

The
GREEN

LIGHT

BULLETIN OF THE POINT ASSOCIATION
OF NEWPORT, RHODE ISLAND

WINTER 2014-15



The GREEN LIGHT

LVIII No. 4

WINTER 2014-15

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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.*

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



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: *At The Shipyard* by Tom Kennedy

The Green Light is published four times each year: the first week of March, June, September, and December.



Leaves change color and drop. Holidays come and go. One thing remains constant here on the Point landscape, our beautiful Narragansett Bay. In this winter issue we have chosen to focus, perhaps counterintuitively, not on the holiday season but on the living presence of the Bay in the life of the Point: sailing, shipbuilding and maintenance, racing. This does not mean, of course, that the holiday season will not be joyfully received. It will be, by young and old alike, and will soon manifest itself in the many activities that will fill our calendars. (See Save the Dates and also our ad about a new cookbook soon to be published by the Point Association.)

In this issue many will also learn for the first time about a far less familiar phenomenon for most of us but one that has clearly touched the lives of some members of our community and perhaps others that we don't know about – yet. Mysterious and tantalizing? Read on.

A happy and in many ways fulfilling holiday season to you all.

Alice Clemente

PRESIDENT'S LETTER

Did you hear it? As the votes were tallied on election night, a collective sigh of astonished relief rang through the streets of our city. Due to dogged determination, Newport was spared from yet another attempt to expand casino gambling! Concerned citizens, with unified resolve, once again chose not to risk our city's reputation on a spin of the roulette wheel. But, now what?

In the coming year, our city faces an unmapped horizon. This is not the time to look away. It took only four people to open the latest floodgate. One council vote in May quickly pitted neighbor against neighbor, resulting in over \$1 Million squandered in a sea of political signs. Will we learn our lesson this time? Or, will we fall back into our common civic ennui, letting others design our fate and carry the load? Even if you spend winters off Point, we urge you to stay involved. Follow the news of the proposed Innovation Hub and the reuse of the old Navy Hospital in our neighboring North End. Watch for our bi-weekly "Points of Interest," and speak out on Nextdoor, which connects over 650 residents city-wide. Active citizens, near and far, have the power to guide the city's future.

Despite the casino overshadowing all else, life did go on in the neighborhood! Flooding discussions continued, daffodils and trees were planted, and St. John's organ played on. Our annual meeting was well attended and informative, an amazing community-building mural project was unveiled in Hunter Park, and our new Battery Park fountain was met with happy wagging. Never a dull moment here on the Point, as you will learn in this issue, some neighbors even harbor extra-terrestrial secrets!

Our biggest challenge today is finding folks to carry on as stewards. Volunteer assistance is needed, especially now with precarious issues pending. There is always room at the table for new ideas and energy. If public events and policy is of interest to you, please consider filling the Corresponding Secretary post. Our valiant "Points of Interest" editor and faithful secretary, Joan Rauch, is stepping off the Board, though she promises to remain as a contributor when time allows in between grandmother duties! Please join me in saying thank you to Joan for all she has done. Her well-crafted communications have strengthened our organization!

We have cooked up ways to share your bounty this holiday season. John Broughan has arranged for a wonderful way to support our neighbors in need. Please consider making a donation to the Martin Luther King Center food pantry, very easy to do on our website. While there, why not do some holiday shopping, or buy a present for yourself? Thanks to Lisa Stuart and her valiant crew, you can buy a slice of Point culinary history. The newly revised Point cookbook is now available. To round out the perfect gift, pair it with an attractive Point apron, all at a special member price! More information can be found on our website, thepointassociation.org.

2015 marks our association's 60th year! We certainly have come a long way from the original two-page mimeographed version of the *Green Light*. One has to wonder if that group in 1955 could have imagined their organization would be going strong all these years later. Juggling preservation and innovation is ever our challenge. Living among the most historic structures in America, we have found a way to stay connected and true to our mission by employing 21st Century tools. The Point's storied history deserves to be celebrated! The only thing holding us back is apathy, and we certainly know the price of indifference! This winter, let's dream up some new Point traditions for our next 60 years! We can talk about it at the holiday gathering! See you there...

Best wishes for a happy holiday season,

A handwritten signature in black ink that reads "Beth Cullen". The script is fluid and cursive, with a long horizontal line extending from the end of the name.

WHO THE HECK ARE ROXY AND CLYDE?

by Isabel Griffith

At the time they were living in Rockford, Illinois, Roxy and Claire Ernsberger didn't have a dog. Claire liked to look at rare breed dog shows on television. "They were mostly tiny, little, frou-frou dogs," she told me. Then one day there was a show about Leonbergers – dogs that are bred from a combination of Saint Bernard, Great Pyrenees and Newfoundland. THAT was the dog for Roxy and Claire. THAT dog made a statement!



The only breeder they could locate was in Alberta, Canada, not too far from Banff and Lake Louise where the Ernsbergers planned a skiing vacation. So they went to a little place called Clyde to see the mating pair of Leonberger dogs. Nine months later their puppy arrived in Chicago. They named him Clyde.

Leonberger dogs were bred to be work dogs, specializing in water and snow rescue. They were almost wiped out in WW II and finally achieved recognition by the American Kennel Society in 2010 as a member of the

Working Group. Check out Leonberger on Wikipedia where it is referred to as a giant dog breed. Talking about Clyde, Claire told me, "He loved the snow and cold. He was so big you had to ask him nicely to do things and then wait for him to do them."

Roxy's work as a senior design electrical engineer took him with Claire and Clyde to California, Puerto Rico and finally Rhode Island where he had worked for Raytheon years before. They chose Newport for retirement. When Roxy died a few years ago, his friends contributed to a memorial fund in his honor with the goal of reconstructing the Van Zandt Pier. As the State of Rhode Island completed that job, Claire decided the fund should go to a new fountain in Battery Park where she and Roxy used to walk with Clyde, "It had to have a doggy bowl."

The project remained on hold for a few years until Lisa and Todd Stuart moved into a house across from the park and became active in the Point Association. Through their generosity we now have a lovely new fountain in Battery Park dedicated to Roxy and Clyde.

When I asked Claire if she would ever consider getting another Leonberger dog she answered, "I think about it all the time."

Photo by Tom Kennedy.



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MURAL, MURAL, ON THE WALL

by Jane Hence

One sunny, summer day in the morning, I walked down Washington Street, turned up Van Zandt, descended the slippery grassy slope to the embankment beneath the bridge and saw a most marvelous sight. There were children, parents, grandparents, tables with food and balloons, a generous array of brushes and gallon paint cans holding celadon green (grass), yellow (school bus), Christmas red (for houses and cars and people's clothes), rich brown (for streets, shadows and shoes) and a clear happy blue (for skies and bathing suits and umbrellas). One could mix these colours in various combinations (for shadows, hats, surf boards and faces).

An enthusiastic party was going on. Everyone got busy and went directly to work. The surface of



Photo by Tom Kennedy

the wall beneath the bridge, which has been covered with graffiti on and off for too many years, had been whitewashed, with thick black lines roughing in the design which was assembled from various sketches submitted and chosen. A very long expanse of rather dauntingly high wall was waiting for us.

I started to paint the neighborhood scene, surrounded on one side by two young children industriously and happily stretching to reach. On the other side of me was a most serious young man who dove right into his space with a sure hand. Our neighborhood painters of all ages had a determined sense about them and dauntlessly filled in the black outlined spaces and shapes, with smiles or serious frowns of concentration.

Our day of painting began at eleven and went on well into the afternoon, with people arriving and leaving



Photo by Tom Kennedy

throughout. There was laughter, conversation and excitement and games and races for the children when they finished with the paint. It is clear that this was beautifully organized. The composition of the mural was lyrical and most certainly represented many of the iconic scenes and buildings and water of Newport.

It was a joy to be part of and I am sure that all who participated thank those who originated the idea and pursued it through to a most successful end. Should there be any readers who have not seen the result, I am sure you would enjoy a walk down to the park to look.



Photo by Lisa Stuart

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FALL MEMBERSHIP MEETING

by Tom Kennedy

On the evening of October 16th, the annual Fall Membership Meeting was held in Harbor House. More than 40 members and guests were present. This meeting took special note of Ade de Bethune's extraordinary contributions to the Point and Harbor House in celebration of the 100th anniversary of her birth. Beth Cullen opened the meeting, explained the special occasion, and introduced Dom Caedmon Holmes, the Abbot of Portsmouth Abbey. The dedication and blessing of a tree in Ade's honor could not be held outdoors because of the rain, so Dom Caedmon performed a ceremony indoors, and added a few personal comments about Ade. He first met her in 1969, and during the 70's they began meeting to study the Bible in the original Greek and Hebrew languages, meetings which still take place in Harbor House to this day, long after Ade's passing. Fr. Caedmon noted Ade's pivotal role in establishing Harbor House, after many prolonged setbacks, a tribute to her generosity of spirit and tenacity. Dom Caedmon also expressed a special debt of thanks to Ade, who financed a trip to the Holy Land for him early in his life at Portsmouth.

Lisa Stuart then introduced Ade's niece, Martha Ginty, who entertained the audience with memories and anecdotes of the special life she lived as a young person under Ade's roof at 118 Washington Street. The house was filled with wonderful objects and artifacts, perhaps the most interesting of which was Ade's hand painted coffin, covered with scenes of all the places she had lived. Exotic and alluring odors filled the house when Ade cooked. She specialized in Belgian cuisine. Dogs were ever present, and feeding time was marked by peculiar rites, in which the dogs performed to everyone's delight. The children were given lessons in various forms of artistic pursuits, such as drawing, painting and pottery making. The garden provided fresh vegetables and spices, and conversation was abundant, highly interesting, and multilingual. The moving force behind this constant activity was Ade. She displayed boundless energy and curiosity. It was a "wonderland" to young Martha.

Two residents of Harbor House then expressed their appreciation for Ade's efforts to establish this senior housing project, and told of the many benefits of liv-

ing in such a beautiful setting with a community of caring and interesting people. Bill Hall and Beth Cullen had some further comments to make concerning their personal experiences with Ade. Then a short pause was taken followed by a brief business meeting. At the end of the meeting, Beth and Laurie Shaw were reinstated as President and 2nd Vice President, respectively. The Association is still searching for a corresponding secretary and anyone interested in filling this position is asked to contact Beth.

After another short break Robert Foley, Director of Restoration at the Newport Restoration Foundation, presented a very interesting slide lecture on the house at 88 Bridge Street, currently being restored. Pictures from the late 19th and early 20th centuries illustrated how a house can be changed to suit the owner's purpose. This house might have been used as a shop and work space, since this area of Bridge Street was mostly commercial for many years. The late additions have been removed and work now centers on the inside, installing some needed amenities, which will make the gambrel-roofed house a comfortable place for someone to live. The audience was very enthusiastic in its appreciation of this enlightening presentation.

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Ade Bethune tree planted at Harbor House August 20, 2014



Photos by Lisa Stuart



Some samples of Ade's work



Dom Caedmon and Martha Ginty

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THE DOORS OF AUTUMN –

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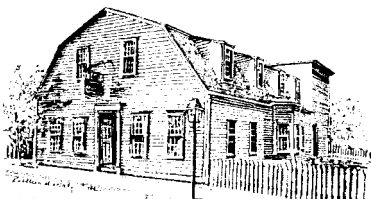
by Lisa Stuart



GETTING READY FOR SPRING ~

Photos by Lisa Stuart

Point Hummers don't sit back -- they make things happen. Thanks to the Daffodilian project, spearheaded by John Hirschboeck (second from right) there will be hundreds more daffodils come Spring all over the Point and all over Newport.



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NICK DANA: RACING AROUND THE WORLD

by Lisa Stuart

11 ports, 38,739 miles. That's what the Point's Nick Dana is up to for the next year. He is part of Team Alvimedica which is competing in the Volvo Ocean Race. The Volvo Ocean Race is the toughest of all ocean races pitting man against nature. It is undertaken only by the best-of-the-best.

Seven boats are competing in this Volvo Ocean Race. The Race has been around for 40 years, but this is the first race where all the boats are exactly the same (one-design). What this means is that the race will be won or lost by the athletes. Each team has eight sailors plus one multimedia reporter. All female crews, and there is one, may have 11 crew and one non-sailing multimedia reporter. Two of the crew must be under the age of 30.



Photo by Armory Ross/Team Alvimedica/ Volvo Ocean Race

Nick grew up at his family's shipyard, The Newport Shipyard, on the Point. Not only has he been sailing his entire adult life, but he knows how to maintain and repair boats. Both key when sailing around the world in a 65 foot boat.

Nick is bowman for Alvimedica. As bowman he is responsible for organizing the crew during sail changes and calling distances to the start line. Nick is one of the two "under 30" crew members on Alvimedica.

All this sounds like a once in a lifetime adventure. But not for Nick. He competed with the PUMA Ocean

Racing Shore Team in 2008-09 and the Onboard Reporter for Abu Dhabi Ocean Racing in the 2011-12 Volvo Race.



Photo by Ainhoa Sanchez/ Volvo Ocean Race

Nick's motto sums it all up: Go hard or go home!

Nick and the Volvo Race Teams will be in Newport Mid-May, 2015. Where is he right now? You can track Nick on the Volvo website:

<http://www.volvooceanrace.com/en/dashboard.html>



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NEIGHBORS HAVE ASKED

by Anne Cuvelier

"Who are these people who gather once or twice a year at Anne's Villa Marina?" – a fair question.

Our gatherings include cutting-edge thinkers in academia, science, and art who freely discuss, debate and extrapolate the reality of ET contact and the repercussions of advanced Extraterrestrial (ET) technology. These are people who have the courage and integrity to gather, analyze and explore the experiences and evidence of non-human intelligence which challenges our fundamental understanding of the cosmos and humankind's place in it.

Among the guests have been two psychiatrists from Harvard, including the late Dr. John Mack, a Pulitzer Prize winning biographer who graduated Magna Cum Laude from Harvard Medical School. Dr. Mack investigated hundreds of abduction cases which included business people, diplomats, homemakers, pilots, doctors, farmers, children, computer technicians, people from all walks of life and concluded that they were all truthful. Although it is difficult to fathom, Dr. Mack's research concluded that the beings these people encountered were from some other domain or dimension and can, somehow, manifest in our physical world.

Some of my regular guests include two preeminent astrophysicists from Harvard Smithsonian, who are trying to understand UFO/ET Physics and often kindle marathon discussions about developments in quantum physics. I've also hosted David Jacobs, Associate Professor of History at Temple University and one of the world's top researches in the ET abduction phenomena, and the late Budd Hopkins, internationally known artist and veteran ET abduction researcher and author. Special guests include people who claim to have had actual ET contact, among them Jim Weiner and Charlie Foltz who were involved in the 1976 Allagash Abduction in Maine and also a family member of contactees Betty and Barney Hill. Many of my guests find that the house itself gives the 'gathering' a palpable Victorian-era renaissance character which is immensely enjoyable and conducive to open, non-judgmental discussion. Guest participants enjoy an accepting and supportive environment where they can speak freely and discuss

all avenues of intellectual and experiential exploration without fear, criticism or censorship. The open forum format is greatly appreciated as a relief for those who are unable to discuss their experiences with friends or family. Dr. Mack once commented that "This is not a club anyone wants to be a member of..."



Budd Hopkins, well known UFO researcher, is on the left

Many of my local friends and neighbors have a great interest in this topic and come regularly to my gatherings. I encourage anyone who has a sincere interest in the subject to join us next summer on the porch (if there is space). You may be surprised to learn that some of your neighbors have seen unbelievable things!

My interest in this subject began in 1948 when my father mentioned to me that there was concern about 'things that fly at incredible speeds and can hover unlike anything we have seen before'. (He was in a position to have classified knowledge.) My father earned his Law degree from George Washington University in 1939, was a graduate of the Naval Academy in 1924, and a decorated Navy Admiral. He was assigned to the office of the Judge Advocate General, Navy Department, as the legislative Counsel, and served as liaison officer between the Navy and Congress. My father met my mother Betty Covell when he was stationed here in Newport in the late 1920s and they were married at our house at 72 Washington Street in 1931.

After my father's strange statement, I was curious and asked about it but there was no more discussion. That was the end of the conversation but it remained in the back of my brain... Years later when I was a Travel Agent in the San Francisco area, I had a client who asked about an airline ticket to a UFO conference... I then booked a ticket for myself, met many extremely informed people, and subsequently became fascinated with the subject. I continue to be fascinated and have had these gatherings here at my home for 18 years.

POINT RESIDENT'S FLYING NEAR MISS WITH "SOMETHING STRANGE"

by Mike Cullen

I've walked by Anne Cuvelier's home for many years and noticed an Area 51 "vehicle pass" on the rear bumper of her car. I'd quietly smile. Area 51 is synonymous with UFOs, aliens, and strange aircraft. As a former Air Force F-111 navigator who had flown training sorties in Nevada, I was familiar with Area 51 on my flying charts and of an unmarked long runway in a portion of Area 51 called "Dreamland." Fortunately, I never had to land in "Dreamland."

Sometime in 2014, Anne learned of my Air Force flying experience in the UK and New Mexico and she shared a bit of information about her interests. I quickly realized that we had something in common but I wasn't quite sure that I wanted to share my whole story! Late this past summer, knowing that the governments of Great Britain, France, Belgium, Brazil, and Chile have declassified their UFO archives, I opted to meet with one of Anne's groups in August and related my episode.

For 33 years, I've told few friends about an unnerving flying incident which took place very early in 1981 while I was a young aviator stationed at RAF Lakenheath, near Cambridge, England. Ten years later, after stumbling across an "Unsolved Mysteries" TV episode – which focused on a highly unusual, two day UFO episode at nearby RAF Woodbridge, I decided to take time to finally document my experience. The following is a near verbatim copy of what I wrote in 1991 and have kept filed away in a manilla folder simply marked "UFO."

"The following is my recollection of an event which took

place mid-Winter 1981, while flying as an F-111 Weapon Systems Officer, during which our F-111 – based at RAF Lakenheath, England – had a near miss with an unidentified flying object over the North Sea off the coast of Great Britain.

In February 1981, while assigned to the 493rd Tactical Fighter Squadron, RAF Lakenheath, I flew a low-level training sortie in Scotland aboard an F-111F fighter-bomber which was piloted by my immediate supervisor, Major Guy Munder. Following the completion of low-level training in northeastern Scotland, mid-morning, we climbed heading due south to an appropriate hemispheric altitude between 26,000 and 29,000 feet under the radar control of "Border Radar" for the one hour flight back to base. (At this time flight operations above 24,500 feet in Great Britain required all aircraft have an operating aircraft radar transponder and under the direct control of an air traffic control agency.)

The weather conditions at cruising altitude were under one mile visibility in mainly thick, white cumulus clouds typically found in winter time conditions. Intermittent breaks of clear sky yielded visibility of several miles.

As I watched the F-111 radar in its air-to-air mode, I noticed a well-defined radar return at twelve o'clock at

about thirty miles. By manipulating the elevation of the radar's pencil beam, I concluded that the return was at a similar altitude; therefore, I paid closer attention as we closed on the return. I shortly advised Major Munder that it appeared that we were rapidly approaching "traffic" that could become a safety factor. We continued on our southerly heading with the F-111 on autopilot.

I continued to adjust the radar scope's maximum range downward to the 10 mile setting to provide the best possible radar picture, thus enabling me to make a more accurate prediction on how close we might come to the object. I advised the pilot to expect the object to pass off



Lt Mike Cullen on F-111 ladder at RAF Lakenheath, 1981

the left side of the F-111 at about one-quarter of a mile.

I counted down the distance and bearing to the target, and as the return moved down the left side of the radar scope at a bearing of 11 o'clock, both of us were looking for the object. As the F-111 exited one of the thick clouds and penetrated a patch of clear air, we both observed an unusual airborne object at our ten o'clock that filled approximately twenty percent of the pilot's field of view from his left canopy.

The object appeared as a flat, rectangular shape, and was a uniform dark charcoal gray in color. The ratio of length to height was about 4 to 1. No wings, engines, tail, or fin flash were observed; however, along the fuselage were several – six to eight – circular apertures that were noticeably recessed from the fuselage surface because of shadowing. These porthole-looking apertures were the same charcoal gray in color, and had a diameter of about fifty percent of the height of the object. (See attached sketch). Our total view time of the object is estimated at one second.

After the object passed, Major Munder asked me if I, too, had witnessed what he had just seen. I said that I had, and at my suggestion he asked the radar controller

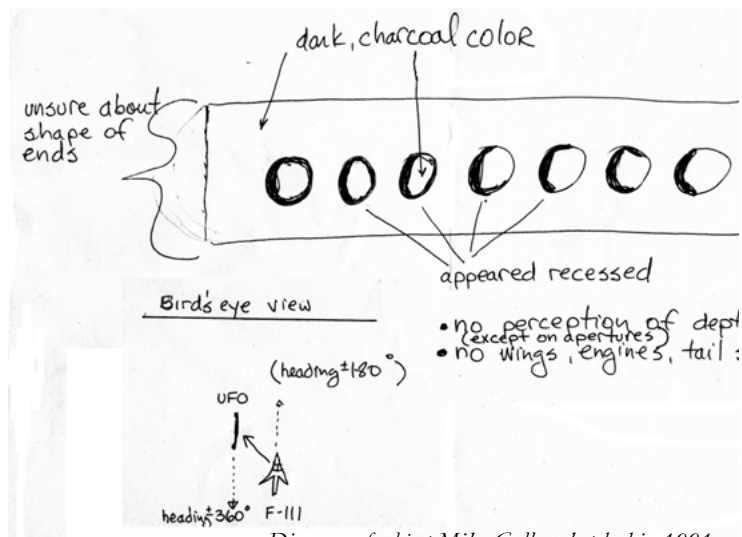


Diagram of object Mike Cullen sketched in 1991

if they were aware of any air traffic that might explain this near-miss situation. The radar controller reported no traffic within many miles of our position which was then approximately 20-50 nautical miles off the coast of northern England. After landing at RAF Lakenheath we made no mention of this near-miss."

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SAILING ABOARD THE RED-SAIL SCHOONER “AURORA” by Dave Moore

“I have never sailed the Amazon, I’ve never reached Brazil; but the Don and Magdalena, they can go there when they will!” This little couplet of Rudyard Kipling’s lament is the first line from one of his famous poems that I have remembered since grade school. Recently, I saw the *Atlantic*, a 227 foot, three-masted schooner arrive at the Newport Shipyard where she was hauled out for work on her hull. She is the largest and fastest classic sailing schooner ever built. Some of her recent charters have taken her to: Tuscany, St. Tropez, Sicily, Sardinia, Porto-Vecchio, Nice, Monaco, Italian Riviera, French Riviera, Elba, Croatia, Cote d Azur, Corsica, Cannes, Bormes, Bonifacio, Antibes, Amalfi Coast, Ajaccio, and the Aeolian Islands.

I also have a tinge of sadness when I realize that this vessel has been to so many exotic foreign ports that are places I have never been to and probably never will. We in Newport, however, are fortunate to have our own fleet of four sailing schooners (*Aquidneck*, *Adirondack II*, *Aurora*, and the *Madeleine*). Although they are less than half the size of the *Atlantic*, we can board and sail them, not to foreign ports, but around our beautiful bay.

Schooners were most common along the east coast of the United States in the eighteenth and nineteenth centuries, and because they were fast, were used for fishing, transporting cargo, and sometimes for racing. The word schooner was probably first used in Gloucester, Massachusetts, coined from the Scottish scion, “to send over water, to skip stones.” They were also found to be useful in rescuing vessels that arrived at night from the dangers of an unfamiliar coastline in the dark. Their speed soon led to a profitable business by delivering a pilot quickly to an incoming vessel who would then guide a vessel safely into the harbor. It became very competitive, as the fastest ones would give the pilots the most work. This often led the schooners to lie in wait off the entrance of harbors in day or night, good or bad weather seeking employment.

A few years ago, my wife had a significant birthday and I decided to charter the *Aurora* for a sunset sail party.

I picked the *Aurora* because she is the largest of the four Newport schooners and is a classic, wooden, vessel with pretty red sails. She was built in Maine, sixty-



seven years ago, and is one hundred and one feet long. She was originally built as a motor yacht with a 150 HP diesel engine, but was soon converted to sail according to the captain of the *Madeleine*.

I sent out sixty invitations for the party hoping to receive acceptances from about half. Amazingly, all answered and said they were coming, and many from long distances. Some came from Florida, Maine, New York, and Massachusetts. The out-of-towners were told to meet me at the Stella Maris Inn on Washington Street where most would spend the night.

As the guests arrived, they were given driving instructions to the *Aurora* that was tied up alongside the Goat Island Marina. I was always somewhat in awe of this pier as this is the exact place where another famous schooner, the *America*, was moored during the American Civil War. She did the summer cruises for the naval cadets out of Newport. As a coincidence and an aside, the *Aurora* was the name of the second yacht to finish in the famous race - 16 minutes after the *America* had won. I told them the *Aurora*’s captain had suggested bringing sweaters, hats, sneakers, and foul weather jackets. He also said that the schooner was leaving at 5:30 PM sharp and “Don’t be late or you will miss the boat.”

The day of the departure was an extremely hot June day – in the nineties with an overcast sky. My wife, Dorothy Madden (of the Stella Maris Inn) and one or two others made ham sandwiches and two types of salads in the Inn’s kitchen for the party. We arrived at the

boat a little early, and with the help of the crew, loaded the bottles of wine, a case of Heineken beer, and all the prepared food.

The guests arrived about 5:00 PM. All had disregarded the instruction of bringing warm or rain clothes because it had been such a hot day. Most boarded wearing shorts and short-sleeve shirts. The temperature, however, had drastically dropped from 87 degrees at 3:00 pm down to the sixties at boarding time. It was now cold, and it would get even colder on the water as the sun went down. Worse, it was now sprinkling! My contract with the owners of the *Aurora* said if the vessel did not sail I would get my money back (which was considerable). If it sailed, even in the rain, there was no refund. This sail and party, I thought, was going to be a disaster. Thankfully, the Maddens, owners of the Stella Maris Inn, quickly returned to their nearby home and gathered as many sweaters as they could find on short notice.

The *Aurora* was about to leave the pier just as the Maddens arrived with some twenty sweaters and sweat shirts. This turned out to be a “party-saver.” The cold front that came through brought a brisk, southwest wind mixed with a few rain drops which turned into a drizzly mist. The *Aurora’s* crew was delighted as the boat heeled over, water rushing by the leeward rail, and the boat sailing at almost maximum speed. They said their usual afternoon sail was in very light air and for such a heavy boat they often had to use the diesel engine. This sail was a thrill for them. Our non-sailing guests, however, seemed a little nervous as we sailed out of the harbor.

Walking on a slanted deck is difficult and all of the visitors quickly sat down and hung on to any deck fitting they could find. Wine and sandwiches were starting to spill. Some, who did not receive the sweaters, stood out of the wind on the ladders that led below. I sat on the deck house astern near the helmsman, but as the wine was stashed amidships I would have to step over feet and legs on a sloping deck to access it. One of my agile female guests obliged me and brought me a mug of what she called “grog.” As a reward I gave her the honorary title of “Seaman Second Class.” Before the voyage was over she held the rank of “Vice Admiral.”

The helmsman, with a gleam in his eyes, was heading

the *Aurora* on a close hauled starboard tack toward the entrance of the bay. He seemed to enjoy it too much, and I thought we were going to end up on Block Island. I suggested to him that we turn around and head down wind. With our wind at our back it would bring the vessel back on an even keel. He and the crew performed an expert maneuver and the party goers cheered as now they could stand up, chat, and walk around.

Sadly, we never saw the sunset because of the overcast skies and as it was getting dark, the *Aurora* tied up in her berth alongside the Goat Island Marina. The party continued under the large tent next to the boat with my wife doing the traditional blowing out the many candles and cake cutting.

One of our guests was an accomplished accordion player and handed out song sheets for the guests to sing along with him. He announced he was going to play “Red Sails in the Sunset” when some wit yelled out: “Don’t play that! We didn’t see no sunset – play ‘Misty’ instead!”

I thought I had tipped the *Aurora’s* crew quite well and because it was late they agreed to keep the heavy, unopened, twenty-four bottle case of Heineken beer on board. I would pick it up the following morning. This turned out to be a mistake. The next morning no one could find the beer. I had to assume the crew had their own party and wondered if I should have tipped them more.

Ref:

Kipling, Rudyard - *Just So Stories*. Chapter: “The Beginnings of the Armadillos.” Macmillan & Co., 1902.

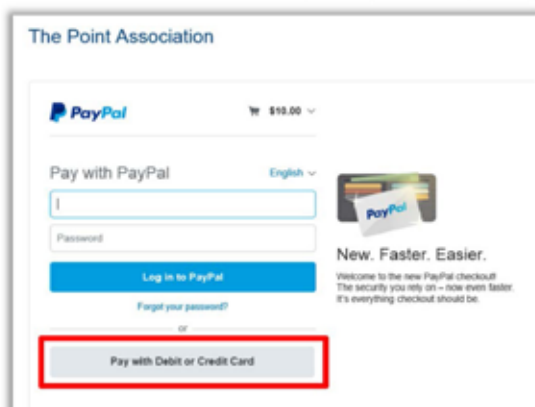
Russell, Charles Edward - “From Sandy Hook to 62 Degrees.” 1929



RENEW MEMBERSHIP ON OUR WEBSITE

If you've considered renewing your Point Association membership online, but feel a little intimidated by the process, maybe this overview will help. Just follow these steps:

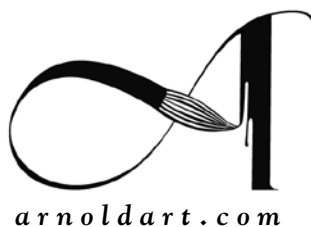
1. Open your browser (Internet Explorer or Firefox or Safari or whatever browser you use) and go to www.thepointassociation.org.
2. Look in the upper right corner to find the login box. If you've never logged in before, look for the "Forgot password" – just left-click on it, and you'll be able to submit your email, and the security code (to be sure you're human and not a computer), and the web site will send you an email with a link to a place where you can create or change your password. Once you've taken care of that, you'll be able to log in.
3. Now that you're logged in, click on the JOIN/RENEW in the menu. When the page refreshes, you'll be told that you're already a member. You'll also see a link that lets you edit your member profile – left-click on it.
4. When the page refreshes, you'll see your profile displayed. You'll also see a button that says **Renew until** button with a date on it on the right side of the page. Click that **Renew until** button, and you'll be given an opportunity to update and change information about yourself.
5. When you're finished (or after you decide you don't need to change anything), click the **Update and next** button.
6. Now you will review your information, and when you click **Confirm**, you'll go to PayPal.
7. Then you'll see a confirmation that says you have a balance due, and gives you the option to pay online. To pay with a credit card, click the **Pay Online** button, and you'll be taken to PayPal.
8. Once you're at PayPal, they try to motivate you to use a PayPal account but **YOU DO NOT HAVE TO HAVE A PAYPAL ACCOUNT** to pay with a credit card. When you look at the picture below, you'll see the red box at the bottom that says that you can pay with plastic:



9. When you click that button, you'll be taken to a secure page where you may provide your credit/debit card information. Yes, you may still opt to pay through a PayPal account but you don't have to.
 10. Once you've finished paying, you'll be returned to the Point Association site.
- There – you did it!

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RUTH CAHOON FREEMAN

by Lisa Stuart

It is with heavy heart that we share news of Ruth Freeman's passing on May 19, 2014. Ruth was a third-generation Point Hummer. She was born Ruth Olivia Cahoon on November 14, 1926, in Newport. She grew up among a large extended family—all of whom lived in Newport.

From an early age Ruth loved horses. She started riding when she was nine. Her favorite horse was "Jimmy" at Tom Kitchen's Stables in Newport. During high school, Ruth worked for Newport Telephone Company as a switchboard operator. She also worked as a Nurses' Aide at Newport Hospital.

In her early 20s, Ruth moved to Washington, DC, with her good friend Marie Sullivan. After WWII, Ruth and Marie, along with Marie's sister Liz, moved to New York City. It was in New York City, in 1951, that she met her future husband, Ronald A. Freeman.



Ruth and Ron married on October 19, 1952 at the Newport Naval Chapel. The wedding reception was at Ruth's father's home at 11 Bayside Avenue. As newlyweds, they lived in White Plains, NY. In 1955, they bought their first home in Mt. Kisco, NY, where they raised their two children, Diana and Brad. Ruth served as recep-

tionist at New Castle Town Hall for 28 years, retiring in 2006.

Ron, Ruth's husband of nearly 62 years, shared with us that "Ruth's outgoing personality made her a friend

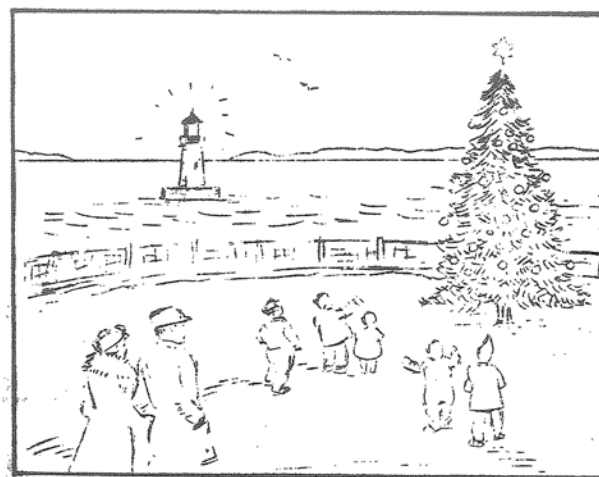
to all and her outstanding decorating abilities made for an attractive home where her family loved to gather." Ruth was an active equestrian, earning awards in many dressage competitions.

Ruth's family roots can be traced back to the Mayflower. In the April 1960 issue of *The Green Light*, Ruth's mother, Gladys Booth, shared the story of Ruth's grandmother Anne Lathrop's arrival in Newport.

"In 1871 Captain Enoch Lathrop's Schooner went aground on Race Rock in Long Island Sound. For a while it looked like Anne would be born while the schooner was aground. But she managed to make Newport her birthplace." Annie Lathrop spent much of her life on Second Street, first with her parents and then with her husband, Charles E. Bacheller.

In her book, *Memories of The Point*, Gladys reports that the Bacheller Family arrived in Newport in 1880 when John Bacheller walked here from Boston.

As you can see, Ruth's family history is woven into the fabric of our neighborhood. Diana Harris, Ruth's daughter, has graciously agreed to provide her research on the family history for an article in our next issue.



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REVISITING THE NEWPORT SHIPYARD – STILL THE BEST SHOW ON THE POINT

by Ed Madden

In the Fall 2010 issue of the *Green Light*, I wrote about the Newport Shipyard, our neighbor at the southern end of Washington Street. On one of my recent strolls through the Shipyard, I was welcomed by two icons of the nautical scene – a huge, sleek mega-yacht on the port side of the entry and a relatively newborn and as yet unfinished classic 3-masted, 19th century Tall Ship replica to starboard. It is named the *SSV Oliver Hazard Perry* after Newport's intrepid explorer, commodore and hero of the naval battle of Lake Erie in the War of 1812.

The enclosed photo by Jane Hence shows the transom of the vessel.



Not long after this photo was taken, the vessel was towed upriver to the Senesco Marine Works in North Kingstown. A complete second deck was added to accommodate student classrooms plus a lab and galley. Then a voyage to the Hinckley Boat Yard in Portsmouth resulted in the addition of 3 Douglas Fir masts and spars. The rigging was completed to receive a new set of sails from Hood Sailmakers. The 196 foot, 3-masted square rigger will be the largest civilian sail training vessel in North America and the first ocean-going full-rigged ship to be built in the United States in over 100 years!

The vessel was purchased in 2008 from a Canadian firm that had started building the steel hull but ran out of funds. It was then towed to Newport where a dream team operating as Oliver Hazard Perry Rhode Island, a non-profit organization, will be responsible for its future development and rebirth. A permanent pier has been constructed at Fort Adams for a home port.

The RI square rigger Tall Ship will serve as the official sailing educational vessel for the state. It will be inspected and certified by the US Coast Guard. There will be a capacity of up to 36 students, male and female, on overnight trips and 85 students for day trips, with a crew of 13 professional sailors. Classroom studies in mathematics, navigation, the understanding of tides, currents and weather changes, maritime history and wildlife will be some of the educational opportunities available on board. Partnerships with educational institutions such as Salve Regina University, Roger Williams University and the University of Rhode Island will further strengthen educational ties. Waterfront related organizations and marine trades will enhance Rhode Island's economy.

As quoted from *Berthon Lifestyle Magazine* IX, "This could be a game changer in Rhode Island in terms of raising academic success, fueling a world class marine industry and adding to Newport's cultural and maritime attractiveness."

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POINT HALLOWEEN HUNT!

by Jennifer Fulham Huntley

On October 25th, the Point Association hosted a Halloween Hunt. This event was designed for kids ages 0-5 who might be too young to go out trick or treating on Halloween. There was a great turn out with nearly 20 young children (and their families and dogs) in attendance. Mini pumpkins were hidden throughout Storer Park. The children searched for the pumpkins and then had the opportunity to sit and decorate their pumpkins with markers and stickers. Each child was given a pumpkin bucket filled with healthy treats and stickers to take home at the end of the Hunt. Parents and neighbors enjoyed hot cocoa, hot spiced cider, and various Halloween treats. It was a great morning!



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In honor of our 60th Anniversary,
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the Point Cookbook is now available!

Sarah Plumb's Favorite Christmas Cookies

GINGERBREAD BOYS AND GIRLS

1	teaspoon salt	1	cup shortening
1/4	teaspoon nutmeg	1	1/4 cups sugar
1/2	teaspoon cloves	1	slightly beaten egg
3	teaspoons cinnamon	1	cup molasses
1	teaspoon ginger	1/3	cup hot water
5	cups flour	1	1/8 teaspoon baking soda

- Sift all spices and 1 cup flour.
- Cream shortening and sugar.
- Stir in egg and molasses (do not beat).
- Dissolve soda in hot water and stir in.
- Stir in flour/spice mixture.
- Add remaining flour. About 5 cups is just right. Press your finger against the dough. It should not be sticky. If it is sticky, add just a little more flour.
- Chill overnight or three or four days.
- Break off small amounts and roll thin, then cut out.
- Place on cookie sheet.
- Bake in 350 oven for 8 to 10 minutes.
- Decorate as you wish when cool.
- Store in covered tins, or they may be frozen.
- Yield: 75-100 cookies depending on size of cutter.

Friends and family will enjoy this timeless collection of recipes that have been handed down through generations of Point families.

For a very unique holiday gift, bundle the cookbook with a special blue or beige Point Chef's apron!

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Point Aprons, Long \$25 and Short \$20

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Please mail this form to: PO Box 491, Newport, RI 02840, with check made payable to: The Point Association

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**Subscriber & Patron levels support The Point Association's continued efforts to beautify and protect our special neighborhood.*

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Many hands make light work. Please check your volunteer interests.

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___ Membership ___ Event Planning ___ History & Archives ___ Public Services

Thank You !

SAVE THE DATES

At St. John's

SUNDAY DECEMBER 7 at 5:00 p.m. ADVENT SERVICE OF LESSONS AND CAROLS

An atmospheric sequence of traditional readings and Advent carols with congregational hymns, sung by the combined choirs of St. John's Church and Emmanuel Church Newport, with the Professional Choristers of The Choir School of Newport County. Join in a centuries-old journey from twilight to light as the historic church on the Point begins in near-darkness and progresses in stages to full light along with the music. Directed by Peter Stoltzfus Berton and Waylon Whitley; clergy The Rev. Dr. Anita Louise Schell and Fr.

Nathan J. A. Humphrey. Free-will offering. Child-friendly for ages 5 and up. www.saintjohns-newport.org; (401) 848-2561

WEDNESDAY DECEMBER 17 at 7:00 p.m.

CHRISTMAS MUSIC ON THE POINT

A merry concert of organ music, choir and instrumental selections and congregational caroling along with a traditional reading of the Christmas story. With special lighting and decoration, this historic church on the Point comes alive in a new addition to the Christmas in Newport lineup. With harp, strings, vintage 1894 organ, the Professional Choristers of The Choir School of Newport County and guest soloists. Directed by Peter Stoltzfus Berton; Christmas Story read by Fr. Nathan Humphrey. Suggested donation \$15, seniors/students \$10, children ages 5-12 free. www.saintjohns-newport.org; (401) 848-2561

On the Point

POINT ASSOCIATION HOLIDAY GATHERING

THURSDAY December 18th, Saint Johns Hall, 6:00 pm

Come spread holiday cheer with your neighbors!

Please join us for caroling and refreshments and even a visit from the jolly old elf himself!

Bring your favorite Christmas cookies to share and a nonperishable food item for the Martin Luther King food pantry.

City-wide



“Mark your calendar: Saturday, 31 January “Formidable Footprint” flooding exercise/community preparedness.

Watch for details in Points of Interest. Are we ready for the next disaster?

<http://www.drc-group.com/project/footprint.html>

This series of exercises serves as an opportunity for community organizations along with governmental agencies, police, fire, CERTS (community emergency response teams) to assess their capability to prepare for, respond to, and recover from a variety of natural disasters which affect communities and neighborhoods across the United States. The objective is to form relationships and to work as a team to become better prepared for the next disaster their community may face.



February 13th – 22nd, 2015

Newport Winter Festival

<http://www.newportevents.com/winterfest/>