other even as, paradoxically, they provide the means by which the world's peoples, cultures, and resources have mingled together. These two contrasting themes, the sea as barrier and the sea as highway, underlie all of maritime history.

Nowhere has this paradox had greater influence than in the history of America. Although a temporary land bridge across the Bering Sea enabled thousands of Asians to migrate into the two American continents thirty thousand or more years ago, these continents remained hidden from Europeans by the seemingly impassable Atlantic Ocean. Until early in the sixteenth century Europeans had therefore continued to view the earth as a single landmass of three parts–Europe, Asia, and Africa–surrounded by a hostile sea. While adventuresome mariners like the Norse and later the Portuguese undertook voyages along the land's edge and to off-lying islands, no one dared set out to cross that barrier, for there was no reason to do so. None, that is, until Christopher Columbus determined that such a route would speed the way to the coast of Asia. It was in fact this Atlantic barrier that made America a truly "New" World to the people of what soon would be referred to as the "Old" World. Just how new and different America was, later generations of Europeans would realize when they attempted to rule their colonies across three thousands miles of ocean. At the same time, however, the Atlantic Ocean also provided the means by which Europeans–led by Columbus, the Cabots, Vespucci, and other mariners at the turn of the sixteenth century–first encountered, gradually explored, and eventually colonized the Americas over the next two centuries. Thus the barrier became a highway, enabling the resources and produce of the New World to enrich the nations of the Old, and serving as the route over which some forty million Africans and Europeans traveled in the process of becoming Americans.

Spanning the three-thousand-mile gap between Europe and North America, the North Atlantic both separates and connects those two major landmasses, and therein lies the foundation of American maritime history. First revealed to European eyes by sea, explored and settled by sea, and for much of its five-hundred-year history sustained by sea as well, North America is the most maritime of the world's great continents. Yet, few of its historians have understood that fact, in part because they have taken a narrow view of the sea as a world apart from the land, and therefore of little consequence to anyone other than mariners, whose way of life kept them apart from the mainstream American experience of farm, factory, and family. Although drawn to it in increasing numbers for recreation, the public has an equally narrow perception of the sea as a place of danger, which seems to emphasize the extremes of piracy, marine disasters, and man-eating sharks.

America's maritime history has many facets. Its threads weave inexorably through the fabric of our nation's past. It includes both commerce and naval affairs, shipbuilding, the fisheries, mariners, the vessels they manned, and their unique culture. Women played active roles, sometimes at sea, more often ashore. Native Americans living near coastal areas depended on the sea; blacks and other ethnic minorities worked as crew members on board and along the waterfront. America's maritime world encompasses much that lies within "the land's edge": the bays, sounds, and waterways that link our coastal settlements; the seaports that stand as gateways to a continent; and the rivers, canals, and inland seas that have carried both people and waterborne commerce to and from the continent's vast interior. These waterways were as important in their own time as were the railroad networks of the nineteenth century and the highways of the twentieth, and they continue to provide a significant connection between land and sea.

The geographical situation of the United States makes it an island nation whose governmental policies toward military and naval activities, foreign affairs, and maritime industries have been strongly influenced by the oceans around it. Some of our greatest technological and scientific advances have been made in the ongoing effort to turn that oceanic

barrier into a highway. The sea has enriched our language with nautical terms, and has inspired our best writers and artists to some of their greatest work. It is the task of the maritime historian to demonstrate how the sea has served as the mediator between Americans and the rest of the world, binding us to our political friends, our cultural origins, our economic markets, and bringing to our shores that most precious of all cargoes–men, women, and children.



American maritime history includes the essential river and shoreside trades, such as the work of these New Orleans longshoremen, who unloaded the seemingly endless stream of cotton bales that flowed down the Mississippi River by steamboat. (M.S.M. 96.6.1)

At critical times in our history the ocean has acted more as a moat than as a highway. As Edmund Burke explained to a British Parliament trying to quell the rebellion rising in its American colonies in 1775: "Three thousand miles of ocean lie between you and them. No contrivance can prevent the effect of this distance in weakening government." Thomas Paine saw in this ocean barrier "strong and natural proof" that the authority of England over America "was never the design of Heaven." When George Washington advised against "entangling alliances" in his Farewell Address, he relied on the Atlantic barrier for enforcement, as did John Quincy Adams when warning European nations against further American colonization in the Monroe Doctrine. Both statesmen predicated their policies on the conviction that the Americas were fundamentally different from Europe. Cultural historians have marked the steady rise of this attitude of American "particularism," but few have noted the role of the sea as a cultural barrier against European influences that has made this insularity possible. Thomas Paine suggested it when he wrote that "even the air of the Atlantic disagrees with the constitution of foreign vices. If they survive the voyage," he concluded, "they either expire on their arrival or linger away in an incurable consumption." And an Irish immigrant of the mid-nineteenth century was merely stating the matter another way when he took comfort in the belief that he had left behind the meddlesome leprechauns and other supernatural beings of the old country. "They're scared to pass the ocean," he confidently asserted. "It's too far!" Henry David Thoreau exulted in the observation that the Atlantic Ocean gave America "the opportunity to forget the Old World," while at the same time regarding the Pacific Ocean as "perhaps mankind's last chance before the Styx."

As Thoreau's observation suggests, Americans have long regarded the Pacific as a bridge to opportunity rather than as a barrier against hostile forces. For one thing, Americans inherited from Europe the vision of a fabled East, rich beyond measure, whose resources were ripe for exploitation. As early as the 1790s American writers caught the spirit of Pacific expansion, as did Timothy Dwight when he predicted in his poem "Greenfield Hill" that the "starr'd ensign" of American commerce would soon "court Korean gales." Even as the East India companies of England, France, and the Netherlands fell by the way in the



The name of the 1860 ship Tycoon, *meaning ruler or shogun in Pekingese and Japanese, symbolized the lure of Asia in the American maritime economy. (G.W. Blunt White Library)*

first half of the nineteenth century, private American firms like Boston's Russell & Company made fortunes in the Asian trade. But Americans would carry more than commerce across the Pacific, Dwight believed. They would spread their vision of freedom.

Then to new climes the bliss
shall trace its way,
And Tartar deserts hail the
rising day.
From the long torpor startled
China wake;
Her chains of misery rous'd
Peruvia break.

In the first years after the purchase of Louisiana in 1803, many Americans valued the acquisition less for its land and other natural resources than as a pathway to the Pacific and thence to Asia. Jefferson's primary purpose in sending out the Lewis and Clark expedition was to find that route. Only when their overland trail proved impractical as a commercial highway did John Jacob Astor establish his fur-trading post at the mouth of the Columbia River by sea. Later, Senator Thomas Hart Benton would champion the idea that a transcontinental route to the Pacific, a "passage to India," as Walt Whitman later called it, would assure that, "the American road to Asia will also become the European track to that region. . . . The European merchant as well as the American will fly across our continent on a straight line to China. The rich commerce of Asia will flow through our centre. And where has that commerce ever flowed without carrying wealth and dominion with it?"

Benton then listed, among other historic entrepots of Asian trade, the cities of Alexandria, Constantinople, Venice, Lisbon, Amsterdam, and finally London. Control of trade with Asia would bring similar greatness to America, Benton predicted. By mid-century the image of "the China Trade" as a source of fabulous wealth for American enterprise became firmly fixed in the American imagination, where it has remained ever since. At the same time, Asian nations were too weak militarily to pose a serious threat to the United States, at least so we thought until our own expanding Pacific empire clashed with the rise of Japanese power in the twentieth century. Even so, the Pacific Ocean proved too vast for enemy forces to threaten the North American continent.

Meanwhile, behind its Atlantic oceanic barrier Americans used the in-shore waters along the coast to overcome obstructions to travel by land. The overland route between Boston and Philadelphia over deplorably rough roads required the crossing of no less than seven formidable rivers by ferry. No wonder young Benjamin Franklin preferred to make the journey by sea. By the time of the Revolution, packet sloops linked all of America's major ports from Falmouth, in Maine, to Savannah, Georgia, carrying passengers, goods, and news on dependable schedules. Less glamorous perhaps than deep-sea voyaging, coastal commerce played an enormous role as the nation's economy reached the "take off" point in the mid-1840s. By then merchant entrepreneurs had also developed extensive routes into the nation's interior by river and canal. Until the rapid development of railroads through the middle of the nineteenth century, coastal and inland waterways carried the greater portion of the nation's cargoes, whether measured by weight or by value. Today, of course, waterborne shipping still offers the cheapest rates per ton-mile of any method other than pipeline. The St. Lawrence River Seaway permits oceangoing vessels to carry cargoes far into the interior of the continent, except in the dead of winter. For almost two centuries Canada and the United States have preserved the Great Lakes for peaceful purposes–commerce, fishing, and recreation–a remarkable record among nations of the world.

In spite of the weight and value of the commodities entering or leaving our seaports, the most important "cargoes" have been the forty million human beings who could not have reached America by any other means than by sea. "Give me your tired, your poor," read the unforgettable words of the poet

Emma Lazarus on the base of New York Harbor's Statue of Liberty:

Give me your tired, your poor,
Your huddled masses yearning to breathe free,
The wretched refuse of your teeming shore,
Send these, the homeless, tempest-tossed, to me.

Reaching America by sea was never easy; not in the age of sail and not even in the early decades of steam. One mid-nineteenth-century immigrant compared his Atlantic crossing unfavorably to the conditions he had suffered back in Ireland: "Supposin we war dyin of starvation [at home], it would still not be dyin like rotten sheep thrown into a pit, and the minit the breath is out of our bodies, flung into the sea to be eaten up by them horrid sharks."

Would-be immigrants passed through two challenging filters on the way to America. The first was psychological: the prospect of an eight- to twelve-week ocean passage must have dissuaded many a rural family from making the journey. The second filter was physical: the crossing itself exposed weakened travelers to disease, injury, and debilitating seasickness. After crossing to America by steam in 1840, Charles Dickens chose to return to England by sailing packet because he thought it would afford a more comfortable passage. And as late as 1879 Robert Louis Stevenson described the sounds coming from the steerage deck of his steamer during a North Atlantic storm thus: "the scarcely human noises of the sick joined in a kind of farmyard chorus. . . . I heard a man run wild with terror, beseeching his friend for encouragement. 'The ship is going down!' he cried with a thrill of agony. 'The ship is going down!'"

The nineteenth century saw so many spectacular inventions and technological advances revolutionizing the way ordinary Americans traveled on land that one can hardly blame historians for overlooking those developments that improved voyaging at sea. But reducing the Atlantic crossing from six weeks to six days in less than a century, while enhancing the comfort, safety, and regularity of the passage, was no mean feat. Ocean liners had become the largest moveable objects built by man. In point of technology they were also the most complex, especially considering they had to be designed and built to withstand physical conditions at sea rarely if ever encountered on land. But a vessel has always been more than just a product of technology. From the humblest coastal scow to the mightiest steamship, ships have been endowed with personalities, first and foremost by the rite of "christening" them with names. Secondly, mariners have always insisted that every vessel behaves differently–faster, or less sea kindly, or more "crank"–than other vessels, even those of identical design. No sailor and few veteran passengers would ever doubt that ships are alive as surely as people are themselves.

Even as improvements in deep-sea navigation after the Civil War had begun to weaken the ocean's effectiveness as a cultural barrier, America's diplomats and military policy-makers continued to regard it as a protective moat. This was particularly true of the Atlantic, which allowed the United States to keep European affairs at arm's length. Not until late in the nineteenth century did naval authorities begin to modify their single-minded commitment to a coastal defense and commerce raiding strategy to consider building a fleet capable of engaging enemy forces at sea. Even so, the nation was slow to adopt the idea of employing the fleet as a means of "force projection," and then confined its use to the Caribbean and Pacific theaters rather than toward Europe. After our brief intervention in World War I we quickly reverted to reliance on the Atlantic as a buffer against European entanglements, even as we continued to expand our naval presence south and west.

No such reluctance impeded the efforts of American merchants to expand their commercial ties with European markets. The ink was hardly dry on the treaty that ended the War of Independence before American vessels cleared for British ports to reestablish commercial relations with the former "tyrant." Unencumbered by the niceties of diplomacy, merchants did business wherever they found the best terms, adjusting to changing political conditions far more rapidly than could the government. Matters that officials could not ignore, such as impressment, paper blockades, or illegal ship seizures, were written off by the pragmatic merchants as the costs of doing business. Only when those costs and the expense of marine insurance premiums rose to unacceptable heights did the American merchant turn to his government for protection. But by then national honor was at stake. As Henry Clay warned his fellow senators on the eve of the War of 1812, "if you wish to avoid foreign collision, you had better abandon the ocean–surrender all your commerce, give up all your prosperity. . . . Commerce engenders collision." He did not need to remind his listeners that the new nation was ill-prepared to survive collision with Britain's Royal Navy.

In some important ways America's maritime greatness reached a zenith on the eve of the Civil War. American-flag vessels carried most of our foreign commerce; our clippers marked a pinnacle in sailing-ship design; our whaling fleets reached every corner of the Pacific in search of their quarry; and profits from maritime enterprise became the nation's first significant domestic source of capital. Within a decade after the

war, however, all of these accomplishments had become ancient history as our relationship with the sea began to change. While our nation's maritime trade continued to expand to extraordinary heights in volume and importance, by century's end foreign vessels carried 90 percent of our commerce, our wooden sailing vessels were giving way to steamships of iron and steel, and whale oil had lost out to petroleum. Only in the protected coastal trade did American-flag vessels find a growing demand for their services. It would be a mistake, however, to conclude that the United States was no longer a maritime power by the end of the nineteenth century; rather, our relationship to the sea was undergoing major change.

As our deepwater merchant fleet continued its decline at the beginning of the twentieth century, the shift in America's maritime focus from mercantile to naval was already well underway. From an earlier emphasis on continental defense, American policy-makers steadily expanded their concept of sea power. During World War I the United States Navy added the role of protecting the sea-lanes of communication that connected us to our European associates. In the interwar years the navy's battle force finally achieved world-class status, and its submarine fleet acquired both the boats and tactics to interdict the sea-lanes of any enemy nation. Even so, as the United States entered World War II it faced an enormous task. As Winston Churchill noted in October 1942: "The whole power of the United States, to manifest itself in this war, depends on the power to move ships across the sea. Their mighty power is restricted; it is restricted by those very oceans which have protected them; the oceans which were their shield, have now become a bar, a prison house through which they are struggling to bring armies, fleets, and air forces to bear upon the great common problems we have to face."



With spyglass in hand as a symbol of his authority, Captain John Bolles (1820-1871) poses for a photograph, ca. 1860. Bolles spent twenty years in command of New England whaleships. (M.S.M. 55.545)

Not until British and American naval surface and air power could wrest control of the North Atlantic from Germany's U-boat fleet was it possible for the United States to help turn the tide of battle in Europe. Most significantly, during the course of World War II the development of carrier task forces and amphibious warfare vessels gave the U. S. Navy the capacity to project American force against any coastal area. Finally, with the marriage of intercontinental ballistic missiles to atomic-powered submarines in the 1950s, the navy could deliver a devastating nuclear attack to almost any part of the world. One hundred years earlier the nation's maritime power was based on commerce. By the middle of the twentieth century, even as the American-flag deepwater fleet headed toward oblivion, the United States had become the strongest naval power the world had ever seen.

Besides the large trends of world commerce and naval policy, maritime history is about how people live and work at sea and along the land's edge. For more than two centuries after initial European settlement, most Americans lived in an agricultural economy that was based on the private ownership of land held by married men who tilled the soil alone, with assistance only from members of their immediate family and the occasional help of neighbors. Of course exceptions to this pattern abounded, particularly in cities and towns and throughout the tidewater regions of the South, but the model citizen for democratic America remained that of the independent farmer until well after the Civil War.

The maritime way of life has stood in sharp contrast to this individualism. Most vessels engaged in commerce or fishing have been owned by partnerships. Their cargoes consist of goods belonging to several merchants. The wharves and warehouses they use are owned by companies, or municipalities, and their insurance policies are issued by groups of investors. And most importantly, they are operated not by an individual but by a crew headed by that quintessential authority figure, the ship captain. On land a similar degree of power was wielded only by the plantation overseer, and not even he was legally permitted to execute a slave for disobedience, whereas a shipmaster could kill a mutinous sailor. By the very nature of his work the sailor was isolated from "normal" society for months on end, and when he came ashore, unless he had family nearby, the authorities in most seaports effectively confined him to a waterfront district known as "Sailortown."

Furthermore, maritime enterprise takes place in the public domain–in harbors and on the open sea, not on private land–a circumstance that subjected merchants and shipowners to government

regulations to a degree not experienced by landbound farmers or businessmen until the present century. Laws dictating which goods could be shipped where and at what cost in custom duties formed the basis of England's mercantilist policy, as did rules determining what vessels could operate within the empire. Similar laws were among the first to be adopted by the new federal government in 1789. Besides, navigation required the active participation of government: for protection by naval and diplomatic representatives; for the construction of lighthouses, jetties, and deep-water channels; for the control of unwelcome foreign competition wherever possible; and not infrequently for direct subsidies–first for the fisheries and later for the maintenance of uncompetitive operations in the shipping business. Even if the term "free enterprise" exaggerates the degree of liberty found in our land-based economy, the government has played a far greater role in maritime enterprise than in the American business community at large, at least through most of our history. For all of these reasons and more, the maritime way of life varies enormously from what many historians consider the mainstream "American experience."

On the other hand, there is also much about seafaring that beats to an American tempo. First and foremost, a voyage has a reason for being, a destination, both physically in the sense that a course is laid across a trackless sea toward another port, and philosophically in the sense of having a purpose: picking up or delivering a cargo, defeating an enemy, or gathering resources of the sea. In the spirit of American individualism, the mariner was free to follow his own course toward that destination, as Ishmael, in Herman Melville's *Moby-Dick*, exclaimed as he sailed toward Nantucket in the packet *Moss*: "how I spurned that turnpike earth! That common highway all over dented with the marks of slavish heels and hoofs and turned me to admire the magnanimity of the sea, which will permit no records." During the great age of sail, Americans also perceived oceanic voyages as furthering the greater cause of national progress, a maritime equivalent perhaps of advancing the western frontier. Seafaring therefore fulfilled our custom of determining a thing's value by its usefulness.

A second thoroughly American aspect of a sea voyage was its inherent danger. The open sea remains the most hazardous place on earth into which humankind regularly ventures. For thousands of years inhabitants of the "land's edge" have endeavored to make a living from the sea while facing the dreadful risks of that workplace. For them the great expanse of open ocean has been a fact of daily existence; no one understands better than mariners the thin line that separates safety from disaster at sea. In "The Dry Salvages," Eliot conveyed this sense of unpredictable danger when he wrote of a "ragged rock in the restless waters" off Cape Ann, Massachusetts:

On a halcyon day it is merely a monument,
In navigable weather it is always a seamark
To lay a course by: but in the sombre season
Or the sudden fury, is what it always was.

When at sea mariners have constantly struggled to establish and maintain order amid conditions aptly considered as utter chaos. The highest level of human control–rigid discipline, hierarchical command, and thoroughly maintained vessel and gear–may not be enough to survive overwhelming natural forces at sea. The transcendentalist philosopher Ralph Waldo Emerson suggested that a life spent working in such a hostile environment actually affected the character of mariners. "Who can guess how much firmness the sea-girt rock has taught the fisherman?" he asked in his essay "Nature." Nineteenth-century



With a multi-racial crew hauling on her lines, the American neutral trading ship Abula *leaves the open sea behind and enters the harbor of Marseilles, France, in 1806. (M.S.M. 75.448; Claire White-Peterson photo)*

Americans admired risk-takers, especially those who risked their lives in the name of progress. That the mariner, like the frontiersman, faced death beyond the view of ordinary citizens added to his heroic stature in the American imagination. At the same time, however, it also reinforced the view that seafarers, like all heroes, were different from the rest of us.

Finally, sea voyaging played also to the American fascination with space and distance, and particularly with speed in the effort to conquer these distances. On land, nature itself provided limits to the landscape in the form of rivers, lake shores, and particularly mountain ranges. And by the mid-nineteenth century, Americans for two hundred years or more had been building visible barriers of their own–fences, walls, the edges of clearings, lines of planted trees. By 1850 the frontier had reached that ultimate barrier, the Pacific Ocean. No wonder that the print of Donald McKay's magnificent clipper *Great Republic* should become one of Currier & Ives's most popular, for only by such vessels could Americans reach beyond that Pacific boundary. The stately portrait of the *Great Republic* encouraged landbound viewers to imagine what they could not see–that distant world beyond the horizon.

Maritime history should entail more than the profits of merchants, or the victories of admirals, or even the struggles of ordinary mariners. It should also embrace the sea itself, for all human activity takes place within the wider context of the natural world around us. Whether we live one mile or one thousand miles from the coast, the sea profoundly affects our daily lives. Rolling across thousands of miles of open ocean, the North Atlantic ground swell pounds against the coastline of North America, driven by winds that frequently reach gale force. Its relentless power has shaped coastlines from Maine to Florida, as the Pacific has done from Alaska to southern California. In "Once by the Pacific" Robert Frost observed that:

The shattered water made a
misty din,
Great waves looked over others
coming in.
And thought of doing something
to the shore
That water never did to land
before

You could not tell, and yet it
looked as if
The shore was lucky in being
backed by cliff
The cliff in being backed by
continent. . . .

The ocean is a great engine that controls much of North America's climate, its currents affecting temperature and rainfall along our coasts, and its prevailing winds influencing climate conditions far into the continent's interior. Peoples of the Northwest can be sure of heavy rainfall from the Pacific, just as residents along the Gulf and Atlantic coasts can expect hurricanes spawned in the tropical latitudes of the mid-Atlantic. Even the continent's inland sea–the Great Lakes– affects the snowfall over several states. Unpredictable changes in the current along the South American coast–known as El Niño–alter climate patterns over much of North America at frequent intervals and inject a vexing element of uncertainty into the task of weather forecasting. Of great importance to mariners is the way in which prevailing winds and their associated currents affect conditions at sea. The best known of these "rivers in the sea," the Gulf Stream, was first publicized by the American genius Benjamin Franklin. It could reduce an eastbound passage across the Atlantic by as much as two weeks, or similarly impede a westbound passage. By the middle of the nineteenth century, when the American naval officer Matthew F. Maury issued his renowned sailing directions, ship captains knew precisely what course between any two ports the world over would take best advantage of prevailing winds and currents.

Central to the settlement patterns of this continent, and to the economies of tribe, colony, and nation, have been the marine resources found in the sea, rivers, and lakes. Coastal dwellers could harvest a bounty of protein from the shellfish that lived in the shallow bays and estuaries, a resource so rich that despite its poor soil the tiny island of Nantucket supported a Native American population of 2,500, equal to the density of western Europe at the time. Anadromous fish coming in from the sea to spawn in fresh waters each spring provided another supply of food. Europeans came seeking fish in the North Atlantic as well as riches on shore, establishing an industry that has operated for 500 years. And marine mammals, especially whales and seals, became prey to maritime entrepreneurs seeking oil for light and lubrication, and furs for human garments.

The gathering of these resources brought European and native cultures together–sometimes in cooperation but more often in conflict–and fostered the development of increasingly efficient, and deadly, techniques of harvesting. After more than two centuries of increasing slaughter, the hunt for whales by this nation died in the first quarter of the twentieth century, superseded by the hunt for petroleum, which became a maritime story with the move to offshore drilling after World War II. Since then, there has been increasing debate over the often mutually exclusive expectations of those seeking fish and those seeking oil at sea. And this conflict is all the more critical because the twentieth century has

demonstrated the power of fishermen with modern technology to gather more fish than natural populations can reproduce.

At century's end the survival of this venerable relationship by which the sea has provided us sustenance and products of great value is more than ever before dependent on our recognizing both our ability to despoil the sea and our need to conserve its resources. Until recently, the sea appeared too vast to be affected by our actions. To a lesser extent we have felt the same way about our large lakes and rivers. Concern for the natural resources of the land began at least a century ago with John Muir's efforts to preserve the Sierra Nevada Mountains. Although Rachel Carson wrote about the delicate balance of life at "the edge of the sea" in the 1950s, not until the Santa Barbara oil-rig blowout of 1969 did the general public suddenly realize how we were damaging the marine environment.

Despite the abuse by humankind, the sea remains our planet's most extensive wilderness, an ever-changing combination of transcendent beauty, frightening power, and ultimate mystery. Like the wilderness, humans have increasingly tried to tame the edges of the sea for their own enjoyment. The shift from an emphasis on an agricultural economy in the United States created leisure time and the demand for a place to spend it. As in Europe, seaside recreation developed early in the nineteenth century as a healthful and pleasant diversion from urban life. Yachting was one way the wealthy found seaborne recreation and a form of competition that took on national significance after the *America* crossed the Atlantic and defeated a fleet of British yachts in 1851. Successfully defended against all comers until 1983, the America's Cup became the premier trophy in the sport of yacht racing.



For thousands of years before mariners brought them contact with European clothing and culture in the nineteenth century, Alaska natives depended upon the annual salmon runs for subsistence. Blending the two cultures on the bank of the Yukon River, hundreds of miles from the open sea, these Alaskans air-dry salmon caught as they returned from the ocean to spawn in the river of their birth. (M.S.M. 97.35.3)

The very technology that accelerated maritime commerce, steam railroads in the nineteenth century, and internal combustion automobiles in the twentieth, increased recreational access to the sea for nearly all levels of urban society. Whether engaged in the simplest childish pleasure at the seaside, or using equipment of the most advanced technology on or under the sea, or building a retreat at the water's edge, we each gain something from our experience there. Our continued national passion for the beach, and wide participation in water sports, ensure that today more Americans than ever have a relationship with the sea.

Beyond its commercial, diplomatic, providential, and recreational roles in American history, the sea has provided a powerful motif in art and literature. Artists from Washington Allston to Frederick Edwin Church, Thomas Eakins, and Winslow Homer tried to capture the sometimes placid, sometimes overpowering nature of the sea. The sea first appeared as a locale for American fiction in the first half of the nineteenth century in the writings of James Fenimore Cooper, Edgar Allen Poe, and of course Herman Melville. While other settings for popular novels, such as frontier, forest, and farm, began to lose their earlier popularity, the sea has proven to be one of the most



With increased leisure time in rapidly industrializing urban America, and increased emphasis on the healthful attributes of outdoor activity, the shore became a focus for recreation after the Civil War. From Maine to the Pacific Northwest, ocean- and lakefront hotels, amusement parks, excursion boats, yacht clubs, and private homes and camps brought more Americans than ever into contact with the sea. Here, as the Atlantic surf thunders in, a well-dressed group enjoys the fresh salt air, while nearby Watch Hill Light warns coastal shipping away from this hazardous point on the route between New York and Boston. Photo by Edward H. Newbury, ca. 1900. (M.S.M. 80.41.416)

enduring scenes for literature and, with the rise of cinema in the twentieth century, for film as well.

Ultimately it is the mystery of the sea that so attracts us. Perhaps Frost best described how the eternal mystery of the sea captures the human imagination in these lines from his poem "Neither Far Out nor in Deep."

The people along the sand
All turn and look one way.
They turn their back on the land.
They look at the sea all day
They cannot look out far.
They cannot look in deep.
But when was that ever a bar
To any watch they keep?

It is the perpetual mystery of a frontier we cannot inhabit, leaving us always to wonder what lies beyond its horizon and beneath its surface, to feel overpowered by the unpredictability of its behavior, to ponder the ambivalence of our own feelings toward it, and to embrace the complex puzzle of its meaning in our own past.

Benjamin W. Labaree is professor of History and Environmental Studies emeritus at Williams College. He has taught in Mystic Seaport's summer Munson Institute program since 1966, acting as director from 1974 to 1996. He was founding director of the Williams College/Mystic Seaport Program in American Maritime Studies in 1977, serving until 1989. The author of numerous books and articles on colonial and maritime history, he has written the introduction and colonial era portions of *America and the Sea*.

In May 1998, Mystic Seaport will publish *America and the Sea: A Maritime History*. Written by the distinguished faculty of the Museum's graduate-level summer program, the Munson Institute–Benjamin W. Labaree, William M. Fowler, Jr., John B. Hattendorf, Jeffrey J. Safford, and Edward W. Sloan, with Andrew W. German of the Museum staff–this book is an important component of Mystic Seaport's mission to create a broad, public understanding of the relationship of America and the sea. As the most comprehensive maritime history of the United States available today, the 640-page volume, featuring many images from the Museum's collections among its 350 illustrations, will be of particular interest to Mystic Seaport members. Watch for your special prepublication offer in the coming months.

Mystic Seaport Annual Report, 1996-97

A Message from the Chairman: William E. Cook



Kathleen Cooke photo

It is a pleasure to report to you that Mystic Seaport is experiencing a period of significant progress, both physically and intellectually.

The Rossie Velvet Mill is well on its way to becoming the American Maritime Education and Research Center, a major new facility that will centralize our collections and the staff who care for them, and provide new exhibition halls. We will begin building the reproduction schooner *Amistad* this spring. Our new signature exhibit, America and the Sea, is on schedule for a spring 1999 opening. Your Museum is indeed busy.

And yet, even as we continue to climb to new institutional heights, our visitation—as it is for many of our peers—is flat or somewhat diminished. Fortunately, our store revenues are up, program fees are up, and the results of our fund-raising are up. We ended the fiscal year with a surplus, but it was a surplus on a much smaller budget than we've afforded ourselves in the past. We are looking closely at the visitation trend to determine its cause and how best to correct it, but in the meantime the need for alternative and reliable sources of income is pressing.

And so, the coming year will be one of aggressive fund-raising, and in particular, fund-raising for endowment. The Annual Fund, of course, remains a crucial source of operating funds, covering the costs of key programs that are vital to our Museum. We will continue to ask all members and friends to give to this Fund and, indeed, to increase previous giving to it.

Now is the time for those of us who can to take a leadership position to step forward and make a generous gift to Mystic Seaport's endowment. Endowment is the very bedrock of Mystic Seaport's future. Gifts to the Museum's endowment are prudently invested and managed. A conservative draw on the endowment allows for the principal, typically, to grow, providing for Mystic Seaport's ongoing ability to care for its collections and provide the inspired programming we all have come to appreciate and, yes, expect.

A Message from the President: J. Revell Carr



Judy Beider photo

Mystic Seaport is truly at a turning point. Your museum, the Museum of America and the Sea, is fulfilling its mission and carrying forward the dreams of the founders.

In the past year, we've had some great successes. Thanks to your enthusiastic response to our membership-wide request, we were able to complete the $2.5 million America and the Sea Endowment to fund new staff research positions dedicated to developing thought-provoking programs for the Museum's diverse audiences.

With generous gifts from the Culpeper Foundation and the Gladys Brooks Foundation, we've been able to begin installation of a complex network that will ultimately electronically connect all of our collections and make them accessible on-line. This is ground-breaking and widely recognized work in the museum world, as these prestigious grants acknowledge.

In March, Phoenix Home Life Mutual Insurance Company agreed to underwrite $300,000 toward the construction of the reproduction of *Amistad*, the by-now famous vessel that was the heart of the first civil rights case ever to reach the Supreme Court. The Phoenix pledge was sufficient to release $2.5 million in State funds that had been committed pending the match. Mystic Seaport is building the vessel for Amistad America, a new nonprofit organization established to have the boat built and operate it as a waterborne, traveling classroom.

We took a significant step this year in our quest to preserve key elements of the American fishing industry. Cyrus Hamlin, a naval architect and Mystic Seaport friend, offered to donate the purchase price of *Roann*—one of the last remaining wooden eastern-rig draggers in virtually original condition—which the owners were selling in order to buy a bigger boat. The Board of Trustees voted that Mystic Seaport could accept this generous offer and acquire the vessel if the Museum raised a $300,000 endowment to provide for her annual upkeep.

The campaign was on. Through a series of fund-raising events, intensive letter writing, and generous contributions from many donors, Mystic Seaport was able to reach its goal. *Roann* is now an important addition to the collection, presenting the opportunity for the Museum to interpret the transition of the New England offshore fishery from sail to diesel power, from hooks to nets, and from dories to draggers. The Museum is dedicated to preserving this vessel and capturing yet another important part of maritime history that is rapidly coming to a close. Thank you to all who made this addition a possibility.

We have several exciting projects under way. You'll be hearing about them through upcoming issues of the *Log* and *Wind Rose*. Your support in the past year has enabled the Museum to reassert and better fulfill the vision of its founders. On behalf of the Board of Trustees, I thank you, and I urge you to be as generous as you can be in the year ahead.

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In 1938, Mystic Seaport (then the Marine Historical Association) received a generous bequest from the estate of Dr. Charles K. Stillman, one of the Museum's three founders. As the first bequest to the Museum, this significant gesture helped to establish an endowment for the Museum's programs and future operations. It also began what has become a tradition of Planned Giving at Mystic Seaport. Since then, a great many individuals have made generous gifts to the Museum in their wills or estate plans.

In order to recognize their generosity, Mystic Seaport has established The Stillman Society, named in honor of the Museum's early benefactor. Mystic Seaport is pleased to recognize these special donors during their lifetime, not only to acknowledge their generosity personally, but to celebrate the role The Stillman Society plays in the growth and development of the Museum. If you believe that you qualify for membership and would like to add your name to our list, please call our Vice President for Development and External Affairs, Christopher M. Cox at (860) 572-5365.

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Mystic Seaport encourages the establishment of named funds, both restricted and unrestricted. Funds may be created to support many different programs of the museum or may be established for unrestricted use. The funds appear permanently on the books of Mystic Seaport in recognition of their ongoing support of the museum's work. Named funds are established with a gift of $100,000 or more and, once established, additions may be made at any time. Currently, the following funds of $100,000 or more support Mystic Seaport:

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Jann Campbell °°°
Paul Campbell °°°
Rosanna Campbell °°°
Stuart Campbell °°°
Edward Carlson
Patricia Carlson
Severn Carlson
Linda Carmerato °°°
John Carney
Bette Carpenter
Gene Cartagena °°°
Lorraine Caulfield °°°
Cheryl Chaput °°°
John Chaput °°°
Kevin J. Chaput °°°
Christopher Cherry °°°
Maria Christensen °°°
Poul Christensen
Joanne Clark
Susie Cohen °°°
Virginia Colbeth
Daniel Connors
Catherine Cook °°°
Virginia Coope
James Corcoran (deceased)
Joan Corcoran
Janet Cotton
Frank Coughlin, Jr.
Cynthia Crabb
Dana Crook °
Kathleen Crook °°°
Alicia Crossman
Arnold Crossman
Edward Crotty
Casey Crouch °°°
Terry Cyr °°°
Ted d'Agostino °°°
Dana Crook
Ruth Daniels
Nellie Davis
Joanie De Martino
David DeAngelis
John DeLucco
Ann den Tex
Karel den Tex
Margeurite Desy °°°
Erin Deveau
Leroy deVol
Al di Francesco
Oraleah Dice
Roger H. Dickinson
Gloria Dinan
Howard Dodd, Jr.
Chad Dodge °
Julia Doering
Dennis Doherty
Frank Dolson
Violet Dolson
Joseph Donnelly °°°
Beth Doran
William Dorr
William Dougherty
Allyssa Drake °°°
Amy Drake °°°
David Duncan °°°
Jane Durborow
Joseph N. Dwyer, Sr.
Craig Edwards °°°
Mary K. Bercaw Edwards °°°
Jane Egan
Emma Hewson °
Richard Everett
Joy Fast
Nick Fast
James Ferris
Marian Ferry °°°
Jessica Files °°°
Laurie Filippone °°°
Barry Finn °°°
Jim Fiore °°°
Mary Fiorelli
Jessica Fisher °°°
Lucas Freye °
Megan Frost °°°
Arianna Funk °°°
Rebecca Furer °°°
Elton Furlong
Amy Gardner °°°
Ric Garren °°°
Ronald Gatto
Lewis Geis
Judy Geis
Mitchel Geller °°°
Caroline German °°°
Martha German °°°
Otto Gilcher
Viola Gilcher
Glen Grasso °°°
Ann Greenberg
Nancie Greenman
Theresa Grills °
Beatrice Guthrie
LeeAnn Guthrie
Cathy Gwin °°°
Joseph Haffey
Heather Hainline °
Susan Hainline °
Robert Hansen °°°
Charles Harrison °°°
Donald Hartzog
Mildred Hastedt
William Healy
Elizabeth Hemond °°°
Charles Henry
William Hewson
Bobbie Hickey
William Hickey
Kay Hill
Barbara Hinchey
Joseph Hinchey
Kenneth Hodgson
Mildred Hodgson
Toby Hohenstein °°°
Frank Holby
Ernst Holzborn
Roger Hughes
Christopher C. Hugo
David Hume
Emilie Huysman °°°
Richard Inman
Becky Jackson
Capt. Harry Jackson, USN (Ret.)
Lawrence Jacobsen
Jo-An Jacobus °°°
Andy Jasenak °°°
Ernest Jensen
Betty Jerome
William Jerome
James Jewett
Erin Johnson °°°
Grace Johnson
Robert Johnson °°°
Anna Karmazinas °°°
Nate Karmazinas °°°
John Keeney
Brian Kelly °
Patrick Kelly
Daniel Kenefick, D.D.S.
Elizabeth Kenyon
Betzy Killam
Timothy Killam °
Carol King
David King °°°
Peter King
Richard King
Anna KInzley
Ruth Kitchens °°°
Irene Klescszewski °°°
Cathy Krakowiac °
Phillip Krakowiac °
Christina Kukidski °°°
Justyn Kuzel °
Norbert Lachman °°°
Susan LaFrance °°°
Allison Lakin °°°
Doris Lamb
Horace Lamb
Aaron Lathrop°
Ben Lathrop °°°
Sarah Lauterbach °°°
Dana Lawlor
Eleanor Lawton
Capt. Stephen Lee, USN (Ret.)
Judith Leeney
Robert Leeney
Gerald Lewey
Donna Lewis
George Lipphardt
David Littlefield °°°
Peter Littlefield
Phyllis Littlefield
Florianna Lonergan
Karen Loweth °°°
Donald Lucas °°°
Myra Lucas °°°
David Lyon
Helen Lyon
Tina MacBain
Judi MacLeann °°°
H. James Maitland
Thalia Mandell
Joseph Marcinik
Morgan Martin, M.D.
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Alan Mayer
Martin McDonough °°°
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John McFadden °°°
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Nancy McKay
John McLaughlin
Beth Melchionne °°°
Kristen Merritt °°°
Patricia Meston
Janet Michael
Julie Michael °°°
Jessica Milligan °°°
Margaret Mitchell
Sabine Moffett °°°
Allison Moretta °°°
Thomas Moretta °°°
Samuel Morrison
James Morrow
Mary Morse °°°
Robert Morse
James Mortimer °°°
Julie Moulton °°°
Anne Mowell
Gary Mower
Edward Murphy°
Jeffrey Muse °°°
Joan Nelligan
Dolores Nichols °°°
Don Nichols °°°
Nancy Nickerson °°°
Russell Nickerson °°°
Ann Marie Nicoletti
Harry Northup
William Noyes (deceased)
Alice O'Connell
Neal O'Connell
Joseph O'Connor
Debbie O'Meara
Daniel Olson
David Olsson
Kenneth Olsson °°°
Dorothy Paige
Gordon Painter °°°
Billie Palmer

Karen Pappadia
Thomas Pappadia
William Parham °°°
Anita Patel °
Annie Payne
Arthur Payne
Winifred Payne
Lisa Peck
Earl Pedersen
Christopher Penta °°°
Jeanine Penta °°°
Darbee Percival
Jeffrey Phillips
David Piper
John Piscatello
Robert Pittaway
Clay Poole °°°
Oliver H. Porter
Leah Prescott °°°
Linda Prior °°°
Bradley Prohaska
Jack Pullan
James Quinn
Elizabeth Rannenberg
Eleanor Read
Roger Read
Nicholas Reardon °°°
Robert Redfern
Macy Reed °
Will Reed °
Timothy Reilly
Erik Reyer
Betsy Reynolds
Karen Riccio
Ashley Ring °°°
Jeanne Roberts
Joan Robinson
James Rose
Adeline Rowe
Preston Runyon
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Catherine Rupar °°°
Theodore Rupar °°°
Sandra Rux °°°
Phyllis Sailer °°°
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Timothy Straw
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Nancy Sueoka °°°
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Peter Tacy
Alexandra Taraila
Kenneth Tate
Lionel Taylor
Amanda Thompson °°°
Charles Thompson
Helen Thompson
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Trenner Tompkins
Arthur Torrence
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Gelene Urban
Richard Van Deusen
Robert Van Winkle
Rudolph Velle
Marjorie Vignot
Brian Voelcker °°°
Richard Voss
Pam Wachtelhausen °°°
Thomas Wachtelhausen °°°
Tyler Wachtelhausen °°°
Susan Wachtelhausen °°°
Robert Wallace
Patricia Walsh °
Edward Watson
Eleanor Watson
Emily Watson °°°
Robert Watt
John Webster
William Webster
Connie Welch °°°
Roy Welch, Jr. °°°
Richard Wells
Margaret Welte
William Welte
Walter Wennberg °°°
Judith Weremay °°°
Joel West
Brooke White °°°
Bryant White °°
Chris White °°°
Karla White °°°
David O. Wiggins
Patricia Wilbur °°°
Betsy Wingfield
Colleen Woods
Victoria Woodward °°°
Gregory Young
Sena Zane
Thomas Zane
Frances Zelenko
William Ziegler
Elizabeth Zinn °°°
John Zittel
Sheila Zittel

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(as of April 1997)

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William B. White°
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° Trustee Emeritus

Honorary Trustee
Gov. John Rowland

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Chairman of the Board

J. Revell Carr
President

Alexandra T. Thorne
Vice Chairman

William C. Ridgway III
Vice Chairman

W. Frank Bohlen
Vice Chairman

Richard R. Vietor
Treasurer

Joseph C. Hoopes, Jr.
Secretary

Jacqueline Zeppieri
Assistant Treasurer

Maureen Hennessey
Assistant Secretary

Condensed Consolidated Balance Sheet

The condensed consolidated financial statements presented to the right have been derived from the Museum's audited financial statements, copies of which are available upon request.

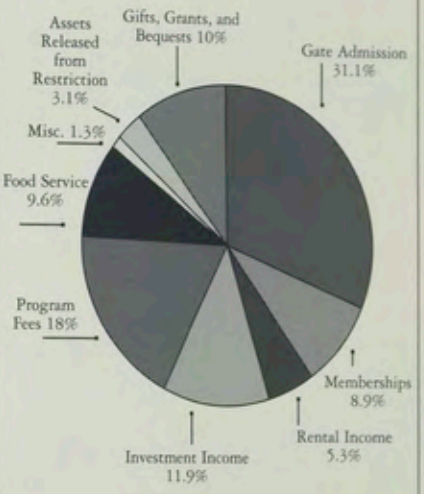
	April 25, 1997	April 26, 1996
Assets		
Current		
Cash	$ 1,229,700	$ 142,800
Accounts, grants and interest receivable	675,200	1,208,300
Promises to give — current	434,100	247,200
Merchandise and other inventories	1,584,300	1,383,000
Prepaid expenses	240,900	271,200
Total Current Assets	4,164,200	3,252,500
Non-Current		
Promise to give — noncurrent	506,000	1,015,100
Investments	31,264,200	28,130,600
Other inventories	389,200	320,700
Fixed assets — Net	12,201,800	11,073,700
Total Assets	$ 48,525,400	$ 43,792,600
Liabilities and Fund Balances		
Current Liabilities		
Notes payable	$ 1,463,700	$ 1,888,700
Accounts payable and accrued expenses	1,405,200	1,727,800
Deferred revenue	266,000	155,800
Total Current Liabilities	3,134,900	3,772,300
Non-Current Liabilities		
Notes payable	79,700	183,100
Deferred revenue	443,300	478,400
Total Liabilities	3,657,900	4,433,800
Net Assets		
Unrestricted		
Management designated	13,877,200	12,047,300
Net equity in fixed assets	12,164,200	11,022,200
	26,041,400	23,069,500
Restricted		
Temporarily restricted	2,464,100	1,184,500
Permanently restricted	16,362,000	15,104,800
Total Net Assets	44,867,500	39,358,800
Total Liabilities and Fund Balances	$ 48,525,400	$ 43,792,600

Condensed Consolidated Statement of Operating Activity

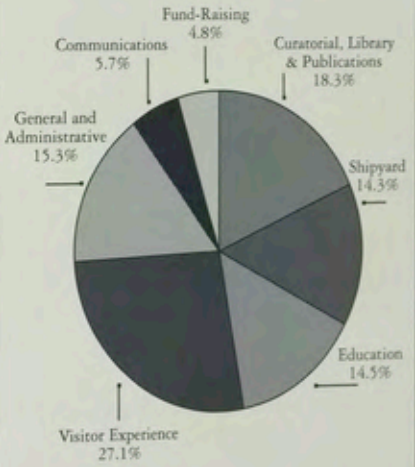
	Year Ended April 25, 1997	Year Ended April 26, 1996
Operating Fund Revenue and Support		
Revenue		
Gate admissions	$ 3,775,700	$ 3,949,400
Membership dues	1,077,500	1,082,700
Rental & service income	643,000	588,900
Investment income	1,441,700	1,151,300
Program fees	1,795,200	1,692,000
Publishing, film and video	386,800	373,900
Food services	1,158,900	1,188,400
Miscellaneous	162,900	113,800
Assets released from restrictions	376,800	512,600
Total Revenue	10,818,500	10,653,000
Support		
Gifts, grants and bequests	1,310,800	1,716,700
Total Revenue and Support Before Store Operations	12,129,300	12,369,700
Revenue from Store operations	5,621,900	5,631,900
Total Revenue and Support	17,751,200	18,001,600
Expenses		
Program expenses		
Curatorial, library and publications	2,088,800	2,304,400
Shipyard	1,635,200	1,698,800
Education	1,650,400	1,608,700
Visitor experience	3,095,800	2,961,200
Total Program Expenses	8,470,200	8,573,100
Supporting Expenses		
General and administrative	1,401,100	1,684,100
Finance	345,000	290,100
Communications	651,400	1,047,900
Membership	548,500	608,800
Total Supporting Expenses	2,946,000	3,630,900
Total Expenses Before Store Operations	11,416,200	12,204,000
Expense of Store Operations	5,667,600	5,972,000
Total Expenses	17,083,800	18,176,000
Excess of Support and Revenue Over Expenses	667,400	(174,400)
Transfers for Fixed Assets**	344,800	0
Excess of Support and Revenue Over Expenses and Fixed Asset Transfers	322,600	(174,400)

**Fixed assets of $271,503 were funded with Management Designated Funds in 1996.

Museum Income



Museum Expense



Membership Benefits and Dues, 1996-1997

Basic Membership Benefits:
Admission for a full year; discounts on guest admissions, dockage, classes, programs and Mystic Seaport Museum Stores purchases*; subscription to the *Wind Rose* and *The Log of Mystic Seaport*; a car decal; express entry at the Visitor Reception Center (seasonal).

Individual $35 ($30 at renewal**)
Basic membership benefits for one named adult. Tax deductible portion of membership: $20.

Dual $45 ($40 at renewal**)
Basic membership benefits for two named adults at the same address. Tax deductible portion: $20.

Family $55 ($50 at renewal**)
Basic membership benefits for two named adults at the same address and their children OR grandchildren 18 or under. Tax deductible portion: $20.

Participating $100 ($90 at renewal**)
Family membership benefits
plus 2 guest passes; reciprocal admission privileges at over 40 maritime museums in the United States and Canada. Tax deductible portion: $29.

Sustaining $175 ($160 at renewal**)
Participating membership benefits plus one night free dockage per season. Tax deductible portion: $93.

Associate $250
Sustaining membership benefits plus 4 additional guest passes. Tax deductible portion: $169.

Benefactor $500
Sustaining membership benefits plus 6 additional guest passes. Tax deductible portion: $419.

Life $3,000 (Single Payment)
Sustaining membership benefits plus 8 additional guest passes. Maritime art print upon joining. Tax deductible portion: $2,000.

**10 percent discount on any purchase of $5 or more from Mystic Seaport Museum Stores, excluding items on sale and original art (maximum discount: $100 per purchase).*

***Renewal discounts are available only if membership dues are paid before expiration.*

Total Membership Enrollment
Fiscal year 1996-97: 21,822
Fiscal year 1995-96: 21,924

Total Membership Income
Fiscal year 1996-97: $1,046,039
Fiscal year 1995-96: $1,055,063

Total Membership by Category, 1996-97

Individual	4,525
Dual	4,631
Family	10,523
Participating	736
Sustaining	403
Associate	95
Benefactor	25
Honorary	136
State Official	190
Life	534
Corporate	14

New Life Members, 1996-97

Mr. and Mrs. Jason M. Pilalas
Master Fredrick Jay Zahringer

Benefactor Members, 1996-97

Mrs. Peter W. Allport
Mr. Arthur A. Birney
Mr. Jesse M. Bontecou
Mr. Jack E. Brown
Mr. and Mrs. Fred J. Carillo
Mr. and Mrs. J. William Charrier, Jr.
Mr. Clinton W. Davis, Jr.
Mr. and Mrs. Michael D. Dingman
Mr. Charles H. Erhart, Jr.
Mr. and Mrs. Colin C. Ferenbach
Mr. and Mrs. Bruce C. Ferguson
Mr. and Mrs. Steven T. Florio
Mr. and Mrs. Robert D. Guthrie
Mr. Robert C. Kyle
Mr. and Mrs. David R. Larr
Mr. Frank Leigner, Jr.
Mr. George Lewis
Mr. Gordon McGovern
Mr. James C. Meade
Mr. Carleton Mitchell
Mr. and Mrs. Robert L. Newell
Mr. and Mrs. Dennis C. O'Dowd
Mr. and Mrs. Richard V. Palm
Mr. and Mrs. David J. Parks
Mr. and Mrs. Jay R. Rhoads, Jr.
Mr. and Mrs. Robert G. Stone, Jr.
Mr. Nicholas Streeter
Mrs. George T. Weymouth
Mr. Stuart S. Wright

Associate Members, 1996-97

Mr. and Mrs. Fred A. Allardyce
Mr. Paul E. Andrews, Jr.
Mr. Roger Austin
Mr. Gifford R. Beal
Mr. Harold E. Bigler, Jr.
Mr. and Mrs. James D. Bishop
Mr. Victor Borge
CDR John F. Brooks and Dr. Jeanne Brooks
Mr. Gene Brown
Mr. and Mrs. Nicholas Cannistraro
Mr. Jackson C. Chapman
Mr. James M. Clark
Mr. and Mrs. James L. Coker
Mr. and Mrs. William E. Cook
Mr. Edward D. Cosden, Jr.
Mr. and Mrs. Robert L. Cox
Mr. and Mrs. Walter L. Cronkite
Mrs. Endicott P. Davison
Mr. John H. Deane
Mr. H. L. Diehl
Mr. and Mrs. Keith A. Dobbins
Mr. Reynolds duPont, Jr.
Mr. James W. Eklund
Mr. Morton H. Engel
Mr. and Mrs. James F. English, Jr.
Mr. and Mrs. F. Dale Fellner
Mr. and Mrs. Paul K. Freeman
Mr. Stevens L. Frost
Mr. Adolf O. Fuchs
Mrs. Frank A. Fuhrmann
Mr. Paul A. Gasparotti
Mr. and Mrs. Joseph M. Goldberg
Mr. and Mrs. Jon R. Gould
Mr. Lyttleton B. P. Gould, Jr.
Mr. Robert H. Gould
Mr. and Mrs. William A. Griffin
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Mr. and Mrs. Richard S. Hambleton, Jr.
Mr. and Mrs. James Harvie
Mr. and Mrs. Horace Hildreth, Jr.
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Ambassador Karl F. Inderfurth
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Mr. and Mrs. William B. Jerome
Mr. John Johnson
Mr. Nelson D. Jones
Mr. and Mrs. Henry R. Keene
Mr. David Kelly
Mrs. Robert H. Krieble
Mr. and Mrs. Richard B. Leather
Mr. and Mrs. Lenny Levine
Dr. and Mrs. William A. Lieber
Mr. Bruce Lockwood
Mr. and Mrs. William J. Luddy, Jr.
Mr. and Mrs. James M. Lyon
Mr. Henry Allen Mark
Mr. Linwood S. Mather
Mr. and Mrs. Gerald M. Mayer, Jr.
Mr. and Mrs. Edward T. McElwreath
Mr. and Mrs. Michael C. McMenemy
Mr. David W. Menge
Mr. and Mrs. C. Shepard Merrill
Mr. Michael K. Miller and Ms. Celeste Dzialo
Mrs. Emil Mosbacher, Jr.
Ms. Stephanie Murray
Ms. Mary G. Neary
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Mr. Edward W. Snowdon
Mr. Stanley J. Starn
Mr. Timothy G. Stillman
Mr. and Mrs. Brett Stuart
Mr. and Mrs. Ray Teborek
Mr. and Mrs. Daniel Thorne
Mr. and Mrs. William E. Tucker
Mr. Julian Underwood
Mr. Harry Wallace
Mrs. Lynne A. Warren
Mr. Richard D. Webb
Molly Weber
Mr. and Mrs. C. Lawson Willard
Mr. and Mrs. Ramsay Wilson
Mr. Christoph Winter



Mystic Seaport Salutes!

JULIA E. DOERING

Mystic Seaport volunteer Julie Doering has just celebrated reaching the 2,500-hour mark. Calculate that in terms of a seven-hour workday and you will find that it is practically an entire year of time. Add to that Julie's six years of Pilot weekends and one finds a very dedicated Mystic Seaport volunteer, indeed.

Julie was born in New York City to parents who were members of Mystic Seaport, so her introduction to the Museum came at an early age. Growing up in Scarsdale, New York, she became a member of the American Yacht Club in Rye, and since 1941 she has spent many years sailing and racing small boats there. As a student at Connecticut College, she visited the Museum often, and it was here that she discovered and developed a lifelong interest in hand weaving.

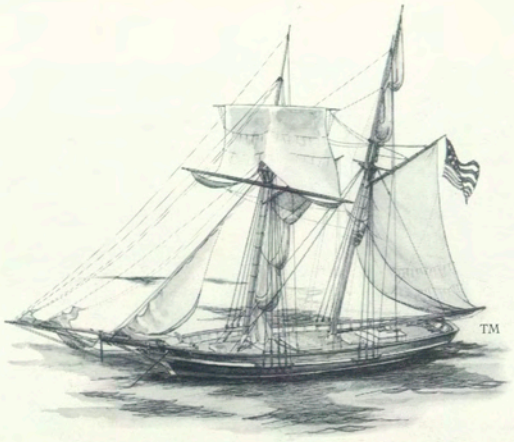
After college, Julie's professional career spanned more than thirty-five years, first as an assistant buyer at Lord and Taylor. After taking time out to raise her family, she reentered the business world as assistant treasurer, trust officer, and personal banker at Chase Manhattan Bank.

She and her husband, attorney Rogers Doering, and their four children became members of Mystic Seaport in their own right in 1964. In 1965 the family built a 40-foot ketch in which they cruised from Long Island Sound to Maine and back during the next fifteen summers. Julie became a volunteer at Mystic Seaport in 1990. She has worked in Development, External Affairs, and the Mystic Seaport Museum Stores, but she found her true calling in the Rosenfeld Collection, where she has been working for the last six and a half years.

A love of photography and a willingness to work "wherever you need me" led her to the Rosenfeld Collection. There she researches, identifies, and catalogs the more than 250,000 color slides in this mammoth collection. The goal is to identify each slide by date and subject matter and file each so it can be found logically when needed by a researcher. Dealing mostly with the years between 1938 and 1982, Julie has become skilled in identification, which she likens to detective work. Her experience in retailing and marketing has been of enormous benefit in dealing with clients, particularly advertisers, whose requests for appropriate photographs are often challenging to satisfy.

Julie Doering has been most generous to Mystic Seaport, not only through her donation of time, but also through the conversion of her volunteer hours into matching dollars from her former employer. Chase Manhattan's "Partners in the Community" is an enlightened program that recognizes the volunteer efforts of their employees and retirees with grants to the organizations where they give their time. Mystic Seaport is extremely grateful for the financial support, but more especially for Julie's dedication as a volunteer, a Pilot, and an advocate. She is a lady of many talents, and we are proud to offer her this salute.

(Judy Beisler photo)



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