

The
GREEN

LIGHT

BULLETIN OF THE POINT ASSOCIATION
OF NEWPORT, RHODE ISLAND

FALL 2011



The GREEN LIGHT

LV No. 3 FALL 2011

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Meetings are generally scheduled for the first Monday of the month and are open to Association members. Please call Beth for time, date, and location.

Copies of *The Green Light* may be purchased for \$1.00 at Bucci's Convenience Store, Poplar at Thames.



The Point Association

The Point Association is a group of neighbors working together to improve the quality of life in our neighborhood by getting to know each other; preserving our historic heritage; maintaining the Point's residential character; beautifying our parks, streets, and piers; and promoting public policies that strengthen all of Newport's neighborhoods.

Cover:

Photo courtesy of Samantha Hines



In this issue of the Green Light, we bring you updates on a number of matters dealt with in our spring edition but still timely, the reuse of the Navy Hospital, the Hunter Park Mural, the new Point kids' club. But we also take note of some totally unexpected topics of the summer, e.g., the amazing *Maltese Falcon*, one of the wonders that appeared in Newport Harbor this season; the new, and not to be missed, documentary on David Amram by Point resident Larry Kraman; the debate that has arisen around Queen Anne's Square and the changes planned for that area. We also call attention to some useful services available to you, in case you haven't already connected with them: Newport's Public Service Announcements (see page 13) and the new Pier Nine Farmers' Market (page 16).

Have a wonderful autumn!

Alice

PRESIDENT'S LETTER

As you read my first *Green Light* "President's Letter," the last of the Folk Festival melodies have drifted by, Bridgefest's musical events are well underway (including one staged right here on the Point at Villa Marina), the rhythms of the Jazz Festival will have wafted through our yards, (along with the blaring beeps of the backed up traffic on the bridge), and our annual Member Cocktail Party will be a pleasant memory. Ah, summer on The Point. Hope you had a good one!

For inspiration, as I approach this new role, I consulted my library of *Green Lights*. For once, I am thankful for my "pack rat" predisposition! Our dusty, coffee cup-ringed collection spans 20 years, from 1991, when we purchased our home on Bayside Avenue. I knew, someday, they would come in handy! In addition, I looked at my copies of *Now and Then on The Point*, compiled to commemorate the 25th anniversary of our *Green Light*, and also *The Green Light, 1957-2007, A History of the Point Association Bulletin*. (Both are still available. If interested, let me know.) What I gleaned is that this neighborhood association has a rich and accomplished history. I am humbled to follow in the footsteps of many outstanding community leaders who have steered this very active and august organization for the last 56 years. I take the helm as the 23rd Point Association president, the fifth woman to hold the position.

With this in mind, I keep coming back to one thought, "What would Mary do?" No, I am not referencing the Virgin Mother; I am thinking about Mary Dyre, the first non-native woman to call the Point home. As a Quaker, Mary was jailed and eventually hanged, for espousing freedom of speech & religion, women's rights, and separation of church and state.

What would Mary Dyre think about the current occurrences on the land she settled 370 years ago? How would she feel about the re-purposing of her homestead, where now sits the former Navy Hospital; a mural painted in her garden now called Hunter Park; children parading the streets celebrating the pagan ritual of Halloween; over-sized trucks and cars speeding down her narrow lanes; association announcements sent magically through the air; or best yet, the Pointer Sisters' Facebook page that encourages women to speak out, socialize, and share news? With all this, would Mary be astonished or pleased?

We thank Jeff Marshall and Peter Tea for their many years of service to our neighborhood. Both men have moved on, but what they contributed to The Point Association remains. Their shoes are hard to fill; to carry on with all that the Point Association does, we need you to step up. Do you have a background in or passion for public policy? Do you enjoy organizing things? Do you have a fabulous garden? Is history your thing? If so, please consider joining us on the Board. The time you spend promises to be rewarding, with outcomes far less dramatic than Mary's, yet hopefully as purposefull

Beth Cullen

QUEEN ANNE SQUARE

by Tom Kennedy

The Rev. Lockett Ford Ballard, son of immigrant parents from Northern Ireland and recipient of the Purple Heart and Bronze Star for his valor as a first lieutenant during World War II, was the Rector of Trinity Church from 1954 to 1972. "He was keenly interested in the history of the parish and became a driving force behind the building of Honyman Hall [the parish house], the beautification of the church grounds, and the creation of Queen Anne Square." (Hattendorf 368) Ballard had formulated his vision for Queen Anne Square in general terms by 1958. "In August 1960, Ballard gleaned impressive support for his developing concept from world-famous architect Eero Saarinen of Finland. On hearing of Ballard's early concept by which Trinity would become the principle building in a park area bounded by Thames, Mill, Spring and Church Streets after moving and demolishing the existing structures, Saarinen commented: 'Such a move would revive the whole area. When one particular section is improved, as this would be, it would encourage nearby property owners to better their own. This has been the history elsewhere where similar steps have been taken.'" (Hattendorf 300)



Ballard chose the name "Queen Anne Square" for his concept due to parish history shortly after its founding in 1698. Queen Anne, who reigned from 1702 to 1714, was an ardent supporter of the Anglican Church. "Although this parish was founded in the reign of immediate predecessor and brother-in-law, William III, and the present church was built in the reign of her successor, George I, the members of this parish have always retained a special affection for her. In the first year of her reign, the Society for the Propagation of the Gospel presented the parish with its first

communion silver. In 1708, the bishop of London presented an eight-hundred-pound bell to the church, where it was regularly used from 1709, and then in the present building from 1725 to 1740, when it was recast and rehung. During Anne's reign, the minister and vestry of this parish addressed three petitions directly to her: the first, supporting the first attempt of British forces under Nicholson to capture French Canada in 1709 [during the War of the Spanish Succession or Queen Anne's War]; the second, to send the parish's congratulations on the success of Nicholson's expedition in capturing Annapolis Royal in Acadia (Nova Scotia) in 1710; and the third, to request that an Anglican bishop be sent to America." (Hattendorf 365)

A reproduction of Queen Anne's royal arms, carved by historical architect Norman Isham during a restoration of the church in the 1920's, hangs prominently today in Honyman Hall.

Eventually Doris Duke's Newport Restoration Foundation took control of the project and completed it in 1978. Doris Duke had a strong personal interest in the design and work on Queen Anne Square, and sometimes exercised a free hand in overseeing the work, as the following anecdote illustrates. Newly elected rector, Rev. D. Lorne Coyle and vestryman Herbert Lawton met with Miss

Duke on several occasions to discuss the construction of a parking lot for the church. Coyle later recalled:

She agreed to come to my office. She sat down and began to tat. Without looking up from her tatting, she listened to my presentation about the parking lot we were going to establish on our property. When done, I asked her if she had any concerns or questions. She smiled and thanked me, and left.

I was jubilant. It had gone far easier than I could have
(Continued on page 17)

HUNTER PARK: PROJECT MURAL

by Beth Cullen

On July 19, at the Harbor House, in an effort to abate haphazard graffiti in Hunter Park, Ben Ellcome, an arts consultant for Newport's MET school, former Teen Center director of Newport's Boys & Girls Club, and coordinator of Newport's Project One, presented a 20 slide introduction to public murals.

Those in attendance became acquainted with the benefits of organized public mural art as a vehicle to build bridges across cultural and economic barriers, offer a sense of community, beautify public areas, and even as a catalyst to promote tourism. "The goal of this mural is to get the young artists that are tagging graffiti around the city to create a mural, thereby helping to create a healthy and engaged community," Ellcome said.

Initially suggested by Newport's Clean-City Coordinator, Kristin Littlefield, Project Mural is working towards a more attractive and engaged community through the process of making and viewing art and is a collaboration



between Project One, the City of Newport, the Point Association, the Alliance for a Livable Newport, the Arts and Cultural Alliance of Newport County, East Bay MET School, the Women's Resource Center and the Old Colony & Newport Railway.

Seventy-five years after FDR's WPA Federal Art Project was launched, we here on the Point have the opportunity to rekindle the energy of that historic effort. The public is encouraged to get involved by: donating funds to purchase supplies, offering image ideas, and physically taking part in the execution of the mural. Ben envisions this undertaking to be all inclusive, a true community project that allows the young and old, rich and poor, to take part.

To get involved, please contact Annie Ritterbusch, anritterbusch@gmail.com, 401-862-9192; Ben Ellcome, facebook.com/Project1Newport, cloudmechanic@gmail.com, or Kristin Littlefield, Newport Clean City Coordinator, klittlefield@cityofnewport.com, 845-5613.



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SOMETHING OLD IS NEW AGAIN: The Point Pals Adventure Club

by Samantha Hines

As those of us who live on the Point can attest, our neighborhood is truly a special place. My husband and I fell in love with the Point back in the mid-1990s; and now that we own a home and are raising our three sons here (ages 7, 6, and 2), we want to instill in them that same affection and pride. We want them to forge a connection not only with this beautiful place but with their



peers who reside here. And I suspect there are many parents, grandparents, and caretakers on the Point who feel the same way.

This is one of the many

reasons for bringing back a kids' club in our neighborhood: the Point Pals Adventure Club (PPAC), a place for kids ages 2-12 who live on the Point.

For the 2011-2012 school year, we have scheduled some organized events, starting with the Sunday, October 30th, Halloween Parade. Then, in December, a gift-giving and caroling party for the residents of Harbor House. Other ideas include a Valentine's Day party with residents of Harbor House; an April Point cleanup in honor of Earth Day; a School's Out for the Summer Cookout; and, later in the summer, a Hunter Park Field Day/cookout.

Other possible happenings include Point kids and Harbor House residents enjoying together LEGO-building competitions, puzzle and board game parties, movie nights, and perhaps a knitting group. The possibilities are endless.

One final plan is to produce and publish a Green Light for Kids. Point kids would take photographs and write about issues in our neighborhood that are important to them.

But none of this can happen without your help! Ask Point kids to "Like" our Facebook page "Point Pals Adventure Club" and to call or email their information or drop off the slip below.

Please spread the word about our group. If there is a family with young children on your street, down your street, or around the corner, share this article with them.

Parent/Guardian Name(s): _____

Address: _____

Telephone: _____

Email: _____

For each child please list:

Name/Age/ T-Shirt Size & Special Interest(s)/Talent(s)

We are eager to hear your ideas and suggestions and to welcome new members! Thank you for helping to support what we hope is a very successful, very worthwhile endeavor.

Samantha Hines

1 Guernsey Court (off Cherry Street)

samanddon@hotmail.com

849-2876

For the latest in the adventures of Oscar, Edgar, and August, check out their blog, "My Three Sons," at www.samanthahines.wordpress.com

Photos by Beth Cullen



IT'S NOT HUMPHREY BOGART'S MALTESE FALCON

by Ed Madden

In 1941, Warner Brothers produced the movie thriller, *The Maltese Falcon*, starring Humphrey Bogart, Mary Astor, Peter Lorre and Sidney Greenstreet – in his screen debut. If you haven't seen it, get the DVD. It's well worth it – Bogey is at his best as Sam Spade, the sleuth in Dashiell Hammet's masterpiece brought to the screen by the director John Huston.

But the "black bird", as Bogey called the falcon, is a far cry from the amazing privately owned sailboat/mega yacht – the *Maltese Falcon* – the world's largest. It was christened in Italy where it was built in 2006. With 3 self-standing, rotating carbon fiber masts carrying 15 sails, all computer controlled, and luxurious interior appointments and staterooms, the ship is a world all its own. Tied up at the Newport Shipyard, it dwarfed all the mega yachts and its 3 lighted masts at night were a remarkable sight.

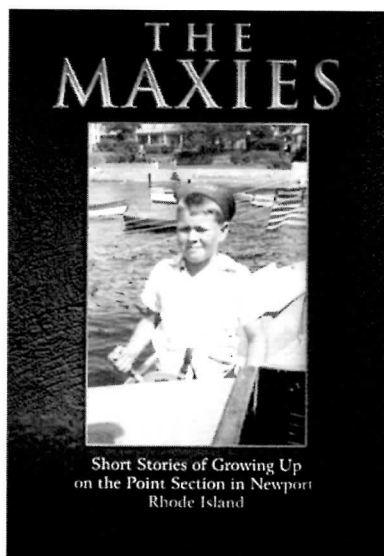


Photo courtesy of Veronica Brown, Newport Shipyard.

The *Maltese Falcon* was in Newport at the Newport Shipyard in June, 2011, preparing to participate in the TR 2011 Race from Castle Hill light in Newport to Lizard Point, South Cornwall, England – a distance of 2795 nautical miles. The starting time for the race

(Continued on page 14)

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THE FUTURE OF THE NAVY HOSPITAL by Beth Cullen

Now you see it



After lying fallow since 1997, much has happened involving the former Naval Hospital site in the last few months. These recent activities are discussed in the following public reports:

- (1) http://www.aquidneckislandrpa.org/pdf/Public_Hearing_July_14.pdf
- (2) http://www.aquidneckislandrpa.org/pdf/RKG_AIRPA_Redev_Report_07-06-11.pdf

In May, a request for public comment went out to all those on the Point e-list (another good reason to be signed-up) and within seven days, more than 30 responses were received. These insightful comments were forwarded to Julie Oakley, the Aquidneck Island Reuse Planning Authority (AIRPA) coordinator, who is charged with leading the three island communities through the federal "excess property" process. Ms. Oakley included all of the Point generated comments in her June 29th presentation at the Newport City Council workshop.

now you don't



A final AIRPA hearing took place on July 14th at CCRI. Each island community's recommendations were reviewed and a vote taken to forward the preferred reuse scenarios and recommended conveyance mechanisms for the properties to the federal government.

The recommendation for the Newport property includes mixed use residential and commercial development for the east section, bordering Third Street, and a recreational waterfront park for the west side bordering the bay.

What can you do now to insure that the development remains a "friendly" Point neighbor? Consider joining the Point's Public Services committee. All those interested should contact Beth Cullen.

Also, if you have memories to share of the former Navy Hospital and the Chapel by the Sea, please forward them to bethcullen@cox.net. An article about the history of the property and buildings is in the works.

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THE HUNT FOR CAPTAIN COOK'S BARK ENDEAVOUR

by Dave Moore

In early August, 1778, the British in Newport dug in for the expected siege from the French and Americans. General Pigot ordered all his men, cattle, horses, and sheep back into the Newport defenses from their island positions and ten Royal Navy vessels were hastily burned or sunk to avoid capture.

Another British commander, Captain John Brisbane, was determined to blockade the entrance of Newport harbor to thwart the suspected arrival of the French fleet by sinking surplus vessels in its approaches. Between August 3 and 5 he scuttled thirteen transports. The known ones are: the *Betty*, *Britannia*, *Earl of Oxford*, *Good Intent*, *Grand Duke of Russia*, *Lord Sandwich*, *Malaga*, *Rachel and Mary*, *Susanna*, and *Union*. From Brisbane's report and an August 1778 chart drawn by Captain Edward Fage, seven of the transports were sunk off the North Battery (now Battery Park) in the passage between Goat Island and the Blue Rocks. Four were sunk off the west side of Goat Island to protect Fort George on the island. Two were sunk near the southernmost entrance to Coaster Island's harbor and one of these is most likely the *Lord Sandwich*.

The most famous transport sunk, and the third largest, was the *Lord Sandwich* – formerly called the *Endeavour* by Captain Cook. The *Endeavour* was a long 106 foot long, strongly built, three-masted wooden hulled bark. It had a

bluff bow, a square transom stern, and a long box-like body with near vertical sides. The bottom was flat for most of its length, rising sharply a few feet from each end of the vessel. This was the vessel that James Cook sailed on the first of his three world explorations.

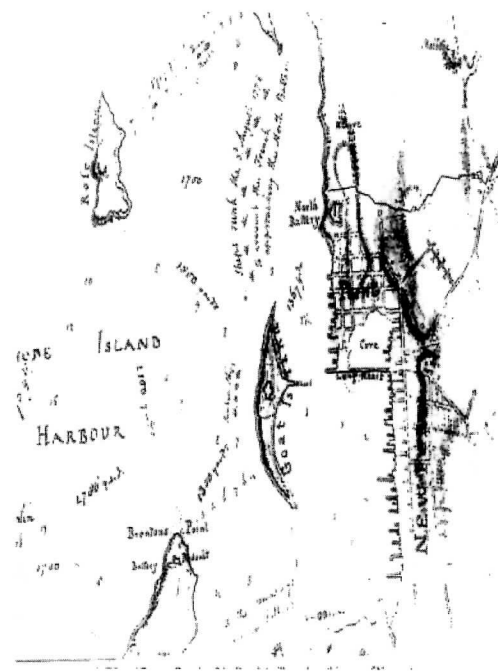


Fig 8: Edward Fage, a Captain of the Royal Artillery, drew this map of Newport Harbor, depicting the location of ships sunk by the British in 1778. (Abbass, 1999)

Cook's first voyage occurred in 1766, when the Royal Society hired him to sail the *Endeavour* to the Pacific Ocean to observe and record the astronomical transit of Venus across the sun. On August 26, 1768, the *Endeavour* departed from Plymouth, England, carrying 94 people and 18 months of provisions. She rounded Cape Horn and continued westward across the Pacific to arrive at Tahiti on 3 April 1769. Here Cook made the Venus Transit observations and then sailed around the New Zealand coastline making detailed maps before sailing westward. He reached the south-eastern coast of the Australian continent on 19 April 1770. This made the *Endeavour* the first sea-going vessel to reach that continent. Ten days later, Cook and crew went ashore at a place he named Botany Bay. Because of this, Cook and the *Endeavour* are revered by Australians in the same way that the *Mayflower* is revered by Americans. In a voyage fraught with disaster and disease, Cook returned to England, arriving in Dover on July 12, 1771, having circumnavigated the globe.

(Continued on page 12)

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DAVID AMRAM – A DOCUMENTARY

by Lawrence Kraman

My wife Shelley and I have owned and operated the classical CD label, Newport Classic, for the last 26 years. Since 1996, we have been operating the business out of our home at the Callender School condominiums in the Point section of Newport. In December of 2008, I began shooting a biographical documentary about David Amram, one of the composers on our label.

David has composed more than a hundred orchestral and chamber music works, written scores for Broadway theater and film, including the classic films *Splendor in the Grass* and the original *The Manchurian Candidate*; two operas, one with libretto by Joseph Papp and the other a poignant Holocaust opera *The Final Ingredient*; and the score for the 1959 documentary *Pull My Daisy*, narrated by novelist Jack Kerouac with Allen Ginsberg, Larry Rivers and Gregory Corso. He has authored three books, *Vibrations*, an autobiography, *Offbeat: Collaborating With Kerouac*, a memoir, and the latest *Upbeat: Nine Lives of a Musical Cat* published in the fall of 2007.

As pioneer player of jazz French horn, David Amram is also a virtuoso on piano, a variety of flutes and whistles, percussion, and dozens of folkloric instruments, as well as an inventive, improvisational lyricist. His collaborators have spanned a dizzyingly diverse extraordinary group ranging from Leonard Bernstein, who chose him as The New York Philharmonic's first composer-in-residence in 1966, to Dizzy Gillespie, Langston Hughes, Dustin Hoffman, Willie Nelson, Thelonious Monk, Odetta, Elia Kazan, Arthur Miller, Charles Mingus, Lionel Hampton, Johnny Depp and Tito Puente. He was even the 2008 Democratic National Convention's "Composer In Residence For Public Events."

Amram's most recent orchestral works include *Giants of the Night*, commissioned and premiered by Sir James Galway in 2002; *Symphonic Variations on a Song* by Woody Guthrie, commissioned by the Woody Guthrie Foundation in 2007; and *Three Songs: A Concerto for Piano and Orchestra* (written for and premiered by pianist John Namkamatsu in 2009).



Photo Courtesy of Lawrence Kraman

Given the multiplicity, depth and breadth of David's career, filming was a daunting task. What made it easier was his inclusive attitude towards anyone or any idea presented to him. We traveled to Massachusetts to the Lowell Celebrates Kerouac celebration, to Baton Rouge, LA, to film his Opera *Twelfth Night* at LSU, to Tanglewood, to hear him speak to the students at the Boston University Music Summer School and to New York City for two 80th birthday celebrations at Symphony Space in the Upper West Side and the Cornelia Café in Greenwich Village.

After two years of filming of his concerts and appearances, my screenwriter, Classical Music Critic of the *Phil-*

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adelphia Inquirer, David Patrick Stearns, and film editor, Dillon Poole (Emerson 2012) visited Newport to film interviews with David.

Anne Cuvelier, our associate producer, provided accommodations at the Villa Marina Bed and Breakfast for the crew and allowed us to film on her dock. She was the "hook-up" to the Jane Pickens Theater which was the venue for the first preview of the final edit on the last day of Newport Bridgefest, 2011 on August 4th.

I was gratified at the huge turnout for the film and the enormous support we all felt from Newport in general and the residents of the Point in particular. It became a mutual admiration society between the Point's fascination in meeting David and David's appreciation of the Point's unique population and history.

David hopes to make an appearance in Newport at least once a year from now on. The title of the movie is *David Amram: The First 80 Years* and I, for one, hope and I trust that those of you who met him will agree that those future appearances should be happening for many, many years to come.



Photo by Jane Hence



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(Continued from page 9)

On his second voyage, Cook, now promoted to the rank of Commander, was ordered to take the 111 foot *HMS Resolution* and search for another southern continent that was thought to exist. On this expedition he also circumnavigated the globe but at a very low latitude. He became one of the first to cross the Antarctic Circle on 17 January 1773.

On his third and last voyage, Cook once again commanded the *HMS Resolution*. The main purpose of the voyage was an attempt to discover the famed North West Passage. The Bering Strait, however, proved to be impassable, although he made several attempts to sail through it. Heading south again, in 1778 Cook became the first European to visit the Hawaiian Islands. Cook named the islands the "Sandwich Islands" after the fourth Earl of Sandwich, the acting First Lord of the Admiralty. Cook and four of his men perished there in a conflict with the natives of the islands.

Largely forgotten, *Endeavour* spent the three years after the first Cook voyage shipping Navy stores to the Falkland Islands. She was sold into private hands in 1775 and renamed the *Lord Sandwich*. In late 1775, the new owner was asked by the Admiralty to provide the ship to transport soldiers to North America to help defeat the colonial militia.

Where is the *Endeavour* today? Perhaps nobody would have shown any interest had not a letter appeared in the *Providence Journal* in 1834 drawing public attention to the fact that the remains of Captain Cook's *Endeavour* lay at the bottom of Newport Harbor. This in turn gave way to a flood of contradictory claims to sightings of the ship well into the 19th century, long after the date when it is believed to have been scuttled.

Most of the stories were hearsay or not thoroughly investigated until the Rhode Island Marine Archaeology Project (RIMAP) was founded in 1992. The aim of this project is to document vessels wrecked in Rhode Island waters. RIMAP is under the direction of qualified archaeologists like Dr. Kathy Abbass. Dr. Abbass has located records in London proving the *Lord Sandwich* was Cook's bark *Endeavour*. It had been used to bring over Hessian troops to New York and from there to Newport. She also has convincing evidence to support

her belief that the *Lord Sandwich* was used as a prison ship at Newport during the Revolution. A local source claims one prisoner, who made his home in Newport, was Captain Thomas Richardson, a slave trader and rum distiller. Richardson said that he was held prisoner for three weeks aboard the *Endeavour*. Dr. Abbass also has proof that the *Endeavour* was intentionally sunk in 1778 as one of the twelve transports that were scuttled in the outer Newport Harbor for protection. Dr. Abbass says that the last resting place of the *La Liberté*, which might be the *HMS Resolution*, is under some reclaimed land in front of what used to be Cahoone's shipyard, close to the present waterfront. To find the wreck sites, she is using divers, side scan sonar and Captain Fage's 1778 chart depicting the location. The vessels are lying beneath 20 feet of water about 300 feet from the shoreline.

The RIMAP has found more than half of the transport fleet and there is a high probability that the second one they found is the *Endeavour*. If you are driving across the Pell Bridge towards Jamestown, look down on the north side and see the little rock pile island with a building that looks like a privy or outhouse on it. Then look about 230 yards due east. That is most likely the spot where the ship sank. It is only about 160 yards from the bridge.

The Rhode Island Coastal Resources and Management Council (CRMC) has been helpful to the underwater archaeologists in their discovery and preservation of the sunken fleet. Also helping are state and local enforcement officials who patrol the water and land to protect the wrecks. The Naval Undersea Warfare Center (NUWC) engineering and diving support team and the Navy's Mobile Diving and Salvage Unit team have also been RIMAP's partners. With a little luck, the Rhode Island Archaeology group will be able to prove that Captain Cook's *Endeavour* is still in Newport's waters, but it may take years.

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RIMAP: "Fact Sheet on RIMAP and the search for the *Endeavour*" and "FAQ about the search for the *Endeavour Bark*", www.RIMAPs.org

GREEN LIGHT PHOTO ID CHALLENGE

by Thayer Donovan

When I look at the photo in the Newport Historical Society ad in the *Green Light* showing 3 boys jumping off some old pilings, I think "That's us." By us I mean 3 of the Maxies of the early 1950s (See my book, *The Maxies*.) Most certainly that's Jimmy O'Neill jumping off the piling, with me, Thayer Donovan on top of the piling. The third person I can't quite identify but it may be Eddie Kelly or Steward Robinson both Maxies in the 1950s. If you have a copy of my book, look on page 12 at the picture of Jimmy and myself and a couple of other Maxies in bathing suits after a swim off King Covell's pier. In the 1950s there were many wood ferry pilings from an old ship yard just south of the Elm Street pier. Someone (unknown) would now and then tie a ladder to one of the groups of pilings and the local kids would use it to jump off. We would take a rowboat from King Covell's house, now the Sanford Covell Villa Marina bed and breakfast on Washington Street, row down to the piling and jump off into the water for fun.

Who took the picture? Is that actually us?

The first time I saw this picture, I went to the Newport Historical Society and tried to get identification of the origin of the picture. The person I talked to did not know the origin of the picture, only that it came from their archives.

Does anyone recognize the picture? Does anyone know who took the picture? Is it a picture actually taken in Newport Harbor?


My one concern is, in the lower left corner of the picture (faded) is some type of causeway or bridge. Is it the Newport "Pell" bridge? If so, that bridge was not built until 1969; then it could not be the Maxies in that photo. Or, is that picture of the boys jumping superimposed on another background? I would bet my bottom dollar that's Jimmy O'Neil jumping. When I showed this picture to several old Pointers, they said that's Jimmy. Can we all be wrong?

Does anyone recognize the picture? Does anyone else

remember jumping off these pilings when they were kids? Does anyone remember who used to tie the ladders to the piles?

Come on you old time Pointers. Help identify this photo or at least reminisce about some adventures on the Point.

Since 1854, our mission has been the collection, preservation and interpretation of Newport County history.



Join us!

Image: Newport Historical Society Collections

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www.NewportHistory.org

PUBLIC SERVICES ANNOUNCEMENTS (CLEAN CITY, ENGINEERING, TREES, GROUNDS)

For those of you who have e-mail and are concerned about such things as current road closures and/or disruptions due to construction, the Point Association recommends a useful service. Newport's Department of Public Services will gladly keep you updated on these and other issues if you simply sign up for their announcements at

<http://www.cityofNewport.com/signup>

(Continued from page 7)

was staged over 3 days, beginning June 26 and ending July 3. There were 26 superb racing yachts varying in length from 40 feet for the smallest to 289 feet for the Falcon which had a hardy crew of 18.

As if that wasn't enough to satisfy the nautical enthusiast, there were 3 J Class racing boats tied up side by side on a pier in the shipyard. They were almost close enough to touch. Two of these boats, *Valsboda* and *Ranger*, were in town from June 15 to 19, 2011 for a series of races in the revised J Class Regatta.

J Class yachts were in their heyday before World War II, being frequently raced in the America's Cup series. 10 yachts were built between 1930 and '37, 6 in the U.S. and 4 in England. The 120 foot *Rainbow*, built in 1934, was the last J boat built by the Herreshoff Manufacturing Co. in Bristol, RI.

Many of the J Class boats were scrapped during World War II. The class was fortunately restored by Newport's Elizabeth Meyer in 1980 with the restoration of

Shamrock V and *Endeavour*. Sadly, none of these beauties calls Newport her home.

On this most recent class revival, the 129 foot *Valsboda*, built in the 1930s and later restored, competed against *Ranger*, a 136 foot replica of the original from the 1930s. *Ranger* won 4 out of the 5 races in Newport waters. The boats were truly a remarkable sight under sail with their massive mainsails, genoas and spinnakers dwarfing the other sailboats on the Bay. These two racing yachts will compete again this summer in New York City waters and are scheduled to return to Newport for a repeat performance this August. Tentative plans are for another Newport regatta in 2014 with more participation from the 7 additional J Class boats that have been built between 2004 and 2010.

It's hard to imagine a more stupendous maritime show anywhere else this past summer than here in Newport and especially the Newport Shipyard. Eating a tasty lunch at a picnic table outside Belle's Café and strolling through the Shipyard on a warm summer day with this panoramic ambience is a big part of what Newport is all about. My condolences to anyone who didn't take advantage of this vista. Seeing these ships from the footbridge alongside the Goat Island Causeway or being up close and personal on a tour of the Shipyard has to have been one of the highlights of a Newport experience. It certainly was mine.

N.B. See my article "The Best Show on the Point" in the fall 2010 edition of the *Green Light* for further information on Charley Dana's "Jewel in the Crown".

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HESS LNG PROPOSAL

The decision by Hess LNG this past June to abandon its plans for a liquid natural gas terminal in Mount Hope Bay came as a relief to those who have fought the project for the past eight years. Among these were Save the Bay, the residents of the densely-populated Fall River neighborhood where the terminal would have been located, and many in the city of Newport – shipments of liquid natural gas through Narragansett Bay would have required the closing of the Pell Bridge each time a loaded tanker sailed under it.

Hess gave as a reason for its withdrawal what it had ultimately determined to be the unfavorable economic conditions currently surrounding the enterprise. For Save the Bay, reasons for not proceeding with the proposal were ecological: "We reject the notion that Narragansett Bay had to be sacrificed in the pursuit of energy security... Over the past decade, Mount Hope Bay has been pulled back from the brink. Raw sewage discharges are being controlled by Fall River. Thermal pollution from the Brayton Point power plant is being curtailed... With

Hess withdrawing its LNG plan, we can now turn to the business of restoring the health of the Taunton River and Mount Hope Bay." (Save the Bay press release, June 14, 2011) For Newport...need we think any further than the aforementioned closings of the Pell Bridge at the height of the summer tourist season?

5th Annual "NOPO" Block Party

July 23, 2011



Photo by Joan Simmons



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ALN NEW MEMBERSHIP STRUCTURE AND 2011 FORUMS

by Lauren Carson

The summer may be passing by, but the Alliance for a Livable Newport (ALN) has been very busy around town. The ALN continued its commitment to promoting our quality of life in Newport and serving as a community resource that finds solutions to issues affecting our community. We continue to pursue causes that have a positive, city-wide impact and benefit our neighborhoods.

Over the summer, we sponsored three Forums: "Combined Sewer Overflow Issues" (June 27); "SSV Oliver Hazard Perry Education at Sea: Big Ship, Big Impact" (July 25); and "Understanding Our Public Pension Crisis - A Discussion of the Challenges and Possible Solutions; Long and Short Term Perspectives" (August 22). And our Fall schedule includes forums on the work being done at Fort Adams and our annual municipal budgetary review.

All ALN forums are held at the Newport Public Library and the dates are posted at the ALN website. Previous forums can be viewed on video at the ALN website at www.allianceforlivablenewport.org.

In June, the ALN Board revised the ALN membership structure and is encouraging residents of the Point to become members. Remember that the ALN is dependent upon community and neighborhood support, so please consider joining.

Member - \$20.

Family Membership - \$35.

Supporting Member - \$100.

Sustaining Member - \$500.

Patron - \$1000.

Benefactor - \$2500 and above

Become a member of the "President's Circle" by donating \$1000 or more! Memberships and/or donations* may be mailed to:

Alliance for a Livable Newport
P.O. Box 2636
Newport, RI 02840

PIER 9 FARMERS' MARKET

The newest farmers' market in the state, Pier 9 Farmers' Market had its grand opening celebration on August 19. One of nine such markets operated by RIDEM, it will be open every Friday from 2:00 to 6:00 through October. In addition to locally-grown produce and baked goods, in collaboration with the Pier Nine Fishermen, this market will also feature lobsters and other products from our local waters. Tickets for a half hour of free parking can be validated at the Newport Visitors Center.

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(Continued from page 4)
imagined.

The next Sunday, as we were lining up for procession that starts the 10 A.M. service, John Hatch, one of the ushers and then senior warden, grabbed my arm and said, 'You'd better come and see this.' What I saw was Miss Duke out in Queen Anne Square, scarf on her blond head, riding in the bucket of a bulldozer directing a flatbed truck. On the truck was a large pine tree. She proceeded to plant that tree right square in the center of the proposed entrance to the parking lot, blocking all access. That was her answer to my proposal. I grew to love that tree. (Hattendorf 340)



THE CONTROVERSY

As anyone who reads the local press is aware, Maya Lin, the celebrated architect of the Vietnam Memorial in Washington, D.C., has been commissioned by the Newport Restoration Foundation to redesign Queen Anne Square. She has come forth with a proposal involving "lighted seating areas modeled to look like 3½ separate foundations set into a park with new plantings and flowing water under one of the foundations." (*Newport Daily News*, July 13, A1) The new design is supposed to draw attention to "the prior lives of Queen Anne Square, which was an urban space filled with commercial and residential buildings..." (N.D.N. July 13, A1) Private funds will pay for the project, which is estimated will cost \$3.5 to 4 million. Pieter Roos, executive director of the NRF, is enthusiastic about the design and has been talking to groups of people throughout Newport to gather support for the project.

Reaction to the redesign has been mixed. The City Council, press editorials, and tourist interests have been generally supportive. But both on line and in print much negative criticism has appeared. The tenor of these negative comments runs along the following lines. The space is beautiful as it is, just spruce it up a bit. It is a tribute to Doris Duke's vision and hard work, why convert it into an interpretive space? The NRF money could be spent much more usefully elsewhere – such as reclaiming the land between the court house and Touro Synagogue. The design is dark and brutal, unfitting for a public space that is now open and welcoming. Two clichés find frequent repetition: "If it ain't broke, don't fix it" and "This as a solution in search of a problem."

The new Queen Anne Square is scheduled for completion by the end of 2012.

WORKS CONSULTED

Hattendorf, John. *Semper Eadem: A History of Trinity Church in Newport, 1698-2000*. Newport. Trinity Church: 2001.



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Photos by Beth Cullen

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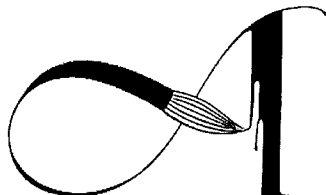
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NOTE: PATRONS and SUBSCRIBERS names are printed annually in *The Green Light*.
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- ☐ Beautification ☐ Waterfront ☐ *The Green Light* ☐ Plant Sale
- ☐ Membership ☐ Event Planning ☐ History and Archives

SAVE THE DATE:

Fall Meeting – October 20, 7:00 p.m. Harbor House

Fall cleanup – October 22, 10:00 a.m. Meet at Battery Park

Halloween Parade – October 30, 4:30, Battery Park

THE POINT PICNIC:



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