

MARITIME & YACHTING MUSEUM



of FLORIDA

Winter Newsletter 2008

Notes from the Executive Director

Museums hold a legacy of objects and archives in trust for us and our children and grandchildren. These objects provide the catalyst for research, education, interpretation and sometimes, just sheer awe. We are humbled by the inventions of those came before us, the skeletons indicating size of pre-historic animals, cultural and sacred objects showing us the fragility, humanity and strength of our ancestors and of course museums of woe – exhibitions giving us insight into the blackness the human heart is capable of during times of unrest.

An object as simple and important as a boat often is seen as part of a larger exhibition about the Pilgrims or early America or the way of life of Native Americans; there are few exhibitions that explore the scope and depth of this incredibly elemental but vital invention.

An experienced museum curator and director, I am, however, a novice maritime or boat person. I am fascinated by the diversity of connections and intricate historical associations. For instance, in our many planning sessions for the programming of the galleries for the new museum, we have discussed the history of the sharpie that brought hardware, food, lumber, and other supplies up and down the Indian River in early Martin County days. We hope to build a working reproduction of that boat here for our new Museum and to fabricate a partial prototype for the gallery so we can share Florida maritime pioneering stories – the stories that, whether from Florida or not, are part of our ancestry. Waterways equal roads – our rivers were/are the paths to market, to school, church and to visit friends and family.

Sharpies have been around before recorded history. Archeological digs have found flat bottomed, planked boats in Nile riverbeds dating from antiquity. Planks were sometimes just squared logs. Sharpies came into their own in New England on the Connecticut coast early in our country's colonial history. A sharpie is predominately a flat-bottomed boat which is long and narrow. These qualities give it great stability in the water, assure a shallow draft and make for excellent maneuverability. Plus a sharpie can easily glide onto the beach.

They became the work boats of the oyster beds of New England and were finally brought to Florida in 1881 by Commodore Ralph Munroe. After designing and building several sharpies in the mid 1880's for Florida use, Commodore Munroe designed and built a 28 foot sharpie, the *Egret*. It was designed specifically for running the shallow Florida inlets and handling the rough Gulf Stream off-shore waters. She had a deep bottom and flaring top-sides. She eventually was used to carry the mail from Palm Beach to Miami.

History museums, our museum is primarily a maritime history museum, are meant to use these artifacts to tell stories. But we also connect cultures. For instance, another boat that has been used and is still being used as a daily vehicle of commerce and necessity is the Bahamian *dinghy*. The Maritime museum is fortunate to have in the collection a number of these small manageable boats used throughout the Caribbean through history up to current times. Our favorite in the collection is Annie; she was donated in 2007 by Jerry Rose and Annie Potts to the collection and has been fully restored. We take Annie with us to Boat shows and festivals and when not being shown off, she can be seen in the Museum's Boat Shed behind the Museum cottage on Kanner Highway.

Writer's credit to *The Sharpie Book* by Reull B. Parker, published 1994 by McGraw Hill.



Current Activities

The Museum has played host over the last few weeks to a number of visitors to our cottage exhibition, *Military Vessels from the Boat Model Collection*. We are averaging about twenty guests weekly. We also were fortunate to have The Pine School send thirteen seventh and eighth grade students to us to volunteer for a morning. They created origami canoes, shrimp, cranes, and swans for our holiday trees and helped with much needed envelope printing production.

The Museum has embarked on a Visibility Campaign to expand our audiences. I have been the guest of the Stuart Rotary, Circle Bay Yacht Club, Yacht and Country Club of Stuart, Stuart Corinthian Yacht Club, WIFA, WSTU in the past few weeks to share our educational programs, news about collections and new facility plans. Adrienne Moore has been contracted as a part-time public relations and marketing director for the museum.

The Museum has chartered a new volunteer group, MY Friends. The Harborage played host to our first recruitment tea; The Stuart Corinthian followed by hosting a beautiful luncheon for members. We have fifteen new volunteer members to help with exhibition openings, lectures, mail-outs and educational activities. I hope you will consider joining us for fun and of course to help!



Facility: The Museum Board of Trustees has approved the Concept Plan designed by Quinn Evans for the Museum’s new facility. The plans can be seen at the Museum or if you would like a set sent to your e-mail address as an attachment or mailing address, let us know. Bill Drewer, museum architect, did an outstanding job listening, researching and designing the new facility. The next steps in the process are schematic drawings, permitting – a little word for months of review, research and adjustment to ensure that we are within city, county and state regulations for buildings, bid documents written and bids taken and then finally construction – so even if we did have all of our funding in hand, we are many months from finalizing our plans and cutting the red ribbon!

Programs at the New Facility: Building a new museum is very exciting: visiting with potential audiences about their ideas about programs, looking at plans for the new museums in our area, and looking at what other museums have accomplished but the most exciting aspect is planning spaces for you and the public – looking, learning and sharing. The new facility as planned will have three large galleries – two with 35+ ceilings to accommodate masts, and four small galleries for maritime art, small boat models and archive exhibitions. There will be educational spaces which include an auditorium and three classrooms, a research library, a boat model builder’s studio and viewing labs for antique boat and engine restoration. Collections will be stored on site in a large collection storage room as well as in an open storage gallery for the boats. Outdoor spaces will include exhibition courtyards and pavilions. The Museum will also have a spacious lobby to allow for large tour group introduction and of course service areas like a museum store and small café.

Capital Funding: The Frances Langford and Ralph Evinrude Foundations have joined together to pledge one million toward our multi-million dollar goal. We have begun the quiet phase of fundraising with Community Counseling Services (CCS) as fundraising counsel.

Pro-forma: We are working with FPL and other service providers to ascertain costs for our new building as we go through the schematic phase. These anticipated expenses will be put into the *proforma* budget for the new museum so that we can anticipate budget needs. Each facility space has diverse revenue streams which will help the Museum cover expenses of programming and operations.



Exhibitions

The Ole and Bess Evinrude Story—Ongoing Exhibit at Langford Pavilion at Indian Riverside Park Jensen Beach

Military Vessels on View from the Boat Model Collections *November 16 through January 04, 2009*

USS Enterprise – CVN 65 ★ USS Crockett ★ WWII Liberty Ship Thomas Sully ★ SC – 1474 ★ USS Kingfisher ★ WWII US Navy Subchaser SC – 736 ★ US Coast Guard Cutter *Escanaba* ★ S – 48 Submarine ★ Fairmile MTB 624 -- Ten master crafted boat models that tell of military marine advancement in the twentieth century. Free to veterans, military members and their families.



Vintage Maritime Photographs by James Stanley (1884-1954)

January 11 through January 31, 2009

Black and white photographs from the 1930’s produced by Bruce Havers, Stanley’s great-nephew. Stanley was employed by Eastman Kodak Company and perfected a process of etching photographs. He published his photographs in the Audubon Society. This photograph of the artist taken in the 1930’s after a successful fishing trip.

Crafting the Sail: Vessels on View

February 8 through April 5, 2009

Sailing ships crafted by master boat model builders explore sailing vocabulary, technology and design from Sir Francis Drake’s Golden Hind to sloops, brigantines and schooners.

Maritime Memoirs



Captain Peter B. Wright presents *Fishing the World*

World renowned fisherman, scientist, inductee into the IGFA Hall of Fame and columnist and editor-at-large for *Marlin Magazine*.

Tuesday, December 16, 2008
Stuart Corinthian Yacht Club

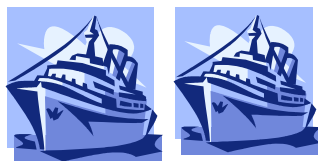
Doors open at 6:30; lecture at 7 p.m.
4725 South East Capstan Ave., Port Salerno



Michael Rybovich presents *History of Rybovich Yachts and Yachting Design*

Tuesday, January 13, 2009
Stuart Corinthian Yacht Club

Doors open at 6:30; lecture at 7 p.m.
4725 South East Capstan Ave., Port Salerno



Ashley Ford presents *A Century of British Shipbuilding: Classic Ocean Liners of the Period 1851 – 1961*

Tuesday, February 10, 2009
Country Club of Stuart

Doors open at 6:30; lecture at 7 p.m. Yacht and
Country Club of Stuart
3880 SE Fairway, Stuart



Marine Archeologist, David Moore will talk about Eighteenth century European naval architecture found in shipwrecked slave ships like the *Henrietta Marie*.
Cultural Anthropologist and Author, Dr. Jerome Handler will talk about the Sixteenth and Seventeenth century boat ride to the new world for forced African immigrants and the resulting cultural transition in the new world.

Tuesday, February, 24, 2009 **Doors Open at 6:30; lecture at 7 p.m.**
Site to be Determined



Michael Grunwald author of *The Swamp*

Recipient of the Gold Medal in Non-Fiction from the 2006 Florida Book Awards presents his research about the Everglades.

Tuesday, March 10, 2009
Pelican Yacht Club

Doors Open at 6:30; lecture at 7 p.m.
1120 Seaway Drive, Fort Pierce

Tickets are \$15 for members; \$22 for non-members.

Season Tickets are \$60 for members; \$95 non-members.

Couple Tickets are \$90 for members; \$135 non-members.

Corporate and civic discounts available for groups of ten or more.

Our Special Members

New and Renewing Members: (June 1 through November 30, 2008)

Capt. & Mrs. Samuel Bell
David Campana
Mr. & Mrs. Bob Furman
Ms. Susan Giffen
Mr. & Mrs. Ernest Godshalk
Mr. & Mrs. Don Hood
Judith Kerr
Mr. & Mrs. Tom LaCroix
Mr. & Mrs. David Lowe, IV
Mr. & Mrs. John Neal

Jody Plitt
Peter Schwind and Meribeth Konz
Mr. & Mrs. Harry Strunk
Frank S. Waterman, III
Mr. & Mrs. Peter Wood
Myron Bashor
Mr. & Mrs. Gene Faatz
Mr. & Mrs. Kenneth Gallup
Fred Steers
Mr. & Mrs. George Ulrichny

Candice Beckham
Nancy Burdick
Mr. & Mrs. Robert Knall
Mr. & Mrs. George Plasket
Mr. & Mrs. Rich Ross
Mr. & Mrs. Herb Staruch
Mr. & Mrs. Harold Stetson
Mr. & Mrs. William Lersch

Corporate Members

Karlin Daniel Auctions, Inc.
Armstrong Nautical Products
The Harborage
Whiticar Marine Group
Ocean 5, Inc.
Proctor, Crook & Crowder CPA

Ralph Evinrude Society

Eric and Jeanne Crawford
Tom Evinrude
Ashley and Bobbie Ford
Ulla and Harold Kaplan
Gurdon Wattles

Progress Fund

Mary and Bill Lersch
Eric and Jeanne Crawford
Barbara and William Porter
Karlin Daniel
Bea Radliff
Lynn and Doug Smith
Charles Wood, Jr.
Bill Hamilton
Rybovich Yachts
Stewart A. Bucher
R. L. Konz
Gurdon Wattles
Joan and Kinsley Durant
Ted and Stella Guy
Judith Kerr
Dr. Robert Randall