

The
GREEN

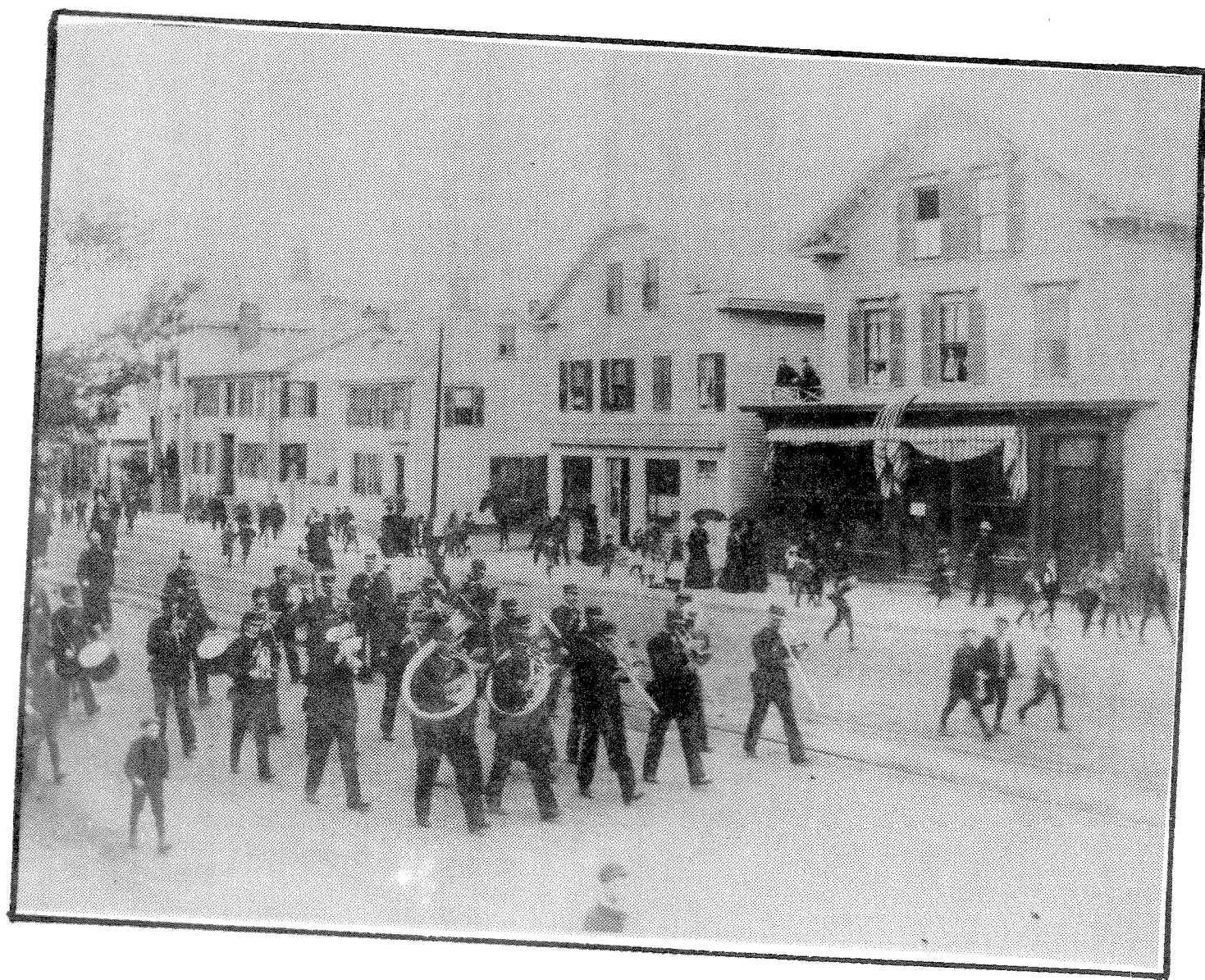
LIGHT

April 1983 F

Vol XXVIII

#2

BULLETIN OF THE POINT ASSOCIATION
OF NEWPORT, RHODE ISLAND



Memorial Day Parade on Broadway near Pond Avenue and the Soldiers' Monument.



APRIL 1983

Vol. XXVII

No. 2

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Publisher

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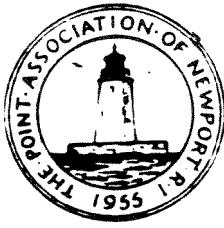
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The GREEN LIGHT

EDITORIAL

The Winter is spent and Spring is now here and one of the more hopeful signs of Spring in Newport is the coming together of thirteen of our civic associations to form a central committee to address our common problems. The purpose of the committee is outlined in our Statement of Purpose on page sixteen of this issue.

In the thrust of this common effort we assume responsibility to work for improvement in those sensitive areas in our community which in the past have escaped our control. More than that, it is a determined effort to escape parochialism and a positive will to work with the City Council for the common good.

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SPECIAL MEETING REGARDING:
"HERE'S NEWPORT"

Statement given by Henry Eccles
at Point Association Special
Meeting on Feb. 15, 1983.
Subj: "Here's Newport" Proposal
for Washington St./Marsh St.
State Owned Property.

There are two related, but
different problems:

1. What to do now to prepare
for the America's Cup
Summer of 1983; and
2. What to do for the future
development of the area
bounded by America's Cup Ave.,
Marsh St., Washington St., and
Long Wharf.

The second problem of future de-
velopment is more important than
the first. Therefore, nothing
that is done about the first
problem--the summer of 1983--should
be permitted to govern or in any
way hamper or control the design
and development of the long range
project. Consequently, no agree-
ment or lease or contract should
be made in respect to the summer
of 1983 which extends into 1984
or later.

Why do I make such a specific and
drastic recommendation? The
history of Newport for the last
20 years shows the Redevelopment
Agency has done an excellent job
in the face of difficult circum-
stances and complex problems
generated by the unique history
and geography of the city and the
diverse nature of its people and
their differing legitimate inter-
ests. The City Councils and
regulating agencies have had
difficult problems, and over the
years have had an uneven record
of performance--in this statement
opinions vary greatly. But in
the past 10 years, as Newport
readjusted successfully to the
departure of many Navy ships,
Newport has attracted the attention
of many promoters and speculators
from other areas. They too have

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had an uneven record. Some have made grandiose promises that were never fulfilled. Others have taken advantage of every flaw in the law or in the administration of city government to make a fast buck, all to the detriment of the long-range economy of Newport and the general life of its people.

The area south of Marsh St. is a tempting target for such exploitation. As for the long-range development of this area: In my opinion, Newport urgently needs a central bus terminal and visitor reception center. It should be within easy walking distance of the center of the city and the waterfront. I know of no such area other than the one in question. It must be safe and clean 24 hours a day, 365 days a year. It must be designed to provide a controlled flow of traffic and that means the adjacent highways and streets must be modified to provide easy access and smooth exit. It should not be expected to "solve the parking problems" of Newport--proper design and control will alleviate such problems. Such an area and center well designed and operated and screened from the residential area by proper landscaping and planting would be both an asset and a protection to the Point area rather than a detriment.

The question is: Can we trust the City and State authorities to plan, finance and operate such a project?

-H.E. Eccles

MINUTES-EXECUTIVE BOARD MEETING-2/8/83

Those present at the Feb. meeting included: Theo and Charlie Duncan, Mary Rommel, Mary Sargent, Dede Elster, Bill Fullerton, Jack Maytum, and Bob and Mary Jo Ogurek.

The minutes were read and accepted (Mary Sargent moved, Bill Fullerton seconded).



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The Treasurer's report was read and accepted (Bill Fullerton moved, Mary Jo Ogurek seconded). Theo noted payment of an outstanding bill for Green Light ads by Gerry Siegel referred to at the last meeting.

Committee Reports:

Street Fair--The date of the Fair this year is August 13. The contracts have been printed, the letters are written and ready to go out. Angela Vars is designing the quilt. Sally Mackay will be in charge of raffle sales. Betty Stephenson will chair publicity. Those on the Fair Committee include Bill Fullerton, Bob Elster, Charlie Duncan, and Art Newell.

Beautification--Joe Chaves is holding the trees to be planted in memory of Emelia Cresswell and Heidi Bach to be planted this spring. The Beautification Committee has received the recommendation to reduce the number

of damaged trees it plants. These include: plant the tree deeper, farther into the yard, and fence them in.

Coalition of Neighborhood Organizations--Rob Stephenson represented the Point Association at a preliminary meeting which attempted to determine aims of the new organization. He asked the Board for guidance as to the Point Association's aims in joining with this coalition of neighborhood and civic organizations. Mary Sargent quoted a letter of January 1983 that drew from our By-laws in stating that our purposes included beautification of the neighborhood and addressing problems that threaten the quality of life on the Point.

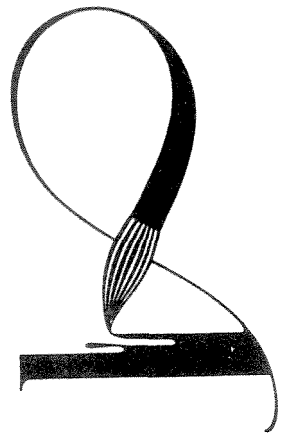
City Council--Bob Ogurek reported that the Newport Tavern has requested a transfer and extension of its BV license from the first floor to the first, second, third floors, and rooftop deck. The hearing will be February 23.

The Perriwinkle will be granted a renewal of its BV license as per the decision of the Liquor Control Administrator.

Bob initiated discussion of the Mardeck property. Bill Fullerton made the following motion which Dede Elster seconded: "That the Association write a letter to the City Council expressing the Board's desire to enact the appropriate change to the zoning and planning code to limit the height of any building on that site to 45 feet." The motion carried.

Bob reported the Newport Shipyard is courting potential buyers. UDAG funds are a possible resource for development. The City Council is committed to a "pro-local fishermen" concept. The state DEM is committed to leasing the property for another 5 years. Local fishermen do not desire to establish a "co-op" in the city.

Skating Rink--We have received a letter from City Manager Connors expressing his delight at the \$2000 donation toward the equipment for a rink at Cardine



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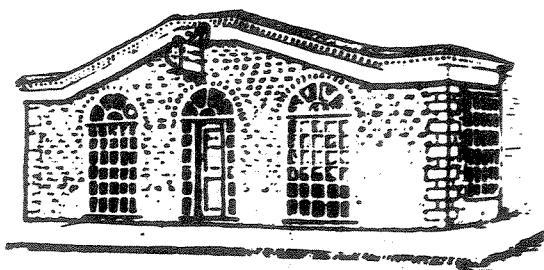
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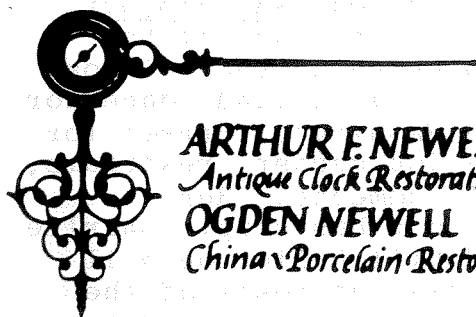
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Field. Although the budget will reflect our donation, he does not actually need the cash until the materials and supplies are received. The Mayor will present a Certificate of Appreciation to Board President, Charlie Duncan, at the next City Council meeting. It was noted a conflict existed between the amount stated in the January '83 Board meeting of \$1500 and the amount actually pledged to the city of \$2000. Because our funds do allow us to donate the full amount of \$2000, Dede Elster moved to raise the amount to \$2000. Bill Fullerton seconded and the motion carried unanimously.

Neon Sign--We are in receipt of a copy of a letter from Edwin J. Henry to Mr. Thomas Rogers of the Sheraton Inn. Mr. Henry was expressing his objection to the neon sign on the Sheraton. Charlie Duncan noted that prior investigation found the sign was within the legal rights of the Inn and, therefore, was not a concern of the Association.

The meeting adjourned.

—Mary Jo Ogurek
Recording Secretary

MINUTES-EXECUTIVE BOARD MEETING-3/8/83

The March meeting was held at the Duncan's. Those present were: Charlie and Theo Duncan, Bill Fullerton, Rowan Howard, Betty and Bob Stephenson, Dede Elster, Mary Rommel, Mary Sargent, Helen Holland, Curt and Dana Magee, Virginia Covell, Bob and Mary Jo Ogurek.

The minutes of the Feb. Board meeting were read and accepted (Betty Stephenson moved, Bob Ogurek seconded).

Councilman David Roderick presented an update of issues important to the Point.

The Newport Tavern on Long Wharf is requesting permission to expand. The immediate surrounding area does not appear to be as congested as many areas on the



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Hill where requests for expansions have been denied. However, the Zoning Board is scheduled to examine the parking issue on March 28, so in all likelihood, the Council will postpone a decision until after that time. Roderick noted the first floor of the Tavern is not conducive to a restaurant and hence the expansion to the upper floors.

A projected use of the Shipyards property and piers at the end of Long Wharf is a co-op for local fishermen. Bill Columbo has applied for UDAC funds. The use of the site in this manner would be a boost to the fishing fleet in Narragansett Bay as well as an alternative to hotel or condo development.

The construction or renovation of the Police Station is one of the most important challenges facing the City. The City has hired the top advisor in the country and it appears the additional cost of a new building (\$2.2 vs. \$1.8 million) would be compensated for by a more efficient use of space and a reduction of heat and maintenance costs. Roderick believes a referendum would be premature because the facts and figures needed for an accurate estimate are not yet fully available. He also stressed a referendum is in itself a costly undertaking and the City could save revenue by not resorting to this.

The Governor and Mayor are in support of the Gateway Project which oversees the use of the property bounded by the railroad tracks, the Goat Island Connector Street and Washington Street for an information center, restrooms, Chamber of Commerce, "Here's Newport" and a bus stop. Charlie Duncan and Bill Fullerton will represent the interests of the Point on a committee formed to advise the Gateway Project.

(continued on page 15 :



WEATHER VANES AND SUNDIALS

On August 24, 1897, an editorial in the Hartford Courant stated, "Everybody talks about the weather, but nobody does anything about it." What man has done about the weather for 200 years is try to keep tabs on it through, among other things, the use of weather vanes and sundials; one on high to catch the wind, one lower down to catch the sun.

The weather vane is on duty 24 hours a day and is prone to action; the sundial must, of necessity, be limited by the weather and is given to words. "I count only the sunny hours" tells the story and is probably the most well known motto, but only one of many. While the many shapes of the weather vane range from animals to banners, from fish to angels, from ships to locomotives and many more designs, each with a symbolic or practical meaning, the many mottoes of the sundial range from admonition to boastful:

MY * HOURS * ARE * MADE * OF *
SUN * AND * SHADE * TAKE * HEED *
OF * WHAT * YOUR * HOURS * BE *
MADE and I * AM * THE * IN-
FALLIBLE * MEASURER * OF * TIME.

From the 'somber to the genial:
PRAISE THE GOOD DAY IN THE EVENING.

From gloom and doom to happy:
WE SHALL DIE ALL (punning the word 'dial') and SUNSHINE FOR ALL. Both vanes and sundials are concerned with truth. "Weathervanes defy the sun and storm, and like real friends, always tell the truth." (Weathervanes and Whirligigs by Kenneth Fitzgerald.) "Man's respect for the authority of the sundial is illustrated by the fact that he usually places mottoes of admonition upon it." (Book of Old Sundials, by Launcelot Cross.)

Weather vanes are still much in use today and new as well as old ones, may be seen around the country, particularly in the northeast. If you glance skyward, you can spot several atop buildings in Newport as diverse as Trinity Church and Cafe 200; the flagpole at the end of Long Wharf and City Hall; at the Old Colony House and a Bellevue mansion, to name a few.

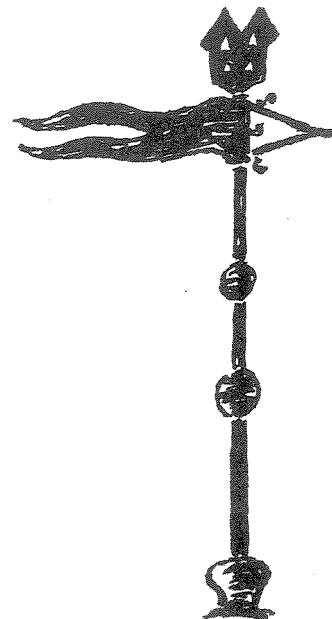
Sundials are harder to spot and must be sought out since, by their very nature, they are down low and found generally in places of repose or privacy. According to Launcelot Cross in the aforementioned, A Book of Old Sundials, "No dial motto has a proper flavour until its years exceed those of the American Republic. It must be seasoned by a century of winters, have slowly ripened beneath twice ten thousand summer and autumn suns."

According to Mayall and Mayall in Sundials, How to Know, Use and Make Them, sundials were uncommon in Colonial days but a plentiful

form was the "noon mark." This was a mark made over a door, on a sill, or by a convenient window to record the midday sun. Some such marks may still be seen on older New England homes. The use of the noon mark dates back to ancient times and was common in all countries. One variation was the reflection of the sun's rays to a mark on the ceiling of a room. Another, a spotlight transmitted through a hole in a painted window pane. Here in Newport, an interesting sundial of a later period may be seen high on the southeast wall of Ochre Court (now the main building of Salve Regina College). The dial was carved into the stone at the time the building was built about 1892-93, and tells the time on sunny days. There is no motto, but the signs of the zodiac circle the dial with Roman numerals for the hours.

The design or emblems of weather vanes are many and varied. One of the early emblems was the rooster which, by papal decree in the 9th century, was placed atop every church and served as a reminder of the betrayal of Christ and as a call to morning prayer. At the same time, Viking ships in the north had vanes, quadrant shaped pieces of metal with a vane mounted of straight edges. The two forms met in Great Britain and soon after the English churches had weather cocks. In France, the weather cock was not only a Christian symbol, but also the emblem of the Gauls and Visigoths, thus the French emblem so familiar today, chanticleer. The weather cock is still the symbol of weather vanes for many, and the American weather cock is renowned for its variety of design and for its artistic importance.

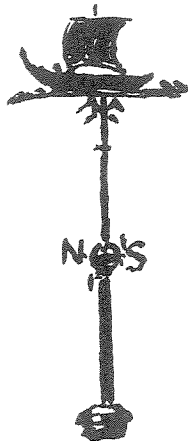
The vanes we see on Trinity Church spire and Chateau-Sur-Mer are of the banner type which dates back to the days of heraldry. Banners became popular as a means of identification when helmets covering



Trinity Church Banner and Mitre

the face were developed in the 12th century. Each noble adopted a design by which he could be recognized. This led to banners of wood or metal placed on castles and chateaux. Eventually, when permission to use arms became widespread, almost everyone could use a vane with heraldic lines and the vanes became more and more decorative. Above the Trinity steeple vane is a Bishop's mitre. The mitre above Trinity's vane is supposed to have spared the church from British vandalism during the Revolution.

The most popular design of all with both architects and folk artists is the arrow. In 1981, the arrow weather vane on the steeple of the United Congregational Church on Valley Road in Middletown was dedicated. This is possibly the newest weather vane in our area. At the dedication ceremony, The Reverend Brian Roberge made the following remark, "Arrows point the way as the Christian Church points the way for the community of which it is a part." An arrow also points

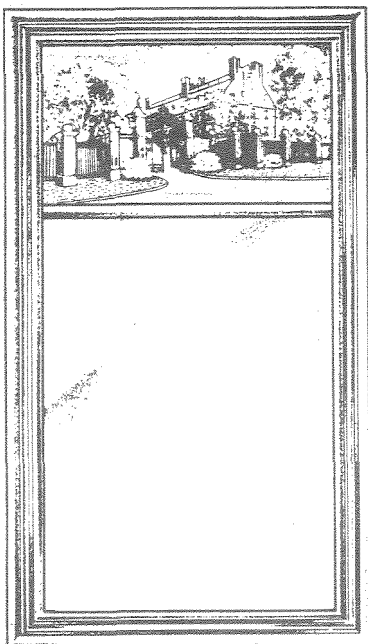


City Hall Viking Ship

the way for the students of St. George's in Middletown, and for the readers at the Newport Reading Room. Another may be seen on the flagpole at the end of Long Wharf Mall. Does the arrow on the Court House point the way to justice?

It is hard to think of an emblem that would seem to be more appropriate for our area as a weather vane than the ship, yet not too many can be spotted around Newport. The use of the

ship as a vane probably dates from the Renaissance as a symbol of the church and, in this country, probably originated along the New England coast. The early ones were made of wood and constantly in need of repair--a good hobby for the long winter nights! Commercially made ship vanes illustrate almost every kind of rigging. The oldest ship represented is the Viking ship and Newport City Hall sports one of these in memory of Leif Ericson who possibly touched on the New England shore. The author of Weather vanes and Whirligigs makes an interesting comment, "...with rare exceptions, all ship vanes have a common fault; they sail directly into the wind, impossible with a real vessel."! Another ship vane 'sails into the wind' atop the Newport County Counseling Service Building on Valley Road, and also several can be spotted on Jamestown Island. Steam and motor powered vessels have also been depicted on weather vanes and lobstermen have been known to display emblems of their craft.



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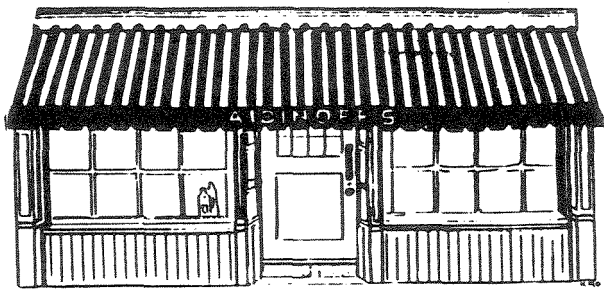


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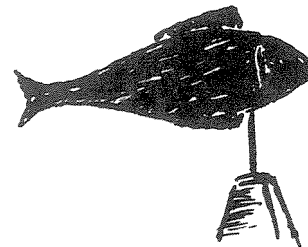
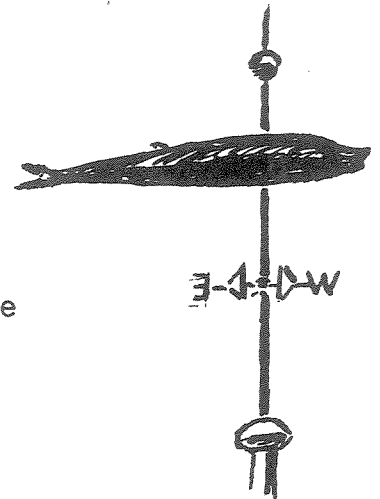
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The creatures that live below the water surface are popular vane emblems, particularly the cod and whale which are symbols of a very important part of American life. Look to the top of the Colony House for that mighty monster of the deep. Ron Ackman carved the fish you see above the Ackman home on Washington Street. It has copper fins and was weathered

Colony House

Whale

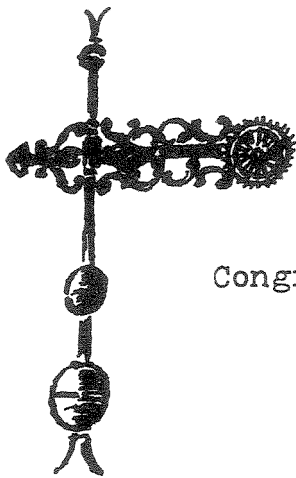


Ackman House
Fish

in the backyard last summer before being put in place. A fish weather vane on a church is an early Christian symbol of Christ.

All forms of animal life have been the subject of weather vanes with roosters and horses being the most common. Even insects have been used. The most famous vane in America is the grasshopper atop Fanueil Hall in Boston. It is of heraldic origin and was copied from a vane on the Royal Exchange in London which survives from 1558. Dairy cattle are probably the most numerous of all vane emblems and often served a second purpose as a lightning rod along with other animals. Horses, particularly the pacer trotting into the wind, are especially decorative because of the sense of motion not seen in any other animal.

Angels and Indians are 'figure' vanes which have had their place in folklore. Again, the religious element is present in the arch angel Gabriel who



Congregational Church

Banner

symbolized the call to worship and repentance. The popularity of the Indian figure was due to the gratitude of early settlers for Indian assistance. In the 19th century, the Statue of Liberty appeared as a vane.

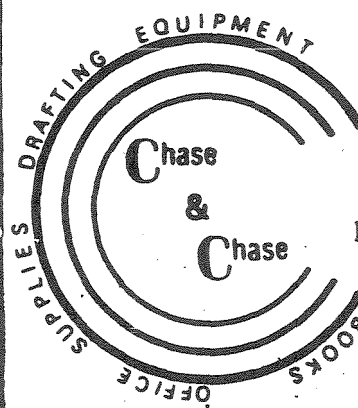
It has been a long journey from the early wind indicators with their religious, personal, symbolic and decorative uses to the highly developed and complex meteorological installations used by weather stations, airports, and the space program today. Yet, the simple weather vane is still very popular and the choice of emblem, as in the past, has a special meaning and makes a statement for its owner, no matter how universal the design.

So, too, is the sun still celebrated and the sundial is a thing of delight and ornament, with perhaps a personal message, in many a private garden.

-Dana Magee



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MABEL HALL WATSON

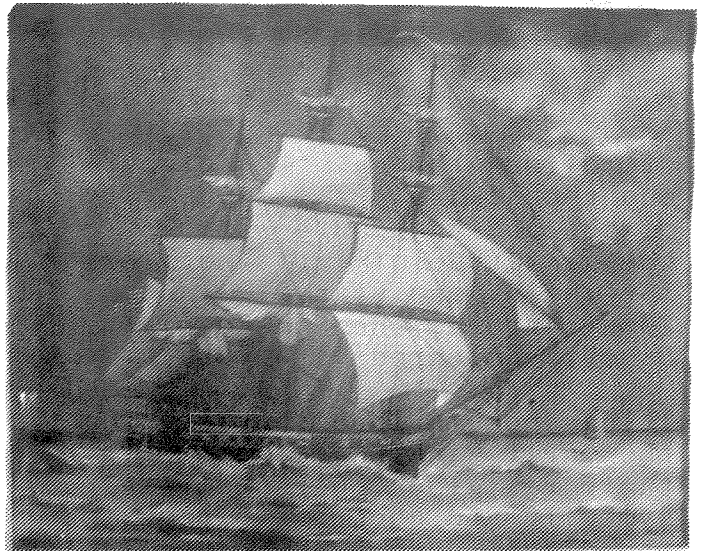
Mabel has been an enthusiastic painter from the time she arrived in Newport from Cranston in 1919. She was the wife of Harold Watson, a distinguished and well-loved citizen of Newport, for many years Commissioner of the Newport Water Works. Their beautiful white cottage was a Washington Street landmark. Mabel was busy bringing up three children, which included two of her sister's. She was active in many organizations such as the Red Cross, the Nina Lynette Home, the Preservation Society, and the Newport Theater Guild.

Mabel began to paint after she graduated from Pembroke. She was mostly self taught, and she realized by trial and error that there was much to learn. She has produced many fine oil paintings, including clipper ships, primitives, and some portraits. Painting has been a source of great pleasure to her since, of recent years,

she has been physically limited in what she could do.

Her warm nature, which seems to be reflected in her paintings, has provided her with many admiring friends. She has been an inspiration to them all.

-Gladys Bozyan MacLeod



at #78. The other side is most rewarding, with the Peters' at #53, the Faviers' at #67, Mrs. Watson's at #75 and the Henries' at Washington and Elm.

Mrs. Eleanor Weaver's 18th century garden on Chestnut Street will be full of blossoming bulbs. At #101 Washington, Adm. and Mrs. Eccles have one of the most beautiful gardens on the Point; this is another 18th century garden with bulbs, wild flowers and apple and dogwood trees. (Come here for the Plant Sale May 21st!)

To finish off your walk, take any cross street to Second Street, and look for the gardens of the Howards at #51, the Vars at #57, and the Elstars at #59.

Afternoon light is usually good for color shots of this spring beauty.

-Kit Hammett

In connection with the Gateway Project, Roderick stated future plans call for the extension of the ramp off Rt 138 from the bridge to America's Cup Avenue. Two lanes of southbound traffic will be routed underneath the VanZandt bridge to connect with America's Cup Ave. Roderick stated present plans do not present a threat to property. The western-most railroad tracks will remain intact. A two-lane highway will be constructed directly east of these tracks and will be bordered by restraining walls. Traffic over the VanZandt bridge will become one-way east and traffic on Farewell Street will become one-way north. The use of mini-parking lots outside the City is being explored in an attempt to route traffic away from the City's center. Funding should become available in spring of '84.

Committee Reports:

Membership--Rowan Howard reported the Association has 241 paid members. 108 members have yet to pay. New memberships since last meeting number 12.

Rowan Howard moved that the Green Light acknowledge those who cleared the steps of the Guild Hall for the Special Meeting. (Brian Arnold, Cody Bach, Britt Ostrowski, Terri Day.) Mary Jo Ogurek seconded and the motion carried.

The Association will request more information about the fund being developed in honor of Antoinette Downing's contribution to restoration and preservation. An article will be featured in the Green Light.

The Green Light wishes to thank Alexander Nesbit for his charming sketches of weather vanes.

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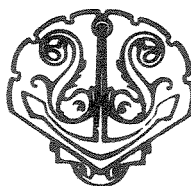
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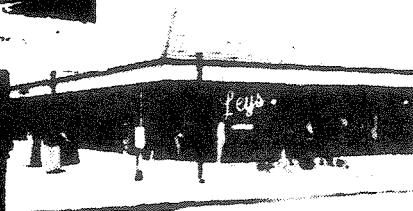
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ICE — KEGS — PARTY SUPPLIES

Liberty Tree Parade--The parade is scheduled for Saturday, April 30. Children of the community are welcome to join the Scout troops and musicians in the march from Hunter House to the Liberty Tree where John Lauth will be the featured speaker.

City Council--Supplementing what Councilman Roderick covered, Bob Ogurek noted the Perriwinkle was not granted a liquor license at the last meeting because the plans submitted were not for the present building, but for the future structure. When this technicality is met with, the license will be granted in accordance with the ruling of the Liquor Control Administrator.

STATEMENT OF PURPOSE

We, the undersigned organizations which represent a comprehensive cross section of the citizens of Newport, wish to indicate our support of and encouragement to the City Council of the City of Newport to continue its fight for a better Newport which is operated and controlled by its citizens.

Further, we believe that certain issues and problems must be resolved in our mutual quest to achieve the above goals. Our organizations are ready and most willing to work with and under the direction of the City Council to obtain information, to perform studies, to undertake surveys, and to carry out such other duties as necessary to support the above. Moreover, because certain issues and problems currently confront our community, our organizations are now structured to be responsive in a number of areas which include, but are not limited to, the following (listed in alphabetical order):

- Beautification Programs
- Budget and Finances
- Drinking in Public
- Licensing (liquor, peddlers, temporary vendors, etc.)
- Litter
- Noise
- Parking and Traffic
- Taxes and Valuations
- Vandalism
- Waterfront (effective plan, access/rights-of-way, etc.)
- Zoning (timely changes, over-development)

TAKE A SPRING BEAUTY WALK

With April's earliest snowdrops and crocuses and later, jonquils, May's tulips, and June's irises, the gardens on the Point are ablaze with beautiful spring color. Many of the gardens may be seen from the street, so a stroll some lovely spring day or early evening will be most rewarding.

Almost every house on the Point has some kind of spring blossoms; it is not possible to list them all, but we have picked a few favorites to help you plan a walk.

A few of the gardens are 18th century, with patterned borders, herbs, wild flowers and perennials which were in Point gardens in the 1700's. Everywhere, there is a succession of flowers that continue through the summer and fall. Spring's peak of bulb blossoms comes usually the first two weeks of May, but earlier than that there will be snowdrops, blue scilla and multi-colored crocuses. Warm weather can start daffodils, narcissi and tulips blossoming early, too. Tulips continue into June, and irises are at their peak then. Roses start blooming in late May and peak in June. Always the flowering dogwood, fruit trees, and magnolias provide a bonus.

Here are some suggestions for a mile and a half (or so) walk to help you enjoy the spring bounty.

Start on Washington Street, at Storer Park, where there will be early blue scilla or squills. Turn down Bridge Street on the north side, where the Fullerton's 18th century garden is on the left. Next door at the Rommel's there will be many blossoming bulbs, and even better, beautiful irises in June. At the corner of Bridge and Second Street, you will find bulbs, and later roses and day lilies.

Gerald W Seigel
Vice President

EF Hutton

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At Bridge and Third, over the fence of the blue house, enjoy the bulb blossoms in April and May.

Turn north on Third, where you will find many bulbs in flower on both sides of the street. Look for the garden of the red house at Walnut Street, and at John Mazza's garden near-by. At Van Zandt and Third is the Maytum garden to delight you.

Turn toward the water, and look at the garden on the right-hand side at Second Street. At Washington and Van Zandt, a side garden should be in full color.

Turn south on Washington, past the St. Leo's Shop garden along the side walk, on the left. Cross over Washington for Ada Bethune's spring blooms. All along Washington Street you will find many flowers and flowering bushes and trees. Walk down the water side, then trace your way back on the other side. You will pass Gladys MacLeod's

(continued on page 14)

THE "AROUND THE WORLD ALONE"
RACE

Winter time on the Newport waterfront is reputedly quiet--as though in a half sleep awaiting the return of boating weather. Such was not the case this winter in the Goat Island headquarters of the "Around the World Alone" single-handed racers. There one finds a pleasant hum of activity as Peter Dunning, Goat Island Marina Manager, keeps track of the racing boats by radio, satellite, and computer. When an emergency arises with any of the contestants, the place becomes a beehive of activity.

On Feb. 11th, for example, Jacques de Roux on SKOIERN III flipped his emergency switch, indicating he was in real trouble. His alert was beamed to a satellite, his position recorded by computer and transmitted, picked up by short wave radio, and Goat Island was alerted. It was quickly determined that Richard Broadhead,

in PERSEVERANCE OF MEDINA was the nearest of his fellow racers. There followed a tense drama of messages directing the two boats until they sighted one another; it took many hours, and the rescue was completed with very little time to spare. When Jacques de Roux sent his emergency call, he was in the southern Pacific, about as far away from any land as one can get on this globe.

Another emergency occurred last November when Tony Lush radioed for help. His boat, LADY PEPPER-ELL, had been literally turned upside down by a wave that tore away its keel, leaving only a thin layer of fiberglass between him and the roaring ocean. He was 2000 miles from Cape Town, and he knew he was out of the race. His radio message was picked up by two ham operators (Campbell of Durbin, South Africa and Koziomkowski of Portsmouth, Rhode Island), and they alerted Francis Stokes, a fellow racer in MOONSHINE. This rescue proceeded quite leisurely because

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IMPORTANT DATES ON THE POINT
PLEASE MARK CALENDARS
AND ATTEND

April 21 - The Point General Meeting. Talk and slides by Mrs. Poyntell Staley, "Houses Old to New". Refreshments.

April 30 - Rhode Island Independence Day celebration, 5:00 PM. Parade with fife and drum from Storer Park to the Liberty Tree where Colonel John Lauth of The Rhode Island Militia will speak.

May 21 - Plant Sale at Admiral and Mrs. Eccles' garage, Washington and Pine Streets. Mr. & Mrs. Curtis Magee in charge. Please save seedlings, plants, and empty flower pots.

July 7 - The Point Picnic on Mrs. John H. Benson's lawn, Washington Street. Bring your own food and wine--coffee provided--Arco Strings to entertain.

August 13 - DAY ON THE POINT STREET FAIR. Watch for further notices.

Tony was in no immediate danger. The two boats sailed toward one another, guided by radio messages, until they met about 7 hours later. The LADY PEPPERELL was abandoned.

The details of this race are being followed with unusual interest by Newport residents this year. Perhaps this is due to the unique course given in Thompson Jr. High School under the auspices of Guidance Director, Gerald Coffey, and Newport Historical Society's Education Coordinator, Mame Reynolds. On a huge chart mounted in Mr. Coffey's office, the students are tracking the progress of the vessels. While doing so, they are learning about "history in the making" as well as geography, communications, hazardous ocean currents, weather pre-

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A warm welcome to our new members:

Ruth and Alan Broder
Mr. John Crowley
Mr. & Mrs. Paul de Franco
Mr. Charles Donald
Mrs. Robert F. Fye
Mr. & Mrs. Frederick Holland
The Rev. Victor J. Ivers
Elise G. La Parle
Mrs. Edward Martins
Mrs. Kenneth Orloff
Mrs. R. P. Schmelke
Mrs. Paul Sousa
Carole Trifero

dicting, and the quixotic pattern of winds in various parts of the globe. They are also reading Joshua Slocum's Sailing Alone Around the World, comparing conditions today with his world of 1898.

The boats are now on their final leg of the race--Rio de Janeiro to Newport--and they are expected to arrive in mid-May. What a contrast it will be to Joshua Slocum's arrival in Newport harbor in 1898!

-Virginia Covell

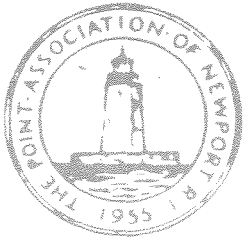
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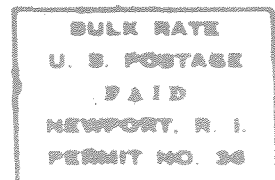
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Newport, RI 02840