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February 27, 1980

Honorable Claiborne Pell
U.S. Senate
4228 Dirksen Bldg.
Washington, D.C. 20510

Dear Senator:

Thank you for meeting with us February 1st. Your accessibility and support at these early stages is of vital importance to the museum, and of personal interest to us. That you could meet with us on such short notice, endorse our objectives and offer copies of previously made studies was beyond our expectations. We shall not soon forget those courtesies.

At your suggestion, we have contacted John Millar and have received his endorsement and support. Additionally, we have continued our communication with the state and preservation commission as well as other groups affected by our effort, or important to our success. All have responded with encouragement.

We have enclosed the museum's statement of purpose as well as a statement of the present status of the organization itself. We will look forward to your response and to any information at your disposal which you feel may be helpful to us.

Sincerely,

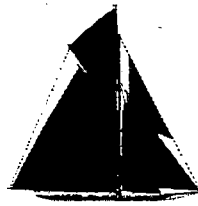
M.F. BUONVINO

M.D. ALLEN

Michael F. Buonvino/Michael D. Allen

MFB/eca

cc: Museum of Yachting



THE MUSEUM OF YACHTING

A STATEMENT OF PURPOSE

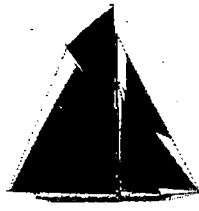
An awareness of the importance of our maritime heritage has, in recent years, led to the establishment of a number of maritime museums. With few exceptions, the focus of these museums has been the history of commercial sail. A vast and important segment of our maritime history - the development of pleasure craft - has been largely ignored. The Museum of Yachting seeks to preserve the documents, skills, vessels, and artifacts which record and describe the development of recreational and competitive yachting.

Newport, Rhode Island is one of the world's great yachting centers. As the major focal point of international yachting activity from one-design sailing to the America's Cup, it has been selected as the site for The Museum of Yachting.

The most important artifacts of our yachting heritage -- the yachts themselves -- are being lost forever as maintenance costs soar and traditional skills vanish. A primary goal of The Museum of Yachting is to preserve, restore, and display a broad range of historic, classic or significant yachts, from sailing dinghys through international racers. The vessels will be displayed both in the water and on land. The preservation of this priceless heritage of artistic and engineering achievement, ingenuity, and craftsmanship in wood and metal is of utmost importance in a "throwaway" age.

The Museum, which will be open to the public, will serve as a repository for documents, photographs, prints, paintings, models, and memorabilia recording the history of yachting. The Museum archives will include designers' plans, private collections of documents, historically important records of yacht construction and design firms, and complete collections of yachting journals, books, and other publications. The archives will be of immeasurable value to scholars and students, and will be readily available for research and educational projects.

The Museum will function as an educational institution. The unique skills required for the preservation and restoration of yachts will be passed from master to journeyman to apprentice through a program of training in high-level craftsmanship. The displays and archives will be arranged to provide the continuity necessary for an understanding of the place of yachting in our social, economic, and artistic history.



THE MUSEUM OF YACHTING

A STATEMENT OF POSTURE

This museum has been created in response to an urgent need for the preservation of a dying era. Several previous efforts centered upon the creation of a museum of maritime heritage in Rhode Island. The success of these endeavors has been largely limited by their preparation in formation and also the scope of their goals; some too little, others too great.

Only a few organizations have met with success, all admittedly with limited success. We are, therefore, quite mindful of the failures and mistakes made which led to these failures.

In contrast, we are establishing ourselves and our credibility in quiet and serious acquisition of the vessels themselves, their archives, and the support necessary to accommodate our purposes. Only with the establishment of a broad base of endorsement will we actively, publicly, aggressively campaign for extended support.

We will be the only organization thus far established dedicated to the preservation of the non-commercial growth of sailing. Where other groups were too narrowly based, or were in direct competition with other already established groups, we hope to derive our strength from a more broadly encompassed yet until now unpreserved part of our heritage.

We hope to elicit your support as well as others in the propagation of these goals. We will keep you informed of our continued progress and look forward to your endorsement of this effort.