The Albertina was a side wheeler steamer packet which traveled to New Jersey about 100 years ago.

****

Picture courtesy of Jim Steel
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   President

JACK MAYTUM
   1st V. President

WILLIAM H. FULLERTON
   2nd V. President

THEO DUNCAN
   Treasurer

MARY JO OGUREK
   Rec. Secretary

MARY SARGENT
   Cor. Secretary
EDITORIAL

There are times when one is tried beyond endurance. As summer approaches—the season of tourists on our lovely island—we are facing such a time. You know the complaints—the crowds, the noise, the gratuitous distribution of rubbish, the impossibility of finding a parking space, the awful manners of those drivers from that state which shall be nameless. The irritation mounts and sometimes clouds the loveliest day.

The only remedy, of course, is courtesy, the "noblesse" that permits one to rise above the unpleasant and make a graceful return. It pays dividends. It helps neutralize irritation, and you feel better. And people think you're wonderful.

Of Courtesy, it is much less
Than Courage of Heart or Holiness,
Yet in my Walks it seems to me
That the Grace of God is in Courtesy.

Hilaire Belloc
General Membership Meeting:
The General Membership meeting was held on Thursday, April 21st at the Guild Hall. Highlights of the business meeting follow.

The report of the Auditing Committee was read to the membership. Committee members John Howard, Pam Cooper, and Art Newell were charged with examining the financial records of The Point Association. They declared the records were in order and presented an accurate and up-to-date statement of the financial transactions of The Association.

Reports were read by Recording Secretary Mary Jo Ogurek, Treasurer Theo Duncan, Beautification Chair Mary Rommel, Cookbook Chair Eileen Peterson and Green Light Staffer Virginia Covell. As head of the Activities Committee, Bill Fullerton outlined plans for coming events including the Liberty Tree Parade, the Plant Sale, the Annual Picnic, the Day on the Point Street Fair.

Virginia Covell noted that The National Trust for Historic Preservation intends to honor Antoinette F. Downing, a Rhode Islander associated with every aspect of historic preservation in the state for the last 50 years. The National Trust is raising funds in Downing's honor to be used along with matching grants for preservation projects throughout the state. Covell moved to donate $100 to the Antoinette Downing Fund. Dede Elster seconded. The motion carried.

Bill Fullerton moved that The Association recognize the contribution of the Newport Artillery Company by donating $100 to that organization. Bob Ogurek seconded and the motion carried.

Bill Polumbo was introduced to the membership to answer questions relating to his proposal for the development of the Shipyard Property on Washington Street. Polumbo is requesting the City apply for UDAG funds to convert the site. Included in the development would be a yachting center for pleasure craft, docking facilities for the
use of the fishing fleet, and the expansion of the Shipyard operations.

****

May Board Meeting:
On May 10th the Board met at the Duncan home. Routine committee reports were presented.

Laurie Parfet of the Project Area Committee addressed possible concerns to the Point in regards to the Polumbo proposal for the development of the Shipyard Property. Discussion followed and the Board developed a list of questions for which answers will be sought from City administrators, the City Council, and UDAG officials.

The annual Point Clean-Up, sponsored by Jack Martin of Martin's Liquor Store will be held on Saturday, June 11th. A picnic for the children and teens who participate in the clean-up will be held the following day, June 12th. Rowan Howard moved to donate $50 toward the cost of the picnic. Betty Stephenson seconded, and the motion carried.

The Point Association will sponsor a Candidates Night on Tuesday, June 14th. Candidates for the City Council who are running at-large or for the First Ward seat will be invited to attend.

President Charlie Duncan noted that in accordance with the By-Laws, three members were elected to the Nominating Committee at the General Membership in October. They were Sarah Weiss, Angela Vars, and Donna Maytum. Duncan proceeded to appoint Maytum to chair the committee. Two members were selected from the Executive Committee. They are Bill Fullerton and Mary Jo Ogurek. Positions to be filled include First Vice-President, Recording Secretary and Treasurer.

The June Board meeting will be held at the Duncan home on June 21st.

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Historians, restorationists, individuals and organizations joined recently in honoring Mrs. Antoinette Downing, who is undoubtedly the Rhode Island citizen who has done more than anyone else to assist in the restoration of Colonial homes and buildings. She is known in Newport especially for her work in The Architectural Heritage of Newport, Rhode Island for the Preservation Society of Newport County.

At a dinner in her honor, it was announced the Antoinette Downing Fund for Preservation had been established. Interest from this fund will be used in matching grants for restoration projects. The Point Association contributed $100 for the fund at the May meeting.

****
"The Day on the Point" Street Fair is well on its way. There is very little space left. We have a waiting list of more than 30 clammering for space. It is suggested, if you have not sent in your contract, better get to it!

Chairman - William H. Fullerton
Assisting - Charles Duncan, Robert Elster, Arthur Newell
Publicity - Betty Stephenson
White Elephant Table - Mary Sargent
Point Assoc. Food Table - Mrs. James Dunn
Refreshments - Robert Ogurek
Quilt - Angela Vars
Quilt Raffle Tickets - Sally MacKay
Hostesses for Gates - Mary Jo Ogurek

St. John's Church will not hold their fair this year, but we will make space available to them if they so wish.

Charlie Duncan's Boy Scouts will assist us during the day of the Fair.

Anyone wishing to help during the Fair, call 847-5163.

This year I will have books from the Dutch Gardens for bulbs to be ordered in July. Order forms will be available. The Point Association will receive a bonus of bulbs if our orders total more than $70. See you there.

Bill Fullerton

****

WHITE ELEPHANTS ANYONE?

This is an ever-popular table at the Point Fair. Won't you search your attics for items that may be "trash" to you, but could prove "treasures" to someone else? Call Mary Sargent with your finds at 847-5736.

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INTERESTED IN QUILTING?

This is an appeal to Point Association women to join the Quilting Bee. Many who enjoy hand sewing and are able to offer periods of help are welcomed to continue this unique American craft. Our yearly quilt is begun towards the beginning of the year and completed near the end of spring. This prime fundraiser for the Street Fair in August is shown publicly for the first time at a tea when ticket sales are vigorous and enthusiastically promoted. Various Newport shops agree to display the quilt to bolster ticket sales, and finally the winning ticket is chosen at the August Fair.

Please call Angela Vars at 847-4289 for more information and to ask any questions.

This year's quilt is a cameo of applique ecru lace on a pale aqua background, the overhand has a 5" wide lace along the hem. The pieces of lace applique have been cut from the wide lace. Roses
of lace are appliqued into the overall design. This year's quilt is named "The Rose Point Quilt" by Mrs. Dorothy Slocum.

I extend my sincere thanks and appreciation to this year's "quilters":

Dorothy Slocum   Anna Dunfey
Rowan Howard     Phyllis Hurley
Edith Wilson     Suzanne Aubois
and Sara Gilson.

We do need continuing help in this project of devotion.

YOU MIGHT BE THE LUCKY ONE!

A Pointer won the Quilt last year, you'll want to try this time. Sally MacKay (73 Thames St., 847-2369) will be in touch with you again this year with tickets. She thanks you for your great response a year ago, and wants you to know she'll try to have your number picked this year!

MEET YOUR CANDIDATES FOR COUNCIL

June 14, 1983, St. John's Guild Hall, 7:30 PM.

The Board of The Point Association has invited the following to attend, state their reasons for running, and reply to questions from the Point residents. Your attendance is important -- to you!

Ward 1:

James M. Coady      George M. Gordon
John Crowley, Jr.    David F. Roderick

At-Large:

Alfred L. Angel
Humphrey J. Donnelly, III
Robert J. Duke
Thomas L. Fletcher
Louise Kazanjian
Thomas W. Kelly
Patrick G. Kirby
Joseph V. Laliberte
William J. Maraziti
Frederick W. Newton
Alexander R. Walsh
John H. West

WALKERS WATCH OUT!

If you drive on the Point, for safety's sake--don't sightsee. But if you walk, keep your eyes open. Many changes all over the place: two buildings down on Long Wharf; pipes and digging on Third Street; more moorings off Washington Street; scheduling of bus stops on Bridge Street; proposals for the Shipyard; and more? Some plans we know--some we don't. If you wish to express an opinion, send a letter to our Editor of The Green Light.

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YO - HO - HO! FOR LANDLUBBERS ONLY!

Wouldn't you like to identify types of sailboats you see in the harbor and on the Bay this summer? (Sailors know, but we are not all sailors!) Here are a few guides for you so you can impress your visitors and delight yourself.

Sailing Dinghy: A small, lightly-built boat with one removable mast. A beginner's sailboat. Called by different "class" names.

Sloop: Sailboat with one mast, forward of the center of boat, with two sails; a mainsail and a jib. Often has additional sails such as a brightly colored spinnaker, used forward to catch more wind.

12-Meter: The most sophisticated sloop! A racing boat with very high mast and mainsail. Has many special sails to increase speed. Operated by a very skilled technical crew.

Yawl: Sailboat with two masts; mainsail and jib are on the forward tall mast; smaller mast and sail at stern, aft the wheel.
IN MEMORIAM - JOHN HOWIESON

Members of The Point Association were saddened by the death of John Howieson, for years a very active member. He was the treasurer for years, and participated in activities of the Association in many ways. He had a special interest in the old houses of the Point, and followed restorations with enthusiasm. He had a remarkable collection of "before and after" photographs of buildings that were restored all over Newport, and he shared these with many groups. He had planned to select some for future publication in The Green Light.

Several gifts have been made to the Association in his memory, and contributions are still being received by the treasurer.

MEMBERSHIP

Welcome to our newest members:

Robert and Gwen Fuller
Frederick Kent
Elizabeth A. Stephenson
James and Barbara Wright

---

Ketch: Sailboat with two masts, similar to the yawl, but the smaller mast is in front of the wheel.

Schooner: Sailboat with two or more masts, with fore-and-aft sails. Known as "two-masted schooner", "three-masted schooner", etc.

Thanks to Elton Manuel for sketches and to Donal O'Brien for advice.

Kit Hamnett

**

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SUDDEN DEATH OFF GOAT ISLAND--
The Black Duck Incident

At the present time when Newport is well-endowed with bars and liquor stores, it is hard to realize the City was once totally dry (officially). This was the period of the 13 years from 1920 to 1933 when the 18th Amendment was the law (and rum smuggling was common in Narragansett Bay). Many Newporters can remember incidents of this illegal traffic. Some had rather humorous overtones as in the case (no pun intended) where a cargo of whiskey washed ashore on the Cliff Walk to the delight of some local citizens. Others were tragic in the extreme and had wide-reaching repercussions extending to Congress and the White House. Such was the incident of the motor vessel "Black Duck".

At approximately 2100 on the foggy night of 28 December 1929, a small U.S. Coast Guard cutter, CG 290, made fast by the stern to Dumplings Bell Buoy No. 1. It can be understood the depth of 20 fathoms made it impractical to anchor in the event of a quick pursuit. The vessel was showing no lights and the crew was on full alert. There was a good reason for this--Coast Guard intelligence had determined that the "Black Duck" had loaded liquor on Rum Row offshore from the British vessel "Symor". It was thought the smuggler was going to run the inshore patrol, possibly into Narragansett Bay. The Coast Guard was well acquainted with "Black Duck" and must have been highly desirous to capture her red-handed. At approximately 0200, the sound of powerful motors was heard, and fateful events transpired rapidly.

It might be well, at this point, to describe the vessels involved in the event. "Black Duck", registry #C-5677, was a 50-foot motor vessel with low profile, having only a pilot house, a low engine trunk, and powered by two 300 hp Detroit Aero Marine engines muffled with Maxim silencers and equipped with a device to produce a smoke screen. When unloaded later, "Black Duck" was found to be unarmed and carried 383 sacks of liquor. The vessel would probably make 35 knots, and could outrun any Coast Guard patrol boat. She carried a crew of four men.

The Coast Guard cutter, CG 290, was a small boat, probably 75 feet long, and carried a crew of seven men. Compared to "Black Duck", she was slow, but was fully equipped for her mission, and carried small arms including a Lewis machine gun. The cutter was under the command of Boatswain Alexander C. Cornell, an experienced seaman who had been an officer in the U.S. Navy and held a Chief Officer's license in the Merchant Marine. He had the reputation of being a man who always did his duty.

At approximately 0210 hours, CG 290 turned on her searchlight and a motor vessel was observed approaching from seaward showing no running lights, and with #C-5677 clearly visible, as were the sacks of liquor. Mr. Cornell immediately recognized "Black Duck" and flashed his light on the Coast Guard ensign at the yardarm, sounded the horn, and signaled "Black Duck" to heave-to. The motor vessel did not obey, but crossed the bow of CG 290 and proceeded down her starboard side at a speed of at least 25 knots at a distance of 75 feet.

Nineteen seconds after the original signal, it was obvious the rum-runner was not going to stop and would soon disappear in the fog. Mr. Cornell ordered the gunner to fire across her stern in accordance with standard Coast Guard procedure. The seaman at the Lewis gun fired one short burst of 21 bullets before his gun jammed.
At this point, the evidence of witnesses becomes confusing. All agreed that either just before or right after the machine gun fire, "Black Duck" altered course sharply to port. Also, the passage of a fast vessel close aboard the cutter may have made a wash that threw the gunner off his aiming point. In any case, the machine gun bullets struck the pilot house killing three men and wounding the fourth. The motor vessel then turned to starboard and disappeared into the fog. She immediately reappeared alongside CG 290 and asked for assistance. The entire action took about 5 minutes. The Coast Guard vessel took "Black Duck" in tow and proceeded to Fort Adams where medical help was available at the Army hospital. The captured smuggling vessel was taken to New London for detailed examination.

This shooting in Narragansett Bay caused country-wide repercussions. Anti-prohibition politicians came out with windy rhetoric making completely false allegations against the Administration and the U.S. Coast Guard. Wide coverage was given by the press. The Seattle Daily Times stated, "the Coast Guard has come upon evil days", and the Los Angeles Times observed, "the Coast Guard talked the only language smugglers and pirates have ever understood". The Washington Post stated, "for 100 years the law has provided that boats shall stop when hailed by a revenue boat and that the law officers may fire upon those who refuse to halt". Threats were made to Coast Guard personnel, and the family of Boatswain Cornell was molested in New London.

The Treasury Dept. stood squarely behind the Coast Guard, and a Board of Officers was convened to examine every possible aspect of the "Black Duck" affair. The very detailed records of this investigation are open to the historian and no attempt is made here to cover them. In summary, the Board found that CG 290 had been carrying out Federal policy in accordance with standing orders, and the incident was basically caused by the effort of "Black Duck" to escape from lawful examination. The Board recommended that no further action be taken. A Rhode Island Grand Jury met on the case, interviewed 17 witnesses and returned no bill against any Coast Guard personnel. In Newport, there was a great deal of interest in the case, especially among the seafaring folk. While there was divergence of opinion, the consensus seemed to agree with the official finding.

It is interesting to note that "Black Duck" was such a fine vessel that after legal seizure, it was taken over by the Coast Guard and gave good service as CG 808. With the repeal of the 18th Amendment in 1933, the rum war at sea ended.

Donal O'Brien


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WE ARE SORRY

The sketch of the banner weathervane on page 13 of the April issue is of the vane on St. Paul's Methodist Church on Marlboro Street, not of the Congregational Church.

The caption under our February cover picture should have read, "McLeod's, Bozyan's and Norman's piers...."

Belated thanks to Bill Fullerton for his help with the article, "Take A Spring Beauty Walk" in the April issue.
It was pleasant to see Peter Pflock again in the familiar setting of the metalsmith's craft after a 10-year hiatus. Old timers may remember him in his father's shop on Clarke Street. It was distinguished by a sign picturing a lock inside a wheel, the logo being a combination of two family names, "Wheeler" and "Pflock". I remember once bringing an entire English class to the Clarke Street shop; we were studying the novel, Johnny Tremaine, the story of a Colonial boy apprenticed to a silversmith. Peter Pflock brought the tale to life for us by illustrating the molding and casting processes we were reading about.

After 10 years in the electrical business, Peter has opened a metal restorations shop at 18 Elm Street. He purchased the business from Gary Martin, a former employee of his father.

Peter is now doing repairing, cleaning, and polishing of items of copper, brass, guilded bronze, silver, and gold. He can supply missing parts and apply professional spray applications when requested. He also does hand engraving. His expertise in the electrical field enables him to combine this with his metal craft to do fine lamp and chandelier work.

It is a really joy to have a talented metal craftsman on the Point, and we wish him many happy and busy years.

Virginia Covell

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The GREEN LIGHT would like to thank Jim Steel for letting us use some wonderful pictures from his extensive library.
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In the Old Fort at the entrance of Newport Harbor on Narragansett Bay the rich history of yachting will find a home. The first and, indeed, only Museum of Yachting in the world is the brainchild of a group of Newport sailors and preservationists. Its purpose will be to preserve the significant designs, the craftsmanship, and the skills which created the classic sailing craft.

The ideal site for the Museum and the perfect period background is the historic stone, brick, and timber structure of 12,000 sq. ft. at Fort Adams. In the area reserved for Small Craft display, the one-design classes and their history will be chronicled, along with examples of other "poor man's yachts" and one-of-a-kind vessels.

In another section of the Museum a display of old prints, photographs, paintings, models and designers' drawings will be presented in chronological order. Here, romance and technology join hands and the evolution of hull form, the engineering of spars and rigging, and the evermore scientific art of sailmaking will come alive.

An important aspect of the work at the Museum is the Restoration Shop where one shall one day see the traditional basic crafts of framing, planking and caulking, the crafting of beautiful interiors, the high skill required for "egg-shell" topside surfaces. More important still is the educational program which is projected for our
vocational high schools and colleges where the great skills of the early artisan will be passed on to apprentices and interns who will, in turn, preserve and maintain the classic yachts of the collection. A further educational program in the form of a sailing school is planned for 1984.

The first victory of the schooner yacht "America" over the British Fleet in 1851 was the beginning of the great international competition known as the America's Cup Races. The trophy, the Auld Mug, has fired the highest skills of designers, builders, and craftsmen around the world in an attempt to wrest it from its pedestal in the New York Yacht Club. The history of the Cup, its great vessels, skippers, owners and crews will be told for the public for the first time. Nor will the other great races be neglected. The record of the early Transatlantic and Atlantic passages, the Bermuda, the Fastnet, the Trans Pac, the Sydney-Hobart, the Mackinac are all here—a comprehensive history available to the visitor. The trophies and memorabilia of the races—the Sappho Trophy, the Atlantic's Trophy for the 1928 Transatlantic Race, the Leiter Cup—constitute a singular art form. The two recently acquired solid gold and enamel Astor Cups and the King's Cup in ornate silver with a gold wash with classical ornamentation, are stunning examples of the great Tiffany tradition.

Library and archives are a necessary adjunct of any museum and in this the Yachting Museum is singularly fortunate. Many old volumes of historic significance, some privately printed, and a collection of early periodicals in bound sets, form the beginning of a fine reference facility. In addition, there will be available to the public a file of old designers' drawings, including works of Clinton Crane and Sparkman & Stephens. To make this collection more complete, the Museum actively seeks gifts of memorabilia—photographs, trophies, logbooks, etc.—from major saltwater and freshwater long distance races.
The most exciting visual event in Newport is the Classic Yacht Regatta held on Labor Day Weekend. In 1982, 65 vintage sailboats participated in the third annual Regatta. Racing is, of course, an important part of this event, but not less so is the restoration of the fine old crafts. To emphasize the importance the Museum places on accuracy of restoration, appropriateness of modifications and the quality of maintenance, the 1982 Regatta added several "beauty prizes" to the regular awards. The highlight of the 1983 Regatta is a 20-mile race over a course around Conanicut Island on September 3rd. Participation is limited to properly restored and maintained sailing yachts which are at least 32' on deck and built before 1955. In addition, there are shoreside activities—films, lectures, and a nautical flea market.

It is singularly fitting that the Museum of Yachting should have been founded here in Newport where so much of yachting history has been made. A secondary, but not insignificant benefit of its location at Fort Adams is its contribution to the restoration of the old Fort which hopefully will protect it from the commercial exploitation which has blighted so much of our fair island.

Like all noble ventures, the Museum is in need of financial help and support. Information about membership in the Museum may be had by writing or calling the Museum of Yachting, Inc., P.O. Box 129, Newport, RI 02840, Tel: 401-847-1018.

Helen R. Holland

******
The Newport Song
Non Sumus fashionabiles:
Non damus dapes splendides:
But in a modest way, you know,
Et gaudeamus igitur,
Our soul has nought to fidget her!
We do not care to quadratge
On Avenues in gilded state!
No gold-laced footmen laugh behind
At our vacuity of mind:
But in a modest one-horse shay
We rumble, tumble as we may,
Et gaudeamus igitur,
Our soul has nought to fidget her!
When aestivation is at end,
We've had our fun and seen our friend.
No thought of payment makes us ill,
We don't know such a word as "bill"
Et gaudeamus igitur,
Our soul has nought to fidget her!
— Julia Ward Howe 1872

Mushrooms à la Grecque
In a saucepan combine 1¼ cups each dry white wine and tinned chicken broth, 1/3 cup each olive oil and lemon juice, 3/4 tsp. salt, 2 shallots and 1 large garlic clove, all minced, 5 sprigs of parsley, 8 peppercorns, 6 cardamon pods, crushed, ½ tsp. thyme, and 1 bay leaf, bring the liquid to a boil and simmer the mixture for 30 mins. Strain the liquid and discard the solids, and return the broth to the pan.

Add 1½ lbs. small mushrooms and simmer for 10 mins. Transfer the mushrooms with a slotted spoon to a ceramic or glass dish and reduce the broth over high heat to 1 cup. Pour the broth over mushrooms, cover and chill for at least 4 hrs. Serve as appetizer or hors d'oeuvre.

Almond Wine Cookies
1/2 cup shortening;
1/3 cup sugar;
2 egg yolks unbeaten;
3/4 cup almonds, coarsely ground;
½ tsp. grated lemon rind;
½ tsp. almond extract;
4 tbsp. sherry;
1 cup sifted flour;
1/8 tsp. salt
Cream shortening until fluffy, add sugar gradually. Add egg yolks and beat until mixture is light. Add ½ cup almonds, extract, and lemon rind, then stir in sherry alternately with flour and salt which have been sifted together. Sprinkle remaining almonds on waxed paper and drop rounded tablespoons of cookie dough onto almonds. Toss until coated with nuts, shape into rounds ½ inch thick and 1½" in diameter. Place on greased cookie sheet and bake at 400° for 12-15 min. or until delicately browned. Makes 2 dozen biscuits.
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