

*The*  
GREEN



LIGHT

BULLETIN OF THE POINT ASSOCIATION  
OF NEWPORT, RHODE ISLAND

WINTER 2017-18



# The GREEN LIGHT

LXI No. 4

WINTER 2017-18

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

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## 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 Lisa Stuart

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



Visitors to the Point in the past few months may or may not have noticed a distinguishing facet in the life of this, in many ways exceptional, community – the care and attention given to its infrastructure by residents and City alike. This issue of the *Green Light* calls attention to a number of recent improvements, among them the reconfigured Visitors' Center and, perhaps even more important, the much-needed repairs to the seawall. We applaud this effort by all who played a part in its success.

And now the festive season, the tree lighting in the park, decorated homes, musical events at St. John's, and the parties. May it be a time of serenity and joy for us all... and for our country.

*Alice Clemente*

## THE PRESIDENT'S LETTER

Greetings!

As we enter the Holiday Season and approach the end of the year, there are many good things to report to our members and supporters!

In October, we hosted our Annual Fall Membership Meeting, where we provided an update on the work of the Point Association and reported another strong year of activities on behalf of the neighborhood. It was a great meeting and well attended. Neighbors heard from three elected officials who were able to attend: City Councilwoman Susan Taylor, State Representative Lauren Carson, and newly-elected State Senator Dawn Euler. Our thanks to them for their hard work for our neighborhood and our community.

At the meeting, we reported the activities and accomplishments of the Point Association and our efforts to keep the Point Neighborhood a great place to live and work. We worked diligently this year to build on our long-time commitment to beautification; partnered with other organizations in our neighborhood and across the city to hold and promote events for the public; continued our work with elected officials and city staff; preserved and archived valuable historic information of our neighborhood; and participated in programs that highlight key issues facing our community. As in years past, our neighborhood association has shown that we are leaders in the community.

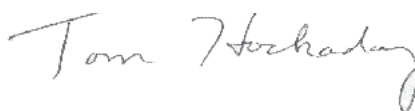
After our business meeting, the Newport String Project gave us an update on their work in the community, followed by a performance of their beautiful music. It was a very successful fall meeting. Thanks to all those who attended and the Newport String Project for helping make this meeting a success!

All of our activities contributed highly to our successful year, but three stand out for special recognition—our ongoing efforts for beautification of the Point; our work with our neighbor, St. John's Church, in hosting events for the neighborhood and community; and our fundraising campaign on behalf of the Martin Luther King Community Center. As you receive this, we will have just finished our fourth annual MLK fundraising drive, building on the \$20,000 we raised over the last 3 years. Bravo to the Point Association Board, our Membership, and the volunteers in the neighborhood for their hard work and volunteer efforts this year!

I'm proud of the work that the Point Association has done this year, and look forward to continuing our leadership in the community in 2018. Our Association continues to work hard for the betterment of our neighborhood and our community—and it shows!

*Best wishes to all for a Happy Holiday Season!*

Warmest regards,



Tom Hockaday



# UPDATES ON WATERFRONT ISSUES

by Susan Taylor

At the Point Association annual meeting at the Guild Hall on October 4th, I offered a quick summary on several issues and am honored to provide more information now.

On October 17th, we held an enjoyable evening at the Guild Hall, discussing ways to ameliorate stormwater runoff on our own properties, hosted by the Eastern RI Conservation District and the RI Green Infrastructure Coalition. The main takeaway is – permeable wins the day. Don't cover good earth with impenetrable materials! If you're thinking about a patio, think gravel. If you must have a level surface, think brick, and leave space between the bricks for drainage. Don't use mortar. Vinegar diluted with water to 50% strength will take care of the weeds each season. If you're thinking about a driveway, same advice. Our neighborhood floods when the water has to find a drain, so please be a good neighbor!

We recently saw a ribbon-cutting at the Gateway visitors' Center and breathed a collective sigh of relief that that project has finally drawn to a close. I recognize that this means the intrusive "Caution: Bus is Turning" announcements have no mitigation from construction noise. As we work with RITBA

(Transportation and Bridge Authority) toward a long-term solution, your input continues to be valuable.

The biggest positive about the Gateway Visitors' Center, in my opinion, is the introduction of model rain gardens to assist with stormwater runoff. Seeing these alive and functioning will do much to open our eyes,

reminding us that this part of Newport was formerly marshland and that everything constructed on that landfill must contend with those forces of nature.

Two more thoughts spawned from the Gateway Center's completion:

If you turn around and look toward the Point from the Gateway Center...I know I don't have to tell you this. The lack of cohesion and the rundown condition of the walkways are pretty appalling. I am working on getting crosswalks painted, which could then coordinate with improved pedestrian walkways. If we revisit the layout and rehabilitate the walkways, we could make it a more pleasant experience to walk from the Point into town.

The second thought is the stark realization that the hotel proposed for the corner of Long Wharf and Amer-



ica's Cup will present to the pedestrian a ground floor which consists of a parking garage. The parking facility is allowed to be built "as of right" because it meets all zoning requirements and needs no variances. That is the result of the zoning regulations that address the concern over combined stormwater runoff and sea level rise. For the viability of our city, we need to make the pedestrian experience a pleasant one, avoiding

the “dead space” experienced by the pedestrian when walking through a concentration of parked cars. So, a subgroup of the Planning Commission is working on a complete revision of the Parking Lot Landscape ordinance. Our goal is not only to beautify parking areas but to address stormwater issues, and, importantly, find a way to address new construction where the developer must contemplate a parking garage on the ground floor.

Finally, the seawall repair along Washington Street continues. I know that some miscommunications have caused chagrin to homeowners trying to share their wisdom with the contractor. Please let me know of your concerns and I will help to the extent I am able.


The news from just north of our neighborhood is that we have received the appraisal of the Navy Hospital property which recognizes the historic nature of the building facades, along with the expense of the mitigation required with repurposing the buildings. We are looking forward to the negotiating phase.


I am pleased to be establishing a relationship with the Waterfront Commission. In June, we had a productive meeting in the Guild Hall at St. John’s and in September the Commission adopted a three-year plan which takes into account many of our comments. In recognition of increased demand for boat rack storage, it proposes to increase racks throughout the city, with stages of implementation in 2018, 2019, and 2020.

I should stress that nothing is funded as yet, and that the adoption of this plan allows Tim Mills, Waterfront Commissioner, to proceed with trying to allocate funding. I feel confident that I will be informed before any projects begin, and that there will be plenty of opportunity for feedback along the way. The Commission does feel the pressure to increase the availability of boat rack space, and has no desire to repeat the experience of neighbor dissatisfaction which we saw in 2015. The proposal for 2018, if funded, would begin spreading the availability of racks through the Point, with a boat rack on Pine Street and a boat rack on Poplar Street. The proposal states the Commission’s concern that mooring holders who reside on the Point should have an opportunity ahead of the general public to secure rack space. We have talked about slight design modifications to the racks. As always, your comments are helpful in relaying to the Waterfront Commission what we observe and what we would like to see.

Thank you all for the opportunity to represent you, and please take me seriously when I say I want to hear your views and concerns.

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*Can you spot this charming weathervane atop an architectural feature at the newly dedicated Gateway Center?”*

Photos by Tom Kennedy



# REPAIRS TO THE SEAWALL IN BATTERY PARK

by Isabel Griffith

Did you know that concerns about the condition of the Battery Park seawall led to the citywide evaluation of all the Newport seawalls? The city now has a twenty-year plan to restore, reinforce and/or rebuild all the walls protecting our shoreline as well as the driftways. Here on the Point we have seen major rebuilding of the seawall in Martins Park. Work is progressing in Battery Park and as I write this in the middle of October, you can see ongoing repairs on the section between the Van Zandt Pier and Pell Bridge. Repairs to the driftways continue with the addition of new stair steps for easier accessibility to the water.

Installation of a trench yard drain in Battery Park provoked the most curiosity. “What are they doing? What is that thing?” What it does is stop excess rainwater from backing up in the park and putting pressure on the seawall. If you look closely you will see parts of the wall bowing out. Eventually these areas would crumble and the wall would fail. The newly installed drainage system will channel the water through pipes and out of holes near the top of the wall. The surface of the system has to remain exposed so the pipes can be flushed out periodically. But this will hardly be visible as grass grows up around it. You can Google trench yard drain and see how to put one in your own back yard.

To explain all of this, Bill Boardman, Newport City Engineer, and Scott Wheeler, Newport Buildings and Grounds Supervisor, met with Lisa Stuart and me on a



windy day in the park. In Battery Park, work will continue as new concrete footing overlay, reinforced by steel rods, is installed at the base of the wall where it gets battered by the force of the waves. This will be similar to what is being completed north of the Van Zandt Pier. What will look different in the park? To meet the building code, there will be a new, black, vinyl-coated chain link fence about six inches higher than the one there now.



And the future? If all goes according to plan a new abutment for the Van Zandt Pier will be constructed before the end of the year. But to Bill and Scott the future plan to rebuild the Storer Park Pier really is the most exciting project planned for the Point. “I like doing work to make the parks more beautiful,” Bill told us. That project sounds like it will do that and more. Check out this link to find a schedule of work planned and/or completed throughout the city on roads, driftways, seawalls, parks, and sidewalks. It will answer a lot of questions you might have:

<http://cityofnewport.com/departments/public-services/construction-notice>

*Photos by Lisa Stuart and Mike Cullen*

# NEWPORT DURING PROHIBITION

by Dave Moore

In January, 1920, the 19th Amendment went into effect. It lasted fourteen years right through the Great Depression until 1933. Making a living during that period was very difficult. Jobs were hard to find and the pay was terrible. It is no wonder that bootlegging became a big industry. People seem to like alcohol as much as food and easy money was made with alcohol. Even a Newport minister, the Rev. Roy Magoun, declared, "The liquor law is fundamentally un-American and un-Christian."

Rumrunner David Krajicek made these comments about Newport:

"On shore there was a Newport resident who was also a Congressman. He had voted for Prohibition and was traveling all over the country making speeches. When he was home, he was often delivered three or four cases of Scotch. Later, he would use his boat to unload liquor from the ships."

"In the *New York Times* there was a picture of a politician at a garden party in Newport. Below the picture was the caption: "Prohibition is working." In the background of the picture, one could see on the horizon two ships waiting to unload."

Newport was the home of the "Chasers" - the Coast Guard and the Navy. (The Navy used 31 destroyers to battle the rum runners.) During the World Wars there were no angry shots fired in Narragansett Bay. In their day, however, the rum runners received thousands of rounds of machine gun and one-pounder cannon fire from the Coast Guard and Navy. It was so bad that some of the rum runners wore New York telephone directories for bullet protection.

Narragansett Bay was the perfect place for the bootleggers. Usually at night, after taking cases of liquor from the large ships beyond the twelve-mile limit, they would hide their boats amongst the many islands and inlets in the bay. Eventually there were so many Canadian and British ships at the safe limit it looked like an invasion force. It was called "Rum Row." Sometimes, if the rum runner couldn't find the brand they needed,

they would go hunting. They would pull alongside the ships, and ask what brands they had and how much? The favorite was "Johnny Walker."

Most infamous rum runners on Narragansett Bay, according to historian Robert Geake, were the *Black Duck*, *Monolola*, and *Alibi II*. They were basically 35 feet long speedboats capable of 30 knots and powered by three Liberty airplane engines. The Coast Guard patrol boats were 75 feet long with maximum speed of 20 knots. This gave a large advantage to the rum runners.

## BLACK DUCK:

The *Black Duck* was owned by Daniel Walsh and his gangster partner Carl Rettich. Walsh made so much money in the business he bought a large mansion in Charlestown, while Rettich bought his mansion on Warwick Neck.

Early in the morning of December 29, Coast Guard Boatswain Alexander Cornell tied his patrol boat to a buoy near the Dumplings, directly across the bay from Newport. At 2:15, when the fog lifted, Cornell spotted the *Black Duck* heading toward the harbor. He turned his searchlight on her and sounded his Klaxon horn. It was a signal for the boat to stop. When the *Black Duck* didn't stop, he ordered the vessel strafed with machine-gun fire. Three crewmen were killed and one was badly wounded. The sole survivor of the boat was the pilot with a wounded hand, who surrendered. The badly wounded man was taken to Fort Adams. The killings sparked an outrage and led to passage of a state vote to repeal Prohibition.

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## MONOLOLA:

On the night of February 23-24, 1931 this speedboat was spotted at the entrance of Narragansett Bay as it returned from Rum Row. The chase began, but the Coast Guard vessel was easily out-distanced by its rival. As the *Monolola* neared Potter's Cove off Prudence Island, it was met by another Coast Guard boat and the rum runner seemed caught.

In desperation, the smugglers began zig-zagging at top speed, and avoided the one-pounder and machine-gun bullets. At one point, the speedboat came so close to the Coast Guard that the sailors saw liquor boxes used as a barricade. They could read on the boxes the words "Golden Wedding" which was a famous brand of whiskey. Somehow the *Monolola* was able to escape out to sea under a hail of bullets and disappeared.

In the morning of February 28, the *Monolola* was again spotted entering Narragansett Bay by the same Coast Guard boat that chased the *Black Duck* several weeks earlier. The vessel gave chase, firing its machine guns and one-pounder. However, once again, the *Monolola's* speed left the Coast Guard in her wake. The rum runner ended up next to a wharf at Salter's Point near Fall River. By the time the Coast Guard found her, the cargo, crew, and registration papers were missing. It was not known whether the liquor was taken ashore or dumped in shallow water. Eventually, with little proof of lawbreaking, the *Monolola* was released back to its owners. Because the motorboat was running without lights off Prudence Island she was again captured. Its holds were inspected, but no liquor was found by the Coast Guard and again the boat returned to the owners. At 11:30 p.m., after an eleven mile chase under fire off the Vineyard Sound lightship near Gay Head, the *Monolola* was finally captured. No one was injured, but on board were 400 to 500 cases of illegal liquor.



PROHIBITION-ERA RUM RUNNER

## ALIBI II:

Twice, the properly named *Alibi II*, had previously been seized by authorities, but had been later released pending bail. However, in the early morning of February 24, a Coast



Guard vessel spotted the *Alibi II* in the Sakonnet River. After the Coast Guard fired the usual warning shot across the bow, the rum runner turned around and started to head back to sea.

During the five-mile chase, residents of Newport and Middletown could hear the bombardment

and gunfire. After the patrol boat began to gain on the heavily-laden powerboat, a flame shot up from the *Alibi's* gasoline tank. The crew of four men immediately jumped into a dory and the *Alibi II* soon burst into flames and sank. Its cargo of liquor, estimated as being worth \$413,400 (in today's market), was lost. The four crew members were rescued by the Coast Guard and charges were prepared against them for violating the customs laws.

Today you can still relive the bootlegging era without gunfire by purchasing a ticket on the the Newport motor yacht *Rum Runner II*. You will enjoy its cruise in the harbor and bay. The boat is the original 1929 wooden vessel that was built for two New Jersey mobsters during the height of Prohibition

## Ref:

*Providence Journal* – Daniel Walsh, Feb. 11, 1933

From [smallstatebighistory.com](http://smallstatebighistory.com):

McBurney, Christian – *Ron Deaver's Recollections of a Rhode Island Bootlegger*, Sept. 23, 2017

McBurney, Christian – David Krajicek, *A Rhode Island Rumrunner*, June 15, 2016

McBurney, Christian – *Coast Guard Machine Guns, Monolola and Other Rumrunners in Narragansett Bay*, Aug. 15, 2017



# LONG VOYAGE HOME FOR THE SSV OLIVER HAZARD PERRY

These photographs (right) by Mike Cullen were sent to the *Green Light* on October 16 along with the following note: “PIX of SSV Oliver Hazard Perry stuck in Newport Harbor after plowing into four boats last evening. Reportedly a handling rope got loose as the ship was backing out of Bowen’s Wharf and got tangled in the propeller. The vessel lost power in the high winds and drifted.” A follow-up from Beth Cullen added that bow lines from the Newport Harbor Hotel dock tied the boat up to the Newport Yacht Club. She further reported that two cruise ships, with a combined passenger list of 4260, were unable to disembark those passengers, destined to bolster the city’s off-season economy: “The larger of the two ships left early, headed to their next port of call, Boston. The smaller ship was still anchored off Goat Island—passengers had to view the City from the decks!”



*Photo by Jane Hence*

A story in the *Newport Daily News* the following day reiterated the potential cost to local businesses. The NDN reported that there were twelve crew members aboard the ship and that fortunately there were no injuries. The Oliver Hazard Perry finally arrived back at its home dock at Fort Adams, towed by two tugboats, approximately 24 hours late.



# REMEMBERING TOM GOLDRICK

by Isabel Griffith

Tom Goldrick was 92 years old when he died on October 7th of this year. His venerable age was a great surprise to many of us on the Point, as we remember Tom as being full of energy and always enthusiastically enjoying life.

Tom served in WWII, ending his Navy career at the Naval Air Station in Miami, Florida, as an Air Traffic Controller. He graduated from Hobart College in Geneva, NY. As a young widower, Tom and his four children settled in Massachusetts where he met a young widow, Loretta MacDonald, and her infant daughter. They were married in 1969. In 1985, Tom and Loretta returned to Rhode Island, Tom's native state, where for many years they ran the Book Bay bookstore in Brick Market as well as a Bed and Breakfast, The Elliot Boss House, on Second Street.

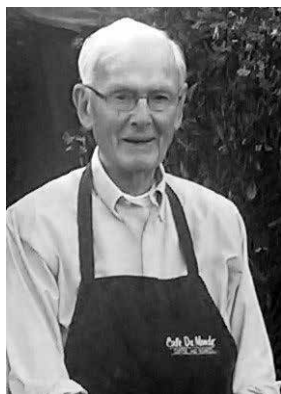
Before moving back to RI, Tom served as Finance Officer at several colleges in the Boston area where he was admired as a successful administrator and a man of great integrity. Tom's financial skills made him a valuable volunteer for the Point Association where he was Treasurer for a number of years. All of us who had the privilege of working with Tom have fond memories of him:

"I was always impressed by his positive attitude and enthusiasm for life, and his ready sense of humor."

Tom Kennedy

"Tom was a strong supporter of the *Green Light*. He helped get some of the advertising for the journal and played a major role in the publication of the anniversary book. Tom, Dom Varisco and I made up the committee that raised the \$10,000 we needed and that provided the seed money to get that fund-raising campaign rolling".

Alice Clemente



"I remember Tom as a generous host in his home, as well as a selfless worker within the neighborhood, especially the Point Association. He was also just plain fun. One of my late husband Dom's favorite activities was his Friday morning coffee hour with Tom, when they exchanged news of family, Newport, and beyond. He will be sorely missed."

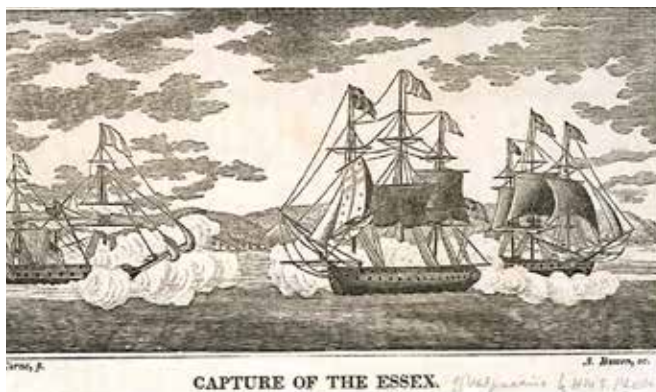
Suzanne Varisco

"I worked with Tom when I was labeling and mailing the *Green Lights*. He was always current as to who were our advertisers and made sure there was enough money in the post office account to mail the *GL's*. Whenever I got around to sending Tom an accounting of my income and expenses, he made certain there was a check in the mail to me almost instantly. He was a real gentleman."

Marcia Mallory

"Tom was Treasurer of the Point Association when I served as President. He had the habit of gracefully ignoring contentious discussions. Often he seemed to drift off into his own thoughts – perhaps Patrick O'Brien's "Master and Commander" maritime adventure series that we are told he loved. But when it came time for the Treasurer's report, we all listened carefully. Tom knew exactly how much money we had, where it came from, where it was, and how much interest we were making. He was a trusted, dedicated, hard-working, effective volunteer - a 'Point Character' with real character."

Isabelle Griffith





# 2017 FALL ANNUAL MEETING – A HARMONIOUS GATHERING

by Beth Cullen

As is the tradition each fall since our founding some 62 years ago, the good people of the Point Association came together in October to review the business and activities of our always diligent neighborhood group.



*Tom Hockaday, Bill Martin, Kitty Beard, Joan Rauch, Margot Winger*

The evening began with a wine and cheese social. Point friends, new and old, shared stories of their summer exploits. At 7pm sharp, President Tom Hockaday called the meeting to order. All assembled scurried to take their seats in St. John's Guild Hall to hear from the first speaker, our host for the evening, Fr Nathan Humphrey. Always captivating with his dry wit and kind welcome, Father recounted the many musical happenings at St. John's over the summer, and invited Point members to join in the Parish's offerings and to keep abreast of upcoming events by subscribing to his weekly e-newsletter, (<http://saintjohns-newport.org/>), always a good read.

Our community's three elected officials, Rep. Lauren Carson, Sen. Dawn Euer, and City Councilor, Susan Taylor each spoke of their current interests and initiatives.

The Association's standing committees: The *Green Light*; Beautification; Membership; History and Archives; and Finance each summarized their various activities. In all, there's considerable evidence that our Board of Directors members are busy preserving, protecting and maintaining our very special neighborhood, finances are solid, and membership numbers remain stable.

Next, we heard from Nominating Committee Chairman, John Ward. With flourish and aplomb, he read

the slate of officers up for re-election: 1st Vice President Tom Tobin; Treasurer Bill Rauch; and Recording Secretary Nancy Scott. It was a pleasure to hear that all three incumbents had agreed to stay on for another term. No nominations were voiced from the floor.

Tom Hockaday concluded the business meeting with his year in review. From all accounts, the state of our association is very good. Tom kicked off the 4th annual "Neighbors Helping Neighbors" fundraising campaign supporting the Martin Luther King Community Center, (MLKCC) reminding the assembled that since the initial appeal in 2013, spearheaded by John and Winnie Broughan, the Point Association has raised over \$20,000 for the many programs and services offered at the MLKCC.



The highlight of the evening was a musical performance by members of The Newport String Project. Co-Directors and violinists EmmaLee Holmes-Hicks and Ealain McMullin, along with cellist Jaime Feldman played several chamber and folk pieces. In partnership with the Dr. Martin Luther King Jr. Community Center, the Newport String Project creates inspiring contexts for community building through music performance and youth mentoring.

Tom Hockaday adjourned the meeting with an invitation to stay on for another glass of wine and more neighborly good cheer.

*Photos by Lisa Stuart*



# HOUSES ON THE MOVE

by Lisa Stuart

While researching the Manuel Moving & Storage building on Cherry Street, I discovered an article written by Elton Manuel in 1968 about houses that were moved to, from and around the Point. The thought of houses being moved by horse or truck around the Point like a big monopoly game intrigued me. I then found a photo of the Pitt's Head Tavern being moved and I was completely hooked.



PITT'S HEAD TAVERN

Left: On Duke St; Center: on Charles St; Right: On its way to Bridge St

I began compiling a list of houses that were moved. I had expected to find twenty, maybe twenty-five houses that were moved in the Point. But my list quickly expanded to over forty houses. As my list grew, I enlisted the help of fellow History and Archives Committee member John Ward for his sharp eye in identifying buildings from somewhat vague descriptions in notes written by Pointers in the past. Together with help from Bert Lippincott, Librarian, Newport Historical Society, we started putting the puzzle together. We now have over sixty houses on our list.

Although house moves took place in almost every decade, we found the majority of moves evolved around the following events:

- the building of Fort Greene in 1786.
- the building of Victorian Mansions on Washington Street by Agatha Mayer, Sarah Kendall and H.M. Sanford in the second half of the 1800s.
- Mrs. Guy Norman increasing the size of her lot to make room for an extensive garden in the 1930s.
- Operation Clapboard's efforts to save Colonial homes in reaction to the building of the Claiborne Pell Bridge in the 1960s.

- Doris Duke's/Newport Restoration Foundation's restoration projects in the 1960s to 70s.
- the building of the "old people's home" on Farewell Street in 1966.

Many of the houses were given away for free or sold to the new owners for very little money with the agreement that the new owner would move the house. Others were purchased and moved to save them from urban development. Most houses were moved by professional moving companies such as Thomas Preece

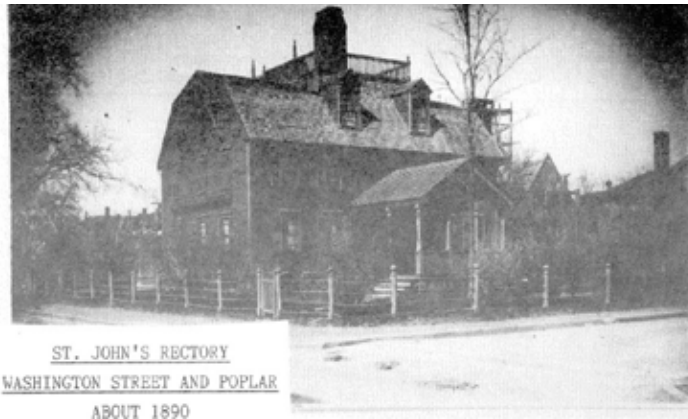
Moving Company. But several of the buyers chose to disassemble the house and move it themselves. For example, The John Tripp House was originally located in Massachusetts and was moved to 88 Washington Street piece by piece by the new owners. In 1965 the old house was put up for sale for \$1 provided it would be moved away immediately. Charlie and Ann Reynolds purchased it and with the help of their son Ned they took it apart piece by piece carefully numbering the pieces. On weekends a group of hearty friends helped them put it back together. So the old Tripp House now stands on the shore of Narragansett Bay—looking as if it has been there forever.



"Pilot House" on its way from King's Park to 56 Farewell Street

Several houses were moved more than once. The Pilot House, now located at 53 Farewell Street, was built in 1705 and located on Washington Street where Battery Park is now located. It was known as Butterfly Tavern and then Battery Tavern. In 1786, when Fort Green was being built, it was moved to Long Wharf. It was then moved to Houston Avenue in 1851. In 1976 it made its final move to its current location. It was moved by barge and renamed "Pilot House."

Another house that took a trip across the water to the Point is the Pitt Southwick house at 76 Third Street. It was originally an officer's cottage at Fort Adams. It was sold off during the Civil War era when the facility was being upgraded. The cottage was purchased by Pitt Southwick and moved via water to the Point at Blue Rocks and then moved to its new location on Third around 1859.



*Dennis House before it was moved back on the lot.*  
A few houses were not moved very far. Some, in fact, were moved to a different location on the same lot. The Dennis House, for example, was moved back on its lot on Poplar Street. The Rice House was moved twice — once to another location and a second time back on the lot. It originally stood at the end of Wash-



ington Street. It was moved to Battery Street when Washington Street was extended. It was later moved back on the lot and joined to another house.

The Sheffield-Huntington House, 43 Elm Street, was built by Nathaniel Sheffield, Colonial Treasurer of RI, in 1719. He deeded one-half of it to his son, James. David Huntington purchased it in 1787. It originally stood on three lots of land but was turned end-to-the-street during the 19th Century to make room for other houses. When George Whitely purchased the house in the 1960s, it had a porch and door facing Elm Street and dormers on the roof. During the restoration, George discovered a blocked up door on the side of the house. With the help of Operation Clapboard he discovered that the house had been turned in the 19th Century. He removed the porch and dormers and returned the door to the original position on the house.

There are a few examples of barns being moved from their original locations and turned into houses. The house at 6 Pine Street was originally a barn. It was moved back on the property and converted to a house in 1933. The house at 2 Cherry Street was the barn of



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22 Cherry Street moved from Bayside Avenue when the Pell Bridge was built. From The Louise Sherman Collection.

the Nina Lynette Home on Washington Street. When on its original location it was used by the Manuel Brothers as an office. As their business grew, they moved it to 2 Cherry Street across from their new brick building. The Stable for Villa Edna/Villa Marina was originally located at Willow and Washington Street. It was left by William K. Covell to his son William W. Covell. William remodeled it into a two family house in 1922 and moved it to 133 Washington Street in 1935 or 36.

The Old School House at 71 Third Avenue held historic significance at several locations. It was originally built in 1796. In 1805 Eleazer Trivett moved it to Barney Street and Vernon where it was known as the Barney Street School. It then became part of the first Catholic Church in Rhode Island. In 1829 Father Woody moved it to Cherry Street. In 1852 it was moved to 71 Third Street to make room for Agatha Mayer's estate Blue Rocks/Stella Maris.

A few houses were moved, but ultimately demolished. Robert Maitland's beautiful mansion was one of those houses. It was built in 1870 and was located in the Cypress Street area. In 1909 The U.S. Government bought the property, necessitating the removal of the house. It was moved to the corner of Bayside and Sycamore where it became known as the Wissahickon Mansion. For many years the house was divided into apartments that retained the grand rooms of the original mansion. But by the 1950s the mansion had become crowded with small apartments and rooms for rent. It was torn down to make room for the Pell Bridge. Had it been in good condition it would have been moved again.

Many houses were moved to and around the Point, but we only found one house that was moved from the Point. The Mouton-Weaver House, built in 1813, was

located on the corner of Second and Walnut. It was moved by Arthur Leslie Gwen in 1906 to 4 Training Station Road. The house has been much altered since then.

As we continue to unravel the history of houses that moved, we will update our chart on the Point's Website. If you have any additional information you would like to add or any corrections to our research, please contact us at [historyandarchives@thepointassociation.org](mailto:historyandarchives@thepointassociation.org). Complete photos of Houses on the Move can be seen on The Point Association's FlickrPro Account <https://www.flickr.com/photos/146411860@N03/> albums.

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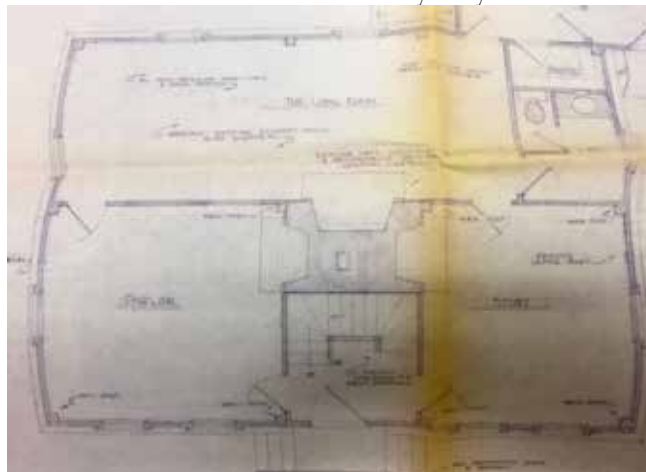
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## THE FINAL WORD (we think) ON 31 WALNUT STREET

by Lisa Stuart

In the Fall issue, I noted that during the restoration of 31 Walnut Street, the Newport Restoration Foundation had removed the 2 chimneys and installed a single central chimney. I further noted that we did not know for certain if a central chimney was original to the design. With a little more digging, I found the answer to this question in the George Weaver Collection in the Point Association's Archives.

George Weaver oversaw the restoration of many houses on the Point, including the NRF houses, for "Miss Duke". The blueprints for 31 Walnut Street indicate that the central fireplace was original to the design. The plans also note the return of the floor to the original height, the recreation of the front stair and the elimination of other changes made when the house was converted into a store. Another mystery solved!



# SERVICE OF THE STEAM YACHT “WANDERER” IN THE GREAT WAR

by Shelby Coates

The current edition of the *Newport Harbor Guide* contains an historical article on the “use of private luxury yachts for military service.” Among the yachts featured in the article is Newporter Arthur Curtiss James’ three-masted steam yacht, ALOHA, which served during World War I as flagship for Rear Admiral Cameron M. Winslow, Inspector of Naval Districts along the Atlantic coast. (James’ life and yachts were the subject last September of a documentary film, *Of Rails and Sails*, shown to a full house at the Jane Pickens Theatre.) The ALOHA, however, was not sent to the European war zone as many others were to participate in the Allies’ antisubmarine efforts.

Another well-known Newporter of that time was H.A.C. Taylor, son of the 19th century multi-millionaire, Moses Taylor. The younger Taylor owned a five story townhouse on New York’s Fifth Avenue, a McKim, Mead & White designed “colonial” mansion on Annandale Road, Newport, and hundreds of acres of farm and grazing lands in nearby Portsmouth. Not mentioned in the *Newport Harbor Guide* article, however, was Taylor’s oceangoing, coal burning, steam yacht, WANDERER, which he turned over to the Navy shortly after America entered the war in April of 1917.

WANDERER, built in Scotland in 1897 and purchased by Taylor from its first owner in 1903, had a length of 197 feet and was equipped with the luxurious accommodations customary in the prewar Gilded Age steam yachts. After rigorous conversion in a shipyard to an armed escort ves-

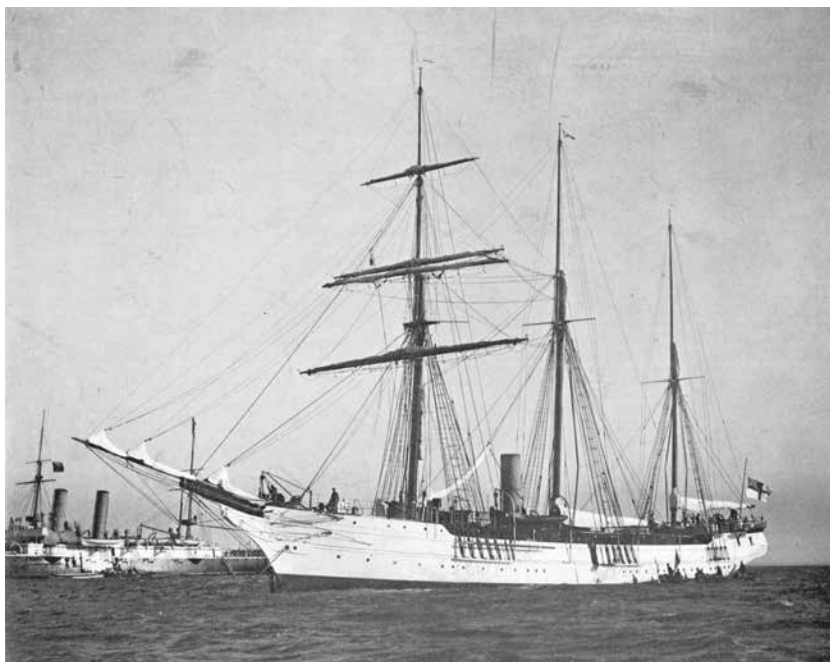
sel, WANDERER joined nineteen other similar yachts that became based at Brest, France, later the principal port of landing for American troops and equipment, for convoy duty along the French coast in the Bay of Biscay. Unlike James’ ALOHA, Taylor’s WANDERER “saw action” on several occasions.

One such event occurred during the night of January 5th/6th 1918, while serving as one of the three escorts for a southbound fifteen ship convoy including the American tanker, S. S. HARRY LUCKENBACH. A German submarine, the U-84, went on a nighttime, four ship rampage and torpedoed the American tanker plus French, Danish and Greek cargo ships. The U-84 escaped unmolested and WANDERER went about the task of searching for survivors, bringing aboard twenty-one from the icy water, life rafts and two boats successfully launched from the torpedoed victims.

My father, Winslow Shelby Coates, was serving as a quartermaster on another armed yacht, U. S. S. HARBARD, also based at Brest, France. His diary entry for January 6, 1918, includes the following:

“Relieved the starboard watch at 12:00 as we were passing the Quiberon convoy coming bound south

off Penmarch. About ten minutes later we heard that one of that convoy, the HARRY LUCKENBACH, had been torpedoed. We radioed back to WANDERER an offer of assistance, receiving answer, ‘Come along.’ Not long after we had turned about we heard that the KANAWHA had picked up 25 out of 31 men and that the WANDERER had gone on with her convoy. We instituted a search for the missing



men, passing and repassing over the spot where it went down, but no sign of life or lifeboats. They must have gone down in the explosion. While we were conducting the search Blaisdell reported a submarine, but all the men on the bridge with the glasses could not pick it up...Blaisdell swore that he saw it. A very large one and that it submerged while he looked. Resumed our course for Brest at daylight and moored at 2:30. Port watch on liberty for the first time in two weeks at Brest."

Not long after, on the subject of "manner of performance," a letter was issued reading: "The Commander of U. S. Naval Forces in France congratulates the Commanding Officer U.S.S. WANDERER for the able manner in which the officers and men under his command performed the duty under very trying circumstances in the presence of the enemy, upon the occasion of the sinking of the S. S. HARRY LUCKENBACH, sunk by enemy submarines on the night of January 5th/6th, 1918."

It was indeed hazardous duty for the American yachts based at Brest. On November 5, 1917, the 275 foot steam yacht *ALCEDO* had been torpedoed and sunk with the loss of twenty-one members of its crew. The fate of the submarine *U-84*? It encountered its own hazards and was sunk by a patrol craft on January 26, 1918 in the St. George's Channel, Irish Sea.

Following the Armistice of November 11, 1918, *WANDERER* headed home via the Azores and Bermuda, reaching New London on December 30, 1918. H. A. C. Taylor did not reacquire the vessel to be converted back to a luxury yacht. He instead sold it for commercial use in the West Indies where it was ultimately and ingloriously dismantled and scuttled in July of 1931. H. A. C. Taylor had died a decade earlier, leaving an estate valued at \$36,250,000. The mansion on Annandale Road had passed through family ownership and following its sale in 1952 was demolished and the property subdivided. The Taylor name remains historically associated, however, with the presently existing Glen Manor House in Portsmouth.

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# MUSIC ON THE LAWN...AND MORE AT SAINT JOHN THE EVANGELIST

by Peter Berton

The summer 2017 season of Music on the Lawn saw a bit of upgrading, hearkening back to the memorable hospitality of the first such concert in July 2014 when Scott Nicholson and friends shucked fresh oysters and arranged for the installation of the “J-House” from America’s Cup yacht *Shamrock V*. Five free concerts were held on Thursdays, 6 pm until dark (or later, if the artists happened to have portable stage lights along, which happened in two cases).

On July 20: The Strattones, local band of five vocalists who played along while they sang covers and originals. On August 3: A Hymn Sing, a sometimes humorous revival-meeting-style tour including “Drop-kick me, Jesus, through the goal posts of life...” On August 10: Kevin Sullivan and Friends performing heart-warming and creative original tunes. On

August 24, the Point Association assisted generously in the presentation of musical legend David Amram from New York City— Classical/Jazz/film score composer/conductor/jazz french hornist/world musician and Beat novelist Jack Kerouac’s musical collaborator, in a rare Newport appearance that lingered after dark and might have gone on till dawn! (That event was preceded the night before by a screening in the Guild Hall of Larry Kraman’s documentary *David Amram: The first 80 years*.) On August 31: jazz trumpeter Doug Woolverton and his Groove Merchants in a fantastic end to the season. Each featured food service from either Z Food Truck (big bright blue mobile healthy wrap ninja) or Fork in the Road LLC (trailer of local farm-to-table organic amazingness). The food was augmented, as in the past, by sales of beer and wine, and a 50/50 Raffle, all benefiting Friends of Music at St. John’s which puts on the series. By the end of August, the growing audience had “got it” and most didn’t bother bringing picnics, though outside food and drink remained wel-

come. The food trucks more than met their minimums, ensuring their return next summer for four concerts on the third and fourth Thursdays of July and August. Check [www.saintjohns-newport.org](http://www.saintjohns-newport.org) in June for confirmation of artists and dates.

Music on the Lawn is just one area of musical outreach from St. John’s. In April and September, Friends of Music hosted concerts in the Guild Hall at 61 Poplar Street, featuring classical artists, with table refresh-



ments before and during the performance with cabaret style seating. The Choir School of Newport County (well-trained children), St. John’s adult choir and The Newport Navy Choristers collaborated in November for a Remembrance Day concert benefiting disaster relief that made the front page of the *Newport Daily News*. Future events center-

ing on The Choir School’s August, 2018 training tour to England include an Evensong with English Tea Reception on January 28, directed by Barry Rose O.B.E. (former music director of St. Paul’s Cathedral, London) who will direct the St. John’s choirs on tour. These activities are detailed in a new annual program book you won’t want to miss... contact the church for one or just drop by the main doors, open daily 8 a.m.-6 p.m. The Point Association and many generous neighbors are listed among its pages of supporters.

Like the Opera House Theater and other storied institutions around town envisioning new life, St. John’s is renewing its roots and growing deeply...like a bamboo tree that takes years to develop underground before suddenly bursting forth into view. Thank you to all in the neighborhood who have been part of this re-growth and who will enjoy this neighborhood center’s many fruits for years to come!

# WOULD YOU LIKE TO UPDATE YOUR CONTACT INFORMATION? OR “GO GREEN” YET IN FULL-COLOR ON *The Green Light*?

by Robin Gardner

Remember, the fastest and most accurate way to know your contact information is correct is to update it yourself. Has your contact information changed? Have you changed your email address? Given up your land line

and just use your mobile now (if so, your phone number might be different)? Have you moved? Just log into your PA account, and update your profile to be absolutely certain that your contact information is what you want it to be! If you don't have a password, it's easy to get! Just follow these steps:

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*Thank You !*

## SAVE THE DATES

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Tree Lighting with holiday music by St. John's Choir,  
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Unwrapped toys to be donated to MLK Center would be welcome at this event.

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