

New England Cruise: Cape Cod & the Islands

July 1 – July 15, 2023



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North American Station of the Royal Scandinavian Yacht Clubs & Nyländska Jaktklubben



**19th Century Homes of Nantucket Whaling Captains
Nantucket, Massachusetts**



Introduction

Welcome to the 2023 North American Station Cruise: Cape Cod and the Islands. We are about to experience one of America's most famous cruising grounds not only because of its interesting and varied topography, but also because of its storied history, especially during the 18th and 19th centuries when the United States was coming into its own. Whaling, and whale oil were the source of immense fortunes and until Nantucket ceded leadership of the whaling industry to New Bedford, Massachusetts, Nantucket was where it all happened.

On our cruise from Newport Rhode Island to Nantucket, we shall see a slice of America's heritage, we will enjoy some splendid sailing and we will have the opportunity to enjoy each other's company in some lovely venues – Newport, Edgartown, Nantucket, Chatham, Hyannis Port, Hadley Harbor, Marion, and Cuttyhunk.

This cruise has been years in the making. Originally discussed among the Home Club Commodores in 2018, a plan was put in place to stage the cruise in the summer of 2021. Unfortunately, COVID-19 got in our way, and we pushed the start out twice, finally landing on the summer of 2023. In some ways this has been a blessing as it allowed us to visit all of the ports in advance and plan a robust, enjoyable cruise.

Cruises don't just happen...people make them happen and we've had a very experienced and committed Cruise Committee.

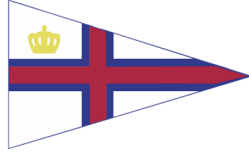
- Chace Anderson, Cruise Leader
- Josie Anderson
- Nick Orem, Cruise Treasurer and Post Captain
- Phyllis Orem
- David Tunick, Mastermind of the Arabella, and Fleet Captain
- Ernie Godshalk
- Ann Noble-Kiley
- Sandy Vietor, Port Captain, Edgartown
- Jeff Wisch, M.D., Port Captain, Nantucket & Hadley Harbor, and Fleet Surgeon

- Bart Dunbar, Port Captain, Newport, Chatham
- Lisa Lewis, Port Captain, Newport, Chatham
- Ted Kennedy, Jr., Hyannis Port
- Michael Geagan, Master Chartmaker
- Gustaf Urban, Admiral of the Star Raft
- Angela Brown Fischer, Newport
- Carter Bacon
- Lars Forsberg

Thank you all for your leadership and many contributions.

Chace

Cruise Leader



Welcome to the North American Station Summer Cruise 2023!

I personally want to welcome all the cruise participants in the North American Station's 2023 New England Cruise: Cape Cod and the Islands. And a special welcome to those skippers and crews who have traveled from the Nordic countries for this adventure. I know you will all have as much fun here as we "Yanks" have had cruising your Scandinavian waters over the years. Cruise Leader Anderson and the Cruise Committee have built a fantastic itinerary in one of America's favorite cruising grounds.

We start and end in Newport, Rhode Island, today one of the major sailing capitals in the U.S. and home to the America's Cup races for much of the 20th century. In the 17th and 18th centuries, it was a major seaport and the gateway to America for many ships arriving from Europe. With the advent of railroads in the 19th century, Providence became the commercial capital of Rhode Island, as it remains today. And Newport, already a major U.S. Naval base, became the playground for the rich and famous who built immense mansions on the shorelines in the late 1800s, with leisure and recreational sailing and yachting a mainstay of the economy today. It is a great location to start our cruise, and there is lot to see.

Our opening dinner will be at the New York Yacht Club, an imposing former residence, now the seaside sailing center of the Club. There is no better view of Newport Harbor and Bretton Cove, than from the lawn at Harbour Court.

We make our way eastward visiting other important sailing ports which still reflect their 18th and 19th century characters – Edgartown and Nantucket. The Fourth of July parade in Edgartown is quintessentially American, and not to be missed. We then make our way further east to Nantucket where we will enjoy cocktails in an old theater in the downtown area and on Saturday night, we have the run of the world-renowned Nantucket Whaling Museum. From the deck on the top of the Museum, one gets a view of the entire town and harbor.

On July 9th, the fleet will go in several directions – some to Stage Harbor and the charming harbor town of Chatham, due north of Nantucket, and some to Hyannis Port for a tour of the Kennedy Family's compound, the summer White House of President John Fitzgerald Kennedy. Others may venture back to Martha's Vineyard, to the quaint town of Vineyard Haven. We reconvene as a group on July 10th in one of the most charming places to spend an evening in New England, Hadley Harbor, opposite Woods Hole.

We finish the cruise with a visit to Marion in Sippican Harbor, Buzzards Bay, a well-preserved example of a typical 19th century New England village. We will enjoy cocktails at the Beverly Yacht Club overlooking the densely-packed (with sailboats) harbor. And our last stop before

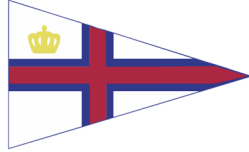
returning to Newport is Cuttyhunk Island, a parcel of land less than a mile square with a few hundred residents in the peak season, and only a handful in the winter. No nightclubs, no cars, no noise to speak of, just a lovely place to take a walk, buy some fish and oysters and enjoy the seaside air. Weather-permitting, we will stage our star raft in the harbor, complete with the traditional hat party.

Back to Newport where we will hold our closing cocktails and dinner aboard the tall ship, *Oliver Hazard Perry* and under a tent at Fort Adams, a 19th century stone fortress built to defend Newport in the event of wartime attack, but never used for wartime purposes. It has a commanding presence in Newport.

We hope you enjoy this little portion of America and we look forward to sharing it with you during our cruise.

Nick

Nick Orem
Post Captain



To: Captains and all NAS cruise participants:

From: David P. Tunick
Fleet Captain, North American Station of the Royal Scandinavian Yacht Clubs and
Nyländska Jaktklubben
S/V Night Watch

Safety first: On my boat, Night Watch, the strict rule is to wear a personal flotation device (PFD) full time when underway and when on deck, no matter the conditions, no matter night or day. The general boating public is slowly moving to the same practice led primarily by top clubs and boating organizations.

Night Watch also requires tethers and harnesses in conditions deemed inclement by the skipper and always at night. The tether, attached to the sailor's harness, is hooked to a jackline before crew emerges entirely from below. (Jackline = a line run bow to stern on the starboard deck and same on port.) Too many people have been lost either because of not wearing a tether or because while intending to clip on above are thrown overboard before actually attaching the tether to the jackline.

Current: Watch out for the current in Woods Hole and Vineyard Sound. The speed and direction of the current are reliably predicted in your Eldridge Tide and Pilot Book for every hour of the day, every day of the year. The velocity and direction of the current should be calculated into your course. Woods Hole is rocky outside the channels, and at times Can 3 at the southeast turn from the Strait to Broadway can be partially submerged due to the force of the current. In Vineyard Sound the danger is sand shoals. If chartering, read your charter agreement carefully regarding whether or not you are allowed to transit Woods Hole Passage.

Weather forecasts: In the U.S.A., a weather channel is clearly indicated on your VHF radio, usually by a "WX" button. NOAA broadcasts 24/7 and updates every hour.

Captains' meetings in person and on VHF: The first in-person Captains' meeting is on Sunday, July 2nd, at the New York Yacht Club/Harbour Court. Thereafter there will be periodic Captains' meetings as scheduled or announced prior to the fleet moving on. On days when there is not an in-person Captains' meeting, we will hold the 0800 VHF call on channel 71.

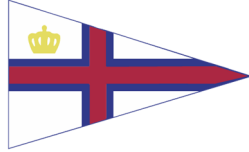
Medical emergency: If you have a medical emergency or need, contact the Cruise Fleet Surgeon, Dr. Jeffrey Wisch, at 781-856-6412. In emergencies, use your cell phone to dial 911 and call the Coast Guard on VHF 16.

Flag protocol: We urge you to observe U.S. yacht etiquette. That means fly your national flag at the stern from morning to evening, which for this cruise shall be interpreted as dawn (but no later than 0800) to sunset, the time of which daily is provided in Eldridge. If you leave your vessel before dark, the national flag shall be taken down. For the duration of the cruise, from noon on July 1 to noon July 15, the NAS burgee shall be flown from the top of the truck, i.e., from the top of your highest mast (never from a spreader).

If you have signal flags aboard, we ask that you dress ship on the 4th of July.

Star Raft and Hat Party: This is an NAS tradition, and we strongly encourage every vessel and crew to participate. While weather can influence location and time, we expect to stage the star raft in Cuttyhunk Harbor on the afternoon of July 12th. Deploy fenders on both sides of your vessel and have dock lines ready both sides. A very long line must be ready to be tossed from the stern. It will be led aft. The protocol is more fully described in the Star Raft section of this cruise book. Winners will be announced and the prizes will be priceless.

If any questions regarding the above, please call me at (203) 921-7348 or email dtunick@tunickart.com. I wish everyone a great, fun, and safe cruise full of fair winds and sunshine!



The North American Station - Officers, Governors and Committee Chairs

Post Captain:	Nicholas Orem
Secretary:	Henrick Roos
Treasurer:	Kathleen O'Donnell
Fleet Captain:	David P. Tunick
Governors:	Nicholas Orem, Post Captain Henrick Roos, Secretary Kathleen O'Donnell, Treasurer David P. Tunick, Fleet Captain Angelica Almlid Barrows (KNS Representative) C. Ove Haxthausen (KDY Representative) Magnus René (GKSS Representative) Carolina Säve (KSSS Representative) Chace Anderson Jennifer Bowden Ernest Godshalk Gale Sherman Sandy Vietor
Chairs:	Awards – David P. Tunick Christmas Dinner Dance – David P. Tunick Club Store – David Brown Historian – vacant Junior Programs – Angelica Barrows Legal – Richard West Long Range Planning – Nicholas Orem Membership – Ove Haxthausen Protocol – David Brown Senior Membership – David Brown Website – Gale Sherman

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Disclaimer

Please note this guide is intended to offer suggestions and provide information on things and activities one might do during our cruise from Newport to Nantucket and back, July 1-15, 2023. It also provides information on navigation and harbors. This guide represents our best efforts, but **we make no representations as to its accuracy**, nor should you rely solely on this guide for instructions, directions or navigation.

In this day and age of internet information and communication, we encourage you to further pursue personal interests and venues **on-line**. The electronic version of this guide, sent to you in early June, should make it easier for you to access websites of anything from restaurants to museums to harbor masters. Paste and click, or simply click depending on the email address.

Cruises such as ours are weather-dependent. While early July is an ideal time to cruise in New England, we might see summer storms and periods of climatological unrest. We will hope for the best, but undoubtedly, there will be adjustments to our itinerary, our schedules and our events. We will make every effort to communicate any changes and make sure everyone is informed as soon as possible.

As mentioned earlier, safety at sea is paramount. Safety is the responsibility of everyone on the cruise, but especially the responsibility of the captains. A safe ship is a happier and less stressful ship. We hope everyone will take safety-at-sea to heart.

General Instructions and Information

- **Cruise Leadership** – if during the cruise, you have questions, or need assistance, feel free to contact any of the following:
 - a. **Chace Anderson, Cruise Leader** – (216) 970-5215, or chaceand@sbcglobal.net
 - b. **Nick Orem, Post Captain and Cruise Treasurer** - (603) 359-3618, or nickorem@gmail.com
 - c. **David Tunick, Fleet Captain** - (203) 921-7348, or dtunick@tunickart.com,
 - d. **Ernie Godshalk** - (603) 854 0424, or egodshalk@gmail.com
 - e. **Jeff Wisch, Fleet Surgeon** - (781) 856-6412, or jswisch1@gmail.com,
 - f. **Sandy Viotor** - (914) 282-5752, or sandyviotor@hotmail.com
 - g. **Bart Dunbar** - (401) 641-8067, or Bsd@bowenswharf.com and **Lisa Lewis**, (401) 641-8071, or lewisnewport@gmail.com.
- **Communications** – we will use **VHF 71** as our fleet communications channel. Every morning at 0800 (except when there is a Captain’s meeting) the Cruise Leader or Post Captain will broadcast any information pertinent to our day’s itinerary, and will entertain questions or reflections from the fleet. Tune in at 0800 (set the alarm on your phone!) – **VHF 71 each morning at 0800** (except as noted below).
- **On the days we have Captains’ Meetings**, general communications via VHF 71 will commence at 0900, or as advised.
- **Captains’ meetings** – we will convene a morning meeting of the Captains at **0800** (unless noted otherwise) on the days below. Locations to be determined. The tentative schedule is as follows:
 - a. Sunday, July 2nd, at **1600** – at Harbour Court, New York Yacht Club, Newport, before our Opening Dinner.
 - b. Thursday, July 6th – in Edgartown.
 - c. Saturday, July 8th - Nantucket
 - d. Wednesday, July 12th – Beverly Yacht Club
- **Weather**– we will be cruising mid-summer in New England. Cool at night, comfortable (mid to high 70s, and inching into the 80’s) during the daytime hours. Just like Sweden! Have a sweater and your foul weather jacket handy as brief thunderstorms are not uncommon in the afternoons. Winds tend to be from the SW, light in the morning and then pick up in the afternoon. Water temperatures are likely to be in the mid to high 60s, maybe low 70s. Swimmable but brisk.
- **Cruise distances** – the total distance from Newport to Nantucket is 68 nautical miles. It is not a long way. And we will be stopping along the way. A typical daily sail is 15-25 nms., 3-5 hours.
- **Navigationally**, there is only one tricky spot, Woods Hole Passage, where currents can run 3-5 kts. For those chartering, read your charter agreement carefully as some will exclude this

passage and you will have to use Quicks Hole, to the southwest. Many of the cruise captains have transited Woods Hole before and will be happy to lead you through.

- **Currents** – an issue but not a problem. Where appropriate, currents are discussed in each port section of this guide. In several areas an adverse current can add 1-2 hours to your passage, so, timing departures can be helpful.
- **Fog** – we shouldn't see a lot of fog, but most likely we will see some. Be ready for it: make sure your radar, chart plotter, AIS and fog horn are all in working order. Especially near Martha's Vineyard and Nantucket, listen for the fog horns of the **ferries**. They power back and forth between the islands and are always in evidence. Keep track of where you are; the fog can roll in quickly.
- **Eldridge** – a copy of Eldridge (yellow paperback) will be given to each Captain. Referred to as an "indispensable resource for East Coast boaters, the ELDRIDGE TIDE AND PILOT BOOK 2023 has **tides and currents** for ports from Nova Scotia to Key West. Often referred to as the mariner's bible, Eldridge has been published for 149 years, giving boaters valuable information on GPS and electronic navigation, marine weather, Federal regulations, navigation rules, coastal piloting tips, and emergency first aid. As a back-up for electronics, Eldridge is a vital reference. Readers will be further rewarded with useful articles on fishing, nautical astronomy, and maritime traditions." Instructions and advice in this cruise book will often refer to a specific page and chart so keep it handy. And we invite each captain to take it home after the cruise!
- **Safety at Sea** – a few reminders:
 - a. Prepare for sunny days and avoid sunburn by wearing a hat, UV blocking clothing. Apply adequate sun screen.
 - b. Stay hydrated and avoid overexertion in hot, sunny, humid weather.
 - c. Wear Personal Flotation Devices ("PFDs") as appropriate, especially while working on deck, and in rough weather. There is an emerging school of safety at sea (see the Fleet Captain's letter) that suggests wearing PFDs at all times, even in benign weather.
 - d. Maintain "**situational awareness**" while underway. This is peak season and there will be a lot of boats – both power and sail – plus commercial vessels, fishing boats and ferries active in these waters. Keep a sharp lookout.
- **Emergencies at sea** – the U.S. Coast Guard is well represented in the waters we will sail, with stations in Newport, Cuttyhunk, New Bedford, Woods Hole, Chatham and Nantucket. They are reachable on VHF 16 and prepared for any emergency. Two private companies offer towing service, BoatUS, and Towboat USA. Both monitor VHF 16, as does the Coast Guard. 911 is the emergency number on your cell phone, an additional option.
- Our **fleet surgeon** is NAS member, Dr. Jeff Wisch (781 856-6412) who will be sailing his own boat, *Wischbone*. When in doubt, give Dr. Wisch a call. Medical facilities and contact information are identified in each port summary, where available. You should survey your

crew before leaving home as to medical issues they might have. Make sure they bring with them any necessary prescription drugs.

- **Lyme Disease** - Tickborne Disease (also known as Lyme Disease) is common throughout New England including the Cape and Islands. If hiking in grassy or wooded areas, wear appropriate clothing and use tick repellent (look for DEET). It is also recommended that you **check yourself thoroughly for any ticks** when returning from hikes or walking around beach grasses.
- **NAS Burgee** – we expect the fleet to fly the NAS Burgee throughout the cruise, preferably from the truck of the mast. In addition, each Captain will be given a Cruise Flag which should be flown from the starboard spreader.
- **Colors** - raise colors at 0800 and lower at sunset, or before if you are headed out to dinner, or overnight on land.
- **Dress Ship** – July 4th is our country’s birthday and our most important holiday of the year. We will dress ship upon arrival in Edgartown.
- **Early departures** - Contact the Cruise Leader or the Post Captain if your boat joins the fleet late or leaves early (VHF 71).
- **Laundry** – Our Nantucket Port Captain, Dr. Jeff Wisch, has identified a laundress mid-cruise in Nantucket. Her name is Amy Eldridge and the name of her business is Holdgate's Island Laundry. See Nantucket section for details.
- **Dining** – During the cruise, there will be “sponsored” cocktail parties and dinners (included in your cruise fee), and then there will be evenings when you have to fend for yourself, either aboard or on land. See the section “Provisioning/Dining out” below.
- **Dress code** for Opening (NYYC) and Closing (Fort Adams) Dinners:
 - a. For men, coats and ties;
 - b. For women, appropriate cocktail attire

All other events are nautical casual.

NAS Cruise Itinerary

- Saturday July 1st, 2023 – cruise starts in **Newport, Rhode Island**
 - Charterers pick up boats (if not earlier).
 - Arabella passengers embark.
 - Some boats in the fleet will be docked at Bowen’s Wharf. Captains who do **not** have a berth at Bowen’s Wharf will need to secure moorings or slips in Newport Harbor.
 - Day of exploring Newport on one’s own. Opportunity to provision.
 - **1700 - Welcoming informal cocktail party** on the docks of Bowen’s Wharf.
 - Dinner on your own in Newport.
- Sunday, July 2nd, 2023 – day of exploring **Newport**.
 - **0900 – 1300** – for those who signed up, Tour of Historic Newport and two of the “Mansions” on Bellevue Avenue, The Breakers and The Elms.
 - Opportunity to walk around and explore Newport.
 - Opportunity to provision.
 - **1600 – Cruise Registration opens at NYYC, Harbour Court, Captains Meeting**
 - **1730 – Cocktail hour begins**
 - **1900 - Opening Dinner.** Transportation by bus from Bowen’s Wharf will be provided beginning at 1715. Oldport launch, one’s own dinghy and Uber are also transport options.
 - **Opening dinner dress code** – note men will be wearing coats and ties and women will be wearing cocktail equivalent.
- Monday, July 3rd, 2023 – set sail to the east... **Captain’s choice...to Cuttyhunk, Tarpaulin Cove, Menemsha, or Vineyard Haven.**
 - No activities planned.
 - Dinners ashore or aboard.
- Tuesday, July 4th 2023 – sail to **Edgartown, Martha’s Vineyard.**
 - Early afternoon arrival is advised. **Dress ship** upon arrival.
 - Most have moorings in Edgartown for two nights. Some will raft up; some will anchor outside the harbor.
 - **1700 - 4th of July Parade.**
 - **1900** - Independence Day fireworks.
 - Dinner arrangements on own.
- Wednesday, July 5th, 2023- **Edgartown.**
 - Day of exploring Martha’s Vineyard on one’s own. Walks, bicycling (highly recommended)
 - **1800 - Clambake at the Chappaquiddick Beach Club.** Take Chappy Ferry across harbor and walk to the Beach Club. Or dinghy to the Club’s dock outside of the harbor.
- Thursday, July 6th, 2023– sail to **Nantucket.**
 - Virtually all boats in the fleet that applied for moorings, have moorings.
 - Day to explore, and enjoy Nantucket.
 - Dinner on your own.
- Friday, July 7th, 2023 – Lay day in **Nantucket.** Walking, sightseeing, bicycling, beaching.
 - Day to explore, enjoy Nantucket.

- **1730 - Cocktail Party at the Dreamland Theater** in downtown Nantucket.
- Dinner on your own.
- Saturday, July 8th, 2023 - Lay day in Nantucket.
 - Evening event at **Nantucket Whaling Museum**. Cocktails and heavy hors d'oeuvres. Not to be missed!
- Sunday, July 9th, 2023 – **Skippers choice**: options include:
 - **Chatham Harbor** – Reception at First Light Boatworks. 12-15 boats only.
 - **Hyannis Port** – tour of the Kennedy Family compound. Anchor in the harbor.
 - **Vineyard Haven**
 - Moorings available through Dockwa as well as opportunity to anchor.
 - Opportunity to further explore Martha's Vineyard.
- Monday, July 10th, 2023 – Sail to **Hadley Harbor, Woods Hole**
 - Plan on an early departure to manage the current.
 - Moorings if available, otherwise anchor. May be possible to raft several boats.
 - Dinghy “GAM” in inner harbor for cocktails...BYOB
- Tuesday, July 11th, 2023 – Sail to **Sippican Harbor/Marion/Beverly Yacht Club**.
 - Moorings arranged through Beverly Yacht Club/Burr Brothers/Barden's Boatyard.
 - Option for larger vessels to anchor outside harbor and dinghy in.
 - Walkabout encouraged; beautiful New England town.
 - **1700 - Cocktail Party at the Beverly Yacht Club**. Dinghies or BYC Launch service (inner harbor only) to get to shore.
 - Dinner on own boats.
- Wednesday, July 12th, 2023 – Sail to **Cuttyhunk Island**.
 - Moorings first come, first served. Option to anchor outside the inner harbor.
 - 1300 – preparations commence for afternoon Star Raft & Hat Party, weather permitting.
 - Classic New England dinner of oysters, clams, shrimp, clam chowder and charcuterie on the town fuel dock. BYOB.
- Thursday, July 13th, 2023 Sail back to **Newport**.
 - Early morning departure from Cuttyhunk,
 - No planned activities in Newport.
 - Dinner on own.
- Friday, July 14th, 2023 - **Newport**
 - Turn in charter boats.
 - **1730** – Buses from Bowen's Wharf to Ft. Adams.
 - **1800 – cocktails aboard the Oliver Hazard Perry tall ship, docked at Ft. Adams. Closing dinner following under a tent.**
 - **Dress code** - Coats and ties for men, cocktail attire for women.
- Saturday, July 15th, 2023 - Arabella passengers disembark.
 - Cruise officially ends.

Thoughts on Provisioning/Dining Out

During the cruise, you will have opportunities to dine ashore, dine aboard, and dine with your cruise compatriots in organized settings. If you are planning to dine ashore, I can't stress enough the need to **make your reservations early**. We are cruising in peak season. Restaurant suggestions and contact numbers are scattered throughout the Cruise Book.

There are no scheduled group breakfasts or lunches.

To help you with provisioning and determining when you might "eat out," here is a summary of the schedule. **Dining out night opportunities** are highlighted in **yellow**:

- **Saturday, July 1st** - Arrival night; informal gathering on Bowen's Wharf. You should plan on dining out afterwards, or eating aboard.
- Sunday, July 2nd – Opening "sit-down" dinner at the New York Yacht Club's Harbour Court.
- Monday, July 3rd – Captain's Choice; plan on dining aboard.
- **Tuesday, July 4th** – Edgartown, including fireworks. Opportunity to dine out, but make sure you have enough time to get back aboard for the fireworks at 2100. Some may choose to eat aboard and miss the rush ashore.
- Wednesday, July 5th – Edgartown - Clambake at the Chappaquiddick Beach Club.
- **Thursday, July 6th** – Nantucket – Dinner on your own.
- **Friday, July 7th** – Cocktail Party at the Dreamland Theater. An opportunity to eat out afterwards.
- Saturday, July 8th – Cocktails and heavy hors d'oeuvres at the Nantucket Whaling Museum.
- Sunday, July 9th
 - If **Chatham**, cocktail party at First Light Boat House; dinner option in Chatham afterwards.
 - If Hyannis, plan on dining aboard.
- Monday, July 10th - Hadley Harbor, plan on dining aboard.
- Tuesday, July 11th – Beverly Yacht Club – Cocktails and hors d'oeuvres. There are no restaurants in Marion. If still hungry after cocktails, dine aboard.
- Wednesday, July 12th – Cuttyhunk – seafood dinner including oysters, shrimp, clam chowder, charcuterie at town Fuel Dock. BYOB
- **Thursday, July 13th** – Newport – plan on eating out or aboard as there is no scheduled event.
- July 14th – Sit-down "Closing" dinner under a tent at Fort Adams.

Best Places to Provision:

- Newport - Stop & Shop on Bellevue Avenue; liquor store next door.
- Edgartown Stop & Shop – not as accessible but fully stocked. Liquor store downtown.
- Nantucket – Stop & Shop downtown. Also liquor store
- Marion/Sippican Harbor – General Store in downtown...basics available

The *Arabella*

Originally 110 feet long, the *Arabella* was commissioned in 1983 by *Top Gun* actress, Kelly McGillis, and built by the venerable yard, Palmer Johnson. The actress took the yacht, then called the *Centurion*, across the Atlantic Ocean on her maiden voyage to great fanfare.

In 2000 she was purchased by hoteliers in Newport and underwent a significant makeover, when she was cut in two and extended 47 feet. She then served for over a decade as a small cruise ship. *Arabella* now is one of the few yachts with a United States Coast Guard Certification. She has a cannon that fires at each destination to mark the yacht's arrival.

In 2013 *Arabella* was purchased by her present owners, The Manhattan Yacht Club. For the past ten years, she has served as a distinguished cruise and charter boat, traveling around New England in summer and the Virgin Islands in winter.

As planning for the New England Cruise got into its third year, one of the missing pieces was a suitable mothership. NAS member Lars Forsberg knew Manhattan Yacht Club Commodore Michael Fortenbaugh and introduced him to Fleet Captain David Tunick, who negotiated a charter agreement for the New England Cruise.

Arabella stats:

- Original name: *Centurion*
- Designer: MacLear & Harris
- Builder: Palmer Johnson, Sturgeon Bay, WI
- Year launched: 1983
- Hull and superstructure: Aluminum
- LOA: 157 feet
- Beam: 24 feet
- Draft: 12 feet
- Displacement: 208 tons
- Max speed: 12 knots
- Cruising speed: 10 knots
- Engine: Caterpillar 3196 Diesel Engine, 500 HP, total rebuild in 2016
- Number of crew: six to nine, depending on number of passengers



Arabella Passengers:

<u>Name</u>	<u>Cabin</u>
Waring & Carmen Partridge	3
Martha Ellison	6
Jim & Marcia Borel	7
Marshal & Estela McClean	8
Everett & Barbara Santos	9
Jeb & Dianne Embree	10
Larry & Anne Glenn	11
John Appleton	12
Rodney & Joy Burbach	15
Maureen Koeppel & Tom Carroll	16
Mariann Albjerg & Maria Møller	19
Louise Haxthausen & Jean-Yves Le Saux	20
James & Pauline Watlington	21
Agnes Danciger	22
Gaynelle Templin	23
Baird Tewksbury	24

General Information for Passengers on the *Arabella*

Registration on arrival in Newport: When you arrive in Newport, contact David Tunick to let him know you have arrived. Call or text (203 921-7348); or email (dtunick@tunickart.com).

Boarding the *Arabella* in Newport: *Arabella* will be anchored in the harbor and available for boarding from noon on July 1st. Contact the *Arabella* by phone for pickup by the ship's tender. The number is (201) 753-1207. **Keep this number handy**; it is your means of contacting the *Arabella* throughout the cruise.

Cruise registration opens on July 2nd at 1600 at the New York Yacht Club, Harbour Court, when you arrive for cocktails prior to the opening dinner. SWAG bags will be distributed when you register.

Docks for boarding and disembarking in Newport: There are three you can use:

- **Newport Yachting Center:** 20 Commercial Wharf, Newport. This is the best dock to use when you initially board the ship, and it's where the *Arabella* launch will take you if your destination is downtown Newport. Newport Yachting Center is a short walk to Bowen's Wharf, where the July 1st welcoming drinks gathering at 1700 party will be held.
- **New York Yacht Club, Harbour Court:** 5 Halidon Avenue, Newport. The Harbour Court dock may be used for coming and going the night of the opening dinner at Harbour Court. NYYC members and their guests may use it at other times as well. Note that Harbour Court has its own dress code, which NYYC members can tell you about if you are invited to visit Harbour Court as a guest of a member at a time other than the opening dinner.
- **Fort Adams:** Fort Adams Drive, Newport. The *Arabella* tender will drop off and pick up at the Fort Adams dock for the closing drinks party on the *Oliver Hazard Perry* training ship and closing dinner at Fort Adams on July 14th.

Launches: Some of the ports we will visit have launch service and water taxis, for which there is a fee per person per trip (see details in the Cruise Book). Among those ports are Newport, Martha's Vineyard, and Nantucket. In general, calling for launch service requires a VHF radio.

Tipping policy: Gratuities from *Arabella* guests are appreciated (and expected) at the end of the cruise. No tipping until then.

Alcohol policy: Hard alcohol, wine, and beer are available for purchase at the bar in the main saloon. Soft drinks are *gratis*. Please settle your own bill prior to leaving the ship. Note that you can take alcohol and wine aboard for personal consumption and may wish to bring your own supply when you board the ship. In some of the ports, notably Newport, Edgartown and Nantucket, you'll be able to replenish. There is a section in the Cruise Book on provisioning and where one can secure groceries and liquor.

Dress code: Dress aboard the *Arabella* is casual. At the Opening and Closing dinners in Newport, however, men are asked to wear sport jackets and ties, and women, cocktail attire. Khakis are okay, but not jeans.

Packing for the cruise: If the temperatures are normal for the season, that will mean 70's or sometimes 80's (Fahrenheit) during the day, cooler at night. Naturally it can vary in either direction, and it can be wet occasionally. A rain jacket of some kind is advisable. We suggest soft duffel bags rather than suitcases since they are easier to stow.

Laundry: There are no washing machines aboard the *Arabella*. There is a laundry service mid-cruise in Nantucket, located roughly a mile from downtown. The *Arabella* crew will endeavor to arrange delivery and pick-up should you need it.

Non-*Arabella* passenger guests: You may invite guests to visit you aboard the *Arabella*. However, inviting non-*Arabella* guests for meals is discouraged.

Pets: Not allowed except certified training dogs and by special arrangement.

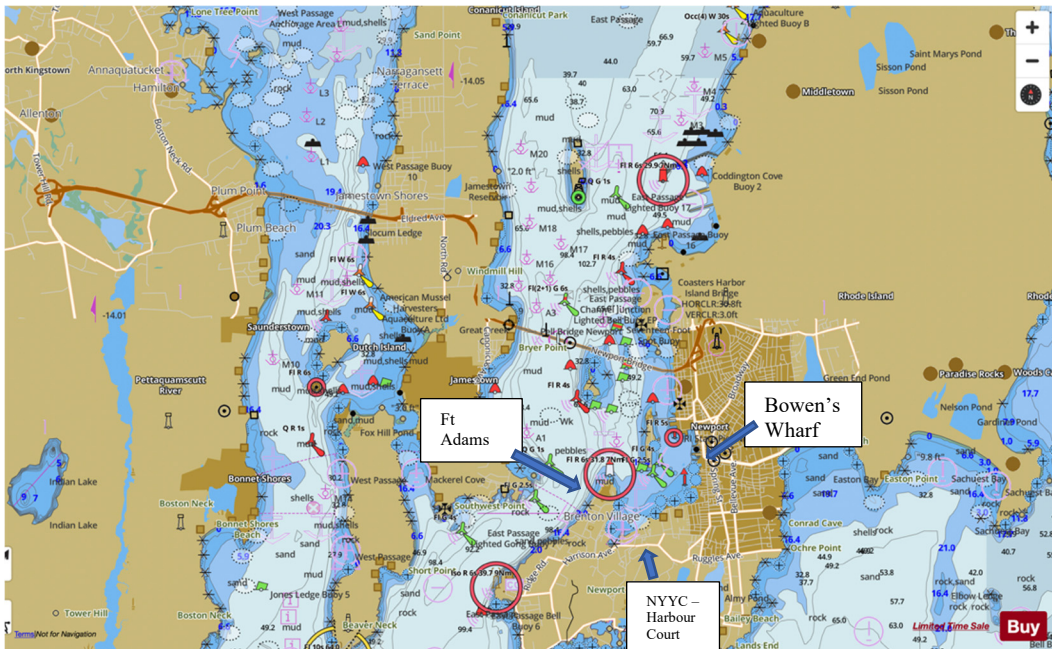
Life preservers: Provided by the ship.

***Arabella* crew:** Eight in number. The captain is John Edington. The backup captains, as required by marine regulation, will be the ship's owner, Michael Fortenbaugh and for the second week Vincent Mattiola.

Newport, Rhode Island – Saturday, July 1st to Monday, July 3rd, 2023



Newport Harbor, facing North



Entrance to Narragansett Bay

Port Captains:

Bart Dunbar & Lisa Lewis

Bart's email: bsd@bowenswharf.com

Cell: (401) 641-8067

Lisa's email: lewisnewport@gmail.com

Cell: (401) 641-8071

Hotels and Restaurants in Newport – for those arriving Newport early, here is a sampling of hotels and restaurants located in the downtown area, near Bowen's Wharf. Needless to say, a quick tour of the internet will reveal **dozens** of additional options. Book early as they will fill up mid-summer. Either on-line, or by phone, they may give you a date (closer to the beginning of the summer season) when their restaurant reservations open up. Hotels:

- **Mill Street Inn**
75 Mill St, Newport, RI 02840-3147
(401) 251-0690
<https://www.millstreetinn.com>
- **The Chanler at Cliff Walk**
117 Memorial Boulevard, Newport, RI 02840
(401) 847-1300
<https://www.thechanler.com>
- **Newport Harbor Hotel & Marina**
49 America's Cup Avenue, Newport, RI 02840
(401) 847-9000
<https://www.newporthotel.com>
- **Newport Marriott**
25 America's Cup Avenue, Newport, RI 02840
(844) 631-0595
<https://www.marriott.com/en-us/hotels/pvdlw-newport-marriott/overview/>
- **Hotel Viking**
1 Bellevue Ave., Newport, RI 02840-3205
(401) 340-2120
<https://www.hotelviking.com>
- **Ocean Cliff Hotel**
65 Ridge Rd, Newport, RI 02840-3717
(401) 619-7925
<https://www.newportexperience.com/venues/oceancliff/>
- **Admiral Fitzroy Inn**
398 Thames St, Newport, RI 02840

(401) 848-8000
<https://www.admiralfitzroy.com>

Restaurants in Newport:

- **Clarke Cooke House**
24 Bannister's Wharf, Newport, RI 02840
(401) 849-2900
clarkecooke.com
- **Giusto**
4 Commercial Wharf, Newport, Rhode Island,
401-324-7400
hgiustonewport.com
- **White Horse Tavern**
26 Marlborough St, Newport, RI 02840
whitehorsenewport.com
(401) 849-3600
- **The Mooring Seafood and Kitchen Bar**
One Sayers Wharf, Newport, Rhode Island,
401-846-2260,
mooringrestaurant.com
- **Diego's Newport**
11 Bowens Wharf, Newport, Rhode Island,
401-619-2640,
diegosnewport.com
- **Restaurant Bouchard**
505 Thames St., Newport, Rhode Island,
401-846-0123,
bouchardnewport.com

Saturday July 1st, 2023

Today will be “arrival” day for many as they sail into Newport Harbor, pick up their charter boats or board the *Arabella*. It will also be a day to visit and sightsee in Newport, as well as provision for the cruise. See below for details.

Newport Harbor Home of Maritime Commerce & Yachting



Newport – moorings/dockage

Some boats in our fleet will be tied to the dock at centrally-located Bowen’s Wharf (number 5 on the Map above). Regrettably, this is filled up and there is no space left. If looking for a convenient slip next to Bowen’s wharf, try the **Newport Harbor Hotel and Marina**. You can reserve space through Dockwa.com or by contacting **John Silva**, the hotel dockmaster at 508-838-6917 or jsilva@newporthotel.com

Moorings in Newport Harbor - there are three options of which one, Oldport Marine, is now accessed through Dockwa.com.

- **Oldport Marine** – via Dockwa.com, or hail on VHF 68, or call (401)847-9109...your best bet.
- **Newport Mooring Service** - VHF 09, or (401) 846-7535
- **Newport Harbormaster** – VHF 16, or (401) 845-5815

Dockage - There are options for dockage in Newport, although it tends to be expensive. Here are several marinas which are close to Bowen's Wharf, where we will congregate on our first night, July 1st for cocktails.

- **Newport Harbor Hotel and Marina** – see above. Very close to Bowen's Wharf.
- **Newport Yachting Center** - newportyachtingcenter.com. The most full-service dock in downtown Newport.
- **41 North** - Smaller marina also downtown, slightly closer to NYYC but not as big as Newport Yachting Center
- **Newport Shipyard** - www.newportshipyard.com. Mostly 80-150' yachts but they do have some slips for smaller boats.
- **Newport Yacht Club (401) 846-9410**. <https://www.newportyachtclub.org>
- **Safe Harbor Newport Shipyard (401) 846-6000**. <https://newportshipyard.com>
- **Newport Marina (401) 849-2293** <http://newportmarina.com>

Finally, there is an **anchoring option** in 15–20 ft depth in Bretton Cove outside the Bretton Cove mooring field between the Ida Lewis Yacht Club and Ft. Adams. There is a good chance that the anchorage will be crowded during our opening, Fourth of July, weekend.

Accessing Newport from the Harbor – Oldport Marine offers launch service to and from shore. Call on **VHF 68** for launch service & mooring information. Fares were \$4 per person last summer each way, slightly more for a trip to Ft. Adams. Bear in mind that at peak hours, for example when we want to go to the NYYC for our Opening Dinner, the launches will be busy, so make your call earlier than you think.

Dinghy Docks – there are a number of dinghy docks where one can tie up and go ashore. The two most useful ones are:

- **Ann Street pier**, part of the **Ann Street Pier Maritime Center** (No. 8 on the map of Newport Harbor above) which offers showers, laundry, ice, and restrooms. The Maritime center responds to VHF 09, Open daily 7:30am – 8pm.
- **Bowen’s Wharf** (see above).

A more detailed map showing all of the dinghy docks can be accessed through this interactive map:

<https://newportri.mapgeo.io/datasets/property?abuttersDistance=200&latlng=41.482983%2C-71.321802&themes=%5B%2299c774df-0582-4b15-adfa-eb936605b693%22%5D&zoom=16>

Getting around – Much of Newport is walkable, especially the downtown retail center. A trip beyond the downtown area (for example, to the historic mansions on Bellevue Avenue) may require an Uber which are abundant in Newport. Buses are also an option.

Provisioning – Newport has an excellent **Stop & Shop** located at 250 Bellevue Avenue, about a twenty-minute walk from Bowen’s Wharf. This is an uphill walk, but an easy, downhill return. The best dinghy dock access is the Ann Street Pier. An Uber to the grocery store would certainly be more comfortable. There is a very well-stocked **liquor and wine store** next to the Stop & Shop. If you have canvas bags aboard, bring them.

There is another (less well stocked) liquor store near Bowen’s Wharf: Downtown Liquor Store, 202 Thames Street.

Fuel & Water – Several of the marinas on the harbor waterfront offer fuel. There is a **water** barge opposite Bowen’s Wharf.

Pump Out Boat – Hail on VHF 09 or 73 or cell: (401) 849-2210

Medical – Newport Hospital, 20 Powel Avenue Newport, RI 02840. Phone: (401) 846-6400

Police – Dial 911 or (401) 847-1212.

Post Office - 320 Thames Street, RI 02840-9998

1700 - Saturday Welcoming Party – All are invited to a very informal welcoming party on Bowen’s Wharf, downtown Newport. Bart Dunbar, NAS member and owner of Bowen’s Wharf has invited us to meet and greet at his waterside wharf where 13 NAS boats will be docked alongside the pier. There is no agenda, no speeches, just an opportunity to meet your fellow cruisers.

Dinner is on your own and there is a list of restaurants above that you might consider. **Advance reservations** are desirable as this is the first Saturday night of summer prime time.

Sunday July 2nd, 2023 - Newport

Today is a lay day in Newport, an opportunity to further explore the city and surroundings.

0900 – For those who signed up for the **tour of Historic Newport and Mansions**, meet at Bowen’s Wharf at 0900. From there, we will be transported aboard custom trollies to see and learn about Historic Newport. The tour will include stops at two mansions, The Breakers, and The Elms. We will arrive back at Bowen’s Wharf at 1300.

1730 - Opening Cocktail Reception and Dinner – Harbour Court, New York Yacht Club, 5 Haldon Avenue, Newport. Our opening reception and dinner will take place at the historic Harbour Court overlooking Bretton Cove, built in 1905 by the family of John Nicholas Brown. NAS member Nick Brown (who is on our cruise aboard s/v *Foxtrot*) and his sister, Angela (who will join us for dinner) grew up in this home, and were instrumental in the transfer of ownership of the mansion to the New York Yacht Club in 1987. It is without a doubt one of the great stately houses in Newport and one of the most revered yacht club structures in America. It is also the perfect setting for our opening dinner with a commanding view of the harbor.

Transport to Harbor Court – Buses will leave from Bowens Wharf at 1715. Uber, dinghies, and Oldport Launch are additional options. Lastly, if you are in Bretton Cove (either anchored or on a mooring) opposite Harbour Court, consider hailing the NYYC launch, “Navette,” on VHF 74. They will come to your mooring (and anchorage if nearby) and take you to Harbour Court’s dock.

Dress code for opening dinner: coats and ties for men, cocktail attire for women.



Harbor Court, NYYC

Things to do in Newport – numerous websites provide details on the many things to see and do in Newport. Simply Google “Newport, RI.” Below are a few of the more popular options.

- **Stroll downtown** - wander along cobblestone paths lined with a mix of local boutiques, exquisite galleries, award-winning eateries, historic houses, eclectic artisans and so much more.
- **Ocean Drive** - 10 miles of commanding coastline and beautiful homes along one winding road. Start your journey down Ocean Drive just off historic Bellevue Avenue and continue along the drive for an undeniably tranquil journey. This will require a car, an Uber, or one of the rentable two seat “scoot coupes” which you rent at Scooter World on 12 Christie’s Landing, off Thames Street (call 401 619-1349 for booking, or go to website: <https://scooterworldri.com>)
- **Mansion tours** – while we have organized a bus tour that includes two of the mansions on Bellevue Avenue, there are many more to see. Experience the life of high society in turn-of-the-century America inside the former summer "cottages" of America’s wealthiest. From a 70-room Italian-renaissance style palazzo to the first home powered by electricity without a back-up, the Newport Mansions are like nothing you’ve ever seen. Check out this website for more information:

<https://www.discovernewport.org/things-to-do/mansions/#listings>



The Breakers

- **The Cliff Walk** – a scenic 3.5-mile walk along Newport’s gorgeous coastline. Aside from spectacular views of the Atlantic Ocean, you’ll walk past many of the city’s historic mansions, seen from the sea side. The Cliff Walk starts on the North End at Easton’s Beach and ends on the South End at Bailey’s Beach. The walk varies in difficulty from easy, paved paths to rugged, rock-strewn, dirt terrain. Fortunately, there are eight points along the Cliff Walk with street access, so you can enter and exit the trail as you please. It will take about 2.5 hours to walk the entire Cliff Walk one way. Start at Forty Steps and walk to Marble House for the chance to experience easy, moderate, and challenging parts of the trail and also to see the highest number of landmarks in the shortest amount of time. Below is the City of Newport’s app describing the Cliff Walk.

www.cityofnewport.com/en-us/city-hall/departments/public-services/tree-parks-open-space/cliff-walk

- **Tour a museum** - aside from the mansions, Newport has many museums to explore. Here are a few of the most popular:
 - **U.S. Naval War College Museum**—This museum features the history of the naval war college, the naval activities in Narragansett Bay since colonial times, and the history of maritime warfare. husnwc.edu/NWC-Museum
 - **Newport Art Museum**—This museum was founded in 1912 by one of the oldest art associations in the country. You can see over 2,300 works of art from the late 1800s to now. newportartmuseum.org
 - **National Museum of American Illustration**—This museum celebrates the “Golden Age” of illustration, spanning from the 1870s to the 1950s. Check to see if it’s open; recently closed for renovation. americanillustration.org
 - **Museum of Newport History**—This museum shares interesting information about the city’s past, including the people who settled here, the Gilded Age, and more. It houses over 10,000 artifacts, including instruments, furniture, and clothing. newporthistory.org
 - **International Yacht Restoration School** – IRYS is a school for tradespeople in the maritime industry. It was founded in 1993 as a wooden boat restoration school. www.iyrs.edu
 - **The Sailing Museum: National Sailing Hall of Fame /America’s Cup Hall of Fame** - In 2004, a group of dedicated sailors founded the National Sailing Hall of Fame (SHOF) in Annapolis, MD with the mission to preserve the heritage of the sport and honor the individuals who shaped sailing as we know it today. Fast forward 15 years to 2019 and the purchase of the historic Armory Building in Newport, RI – the site of the Press Headquarters for the America's Cup from 1958 to 1983. And with it the opportunity to fulfill a longstanding vision, to create a museum and place for people of all ages, backgrounds, and abilities to learn about sailing and be inspired to take to the water. Shortly after the move to Newport,

the SHOF teamed up with the Herreshoff Marine Museum to bring visitors two iconic Halls of Fame under one roof – the National Sailing Hall of Fame and America's Cup Hall of Fame. And so, The Sailing Museum was born! See website for more information: nshof.org

- **The Redwood Library and Athenaeum** is a subscription library, museum, rare book repository and research center founded in 1747, and located at 50 Bellevue Avenue. The building, designed by Peter Harrison and completed in March 1750, was the first purpose built library in the United States, and the oldest neo-Classical building in the country. It has been in continuous use since its opening in 1747.



Redwood Library

It was the first classical public building built in America, designed in the manner of Italian Renaissance Architect Andrea Palladio, in the Georgian-Palladian style. The main facade facing Bellevue Avenue is based upon a plate in Edward Hoppus' *Andrea Palladio's Architecture* published in 1735. The oldest section, today called the Harrison Room, still houses the majority of the original books that were purchased as a collection in London. Occupying British troops allegedly looted numerous books (many of which were later returned) prior to the Battle of Rhode Island during the American Revolution.

Ezra Stiles was one of the most prominent librarians at the Library, the influential founder of Brown University and later president of Yale University. See website for more information: <https://redwoodlibrary.org>

- **The International Tennis Hall of Fame** – 194 Bellevue Avenue (near the Stop & Shop) - was conceived in 1879 by James Gordon Bennett Jr., publisher of New York City's popular newspaper, the New York Herald, as part of an exclusive



○

○ *International Tennis Hall of Fame*

resort for wealthy Newport summer residents. It was designed by famed New York architect Charles McKim along with Stanford White, who did the interiors. It is an example of Victorian Shingle Style architecture. In 1881, the Real Tennis Court (housing the National Tennis Club) and the Casino Theatre were constructed at the east end of the campus. The club opened on July 1, 1880, after a six-month construction period and quickly became a fashionable venue for Newport summer residents.

The complex, formerly the Newport Casino, includes a museum, grass tennis courts, an indoor tennis facility, a court tennis facility, and a theatre. The International Tennis Hall of Fame is a non-profit organization with the goal to preserve, celebrate, and inspire the sport of tennis around the world.

The United States Lawn Tennis Association held its first championships at the Newport Casino in 1881. The event was held annually through 1914, by which time tennis had become the key attraction at the resort. The championship was suspended during World War I.

See website for more information: <https://www.tennisfame.com>

History of Newport

Since its founding by English settlers in 1639, Newport has bustled with activity and diversity. The policy of liberty of conscience and religion embodied in the Newport Town Statutes of 1641 was a result of the religious beliefs of its founders and their frustration over political intervention in their religious life in Boston. This policy was a beacon to settlers with wide-ranging religious beliefs who came primarily from other colonies, and co-existed in the rapidly growing settlement, unaware that their town's religious diversity was a prototype of the America to come.

The first English settlers arrived on Aquidneck Island in 1636 following a remarkable woman named Anne Hutchinson. She had been driven out of Boston for her religious beliefs which

challenged the very foundations of Puritanism. She and her band of supporters followed Roger Williams when he, too, was banished from Massachusetts for religious reasons. After consulting with Williams, her group arranged with the native Americans to settle on Aquidneck Island.

What the English settlers found on their arrival was hardly an empty wilderness. Native people had been in the area for at least 5,000 years and had established sophisticated land management and fishing practices. (A great book on early Newport and surrounding areas is *Mayflower*, by Nathaniel Philbrick.). Contemporary evidence points to the existence of a large summer settlement in what is now downtown Newport. The work these native people had done clearing the land was one of the factors that made this area quite attractive to the English settlers.

Many of the settlers who arrived in Newport were Baptists and embraced the separation of church and state. These early settlers founded their new town on the basis of liberty of conscience and religion and Newport became one of the first secular democracies in the Atlantic world. The founders' commitment to religious freedom had a profound impact on all aspects of the town's subsequent history.

Trade and the export of rum, candles, fish, furniture, silver, and other goods were the main engines of economic growth during the 18th century. During this time the waterfront bustled with activity with over 150 separate wharves and hundreds of shops crowded along the harbor between Long Wharf and the southern end of the harbor. As Newport's trade throughout the Atlantic basin grew, the city became an epicenter in the development of modern American capitalism.

By the 1760s, economic growth spurred a building boom which included hundreds of houses and many of the internationally important landmarks that still survive today, such as Trinity Church, the Colony House, Redwood Library, and the Brick Market (home to the Museum of Newport History).

Newport helped lead the way toward the Revolution and independence. Because the city was such a well-known hot-bed of revolutionary fervor and its long history of disdain for royal and parliamentary efforts to control trade, the British occupied Newport from 1776 to 1779, despite efforts to drive them out by patriot forces in partnership with the French (for the first time in the Revolution). Eventually the British did withdraw and the French began a sojourn in Newport that lasted until 1781 when they left to march to Yorktown, Virginia, to assist in George Washington's decisive victory over the redcoats.

The British occupation had done irreparable damage to Newport's economy. Faced with a bleak future, Newport was forced to re-invent itself and evolved into a summer resort, using its picturesque qualities to advantage in attracting summer visitors. In the antebellum period (early 19th Century), Newport became a center for an influential group of artists, writers, scientists, educators, architects, theologians, and landscape designers.

Later, summer colonists during the Gilded Age (second half of the 19th century) included wealthy families that helped transform Newport into the "Queen of the Resorts," with the famous mansions designed by Richard Morris Hunt, McKim Mead and White, Peabody and Stearns, and others.

Newport's history has always been tied to the sea. During the colonial period the city's harbor teemed with trading ships. With the arrival of the Summer Colony and New York Yacht Club, Newport was on its way to becoming a yachting capital. The NYYC brought the famed America's Cup to Newport in the 1930s where it stayed until the Cup was lost to Australia in 1983.

The U.S. Navy has roots in Newport's early colonial fleet, and has been a significant presence in Newport since the 1860s. Its major components were the Naval War College and the Torpedo Station (now Naval Undersea Warfare Center) both of which were founded immediately after the Civil War. The Navy presence grew and eventually included the Naval Education Training Center and the North Atlantic Destroyer Squadron which had its home at the Newport Naval base until the 1970s. Despite the loss of the fleet, the Navy is still the largest employer in the area, bringing many industry and service businesses to the area as well.

After World War II, one of the most successful historic preservation movements in the country saved hundreds of structures throughout Newport County. With the success of the movement, Newport began to recover from the economic downturn that came when the destroyer fleet was pulled out. A new kind of tourism – now referred to as “Heritage Tourism”- began to develop slowly. Visitors to Newport now come to learn about the area's remarkable history as well as to enjoy the beauty and the hospitality of the City by the Sea.



In addition to the attractions already enumerated, there is much to more to see, including the Audrain Automobile Museum, Fort Adams, (site of our Closing dinner), Touro Synagogue (the oldest Jewish house of worship in America), Trinity Church (where George Washington prayed) and world-class festivals such as the Jazz and Folk Festivals and the Newport Music Festival, drawing thousands to Newport every summer.

Monday, July 3rd, 2023 – Transit Day, Captain’s Choice

Today, we start our voyage eastward in the direction of Martha’s Vineyard and Nantucket. We suggest you plan a two-day trip to Edgartown, stopping for the night of Monday, July 3rd in one of several locations (see below for complete descriptions of each location).

- **Cuttyhunk Island** (although we will be visiting Cuttyhunk towards the end of the cruise).
- **Tarpaulin Cove**, in Vineyard Sound, on the east side of Naushon Island,
- **Menemsha Harbor**, on the southwest corner of Martha’s Vineyard,
- **Woods Hole** – home of the Woods Hole Oceanographic Institution.
- **New Bedford** – historic whaling city, very large commercial harbor with a hurricane barrier and a large fishing fleet.

Weather may play a factor in your choice and we will discuss this at the captains’ meeting on July 2nd at the NYYC in Newport.

Navigation Notes

- **Distances** from Newport to:

○ Cuttyhunk	23 nms.
○ Tarpaulin Cove (via Quick’s Hole)	33
○ Menemsha Harbor	31
○ Vineyard Haven	42
○ Woods Hole	36
○ Edgartown	45
○ Nantucket	68
- **Currents**
 - 0816 - high water in Newport on July 3rd. “Maximum Ebb Currents (flowing out of Narragansett Bay) occur about 3 hours after High Water.” See pages 87 and 90 in **Eldridge**. Any morning departure from Newport should enjoy favorable current OUT of Narragansett Bay.
 - Sailing east towards Buzzards Bay – the next area of significant current is Buzzards Bay/Vineyard Sound...on the way to Edgartown. The current charts on pages 72-83 in **Eldridge** are tied to when currents change in Pollock Rip Channel (p. 69).
 - If you are heading NE up **Buzzards Bay**, the Bay current turns favorable at approximately 0415, or 1550 (afternoon) and runs for about six hours. On July 4th, the current changes are roughly an hour later.

- If you are heading NE up **Vineyard Sound**, the currents are stronger, peaking at roughly 3.0 knots. On July 3rd, the current in Vineyard Sound turns favorable (NE) at roughly 0615 and peaks at 0900.
- On July 4th, the timing is roughly an hour later.
- **Rounding West Chop** (at the northern tip of Martha's Vineyard, the current reaches 3.4 kts. On July 3rd, peak favorable current is at 0813 and then later in the day at 1548. July 4th timing is roughly an hour later.



- Again, familiarize yourself with Eldridge and chart your own course.

July 3rd – options for spending the night:

- **Cuttyhunk Island** – is a charming little island, the furthest west of the Elizabeth Islands as one heads out of Buzzards Bay and southwest from Woods Hole. We will stop here the last evening of the cruise before we return to Newport. A **full write-up is shown towards the end of this cruise guide.**
- **Menemsha, Martha's Vineyard** - Menemsha is a small settlement and harbor at the southwest corner of Martha's Vineyard. It is home to a small fishing fleet and the local

folks who call this island home year-round. There's not much here, which is the charm of Menemsha. Two fish store/restaurants, some shops, cafe, a convenience store and not much more. Menemsha is a place to relax, take it easy, visit the beach, go for a swim, or do a little fishing.

Mooring/anchorage - All moorings and slips can be reserved through Dockwa.com. Here's the harbormaster's writeup:

“Our harbor is currently dredged to 9 feet MLW. We have two transient moorings inside the harbor which can be occupied by up to three sailing vessels, and eight single occupancy moorings located outside the breakwater. If you are a sailing vessel requesting a mooring, we will assume that you want an inner harbor mooring unless otherwise requested. If you are a power vessel requesting a mooring, the only option will be the outer harbor mooring field. We do not have a launch service, but offer free dinghy tie up at the town dock.

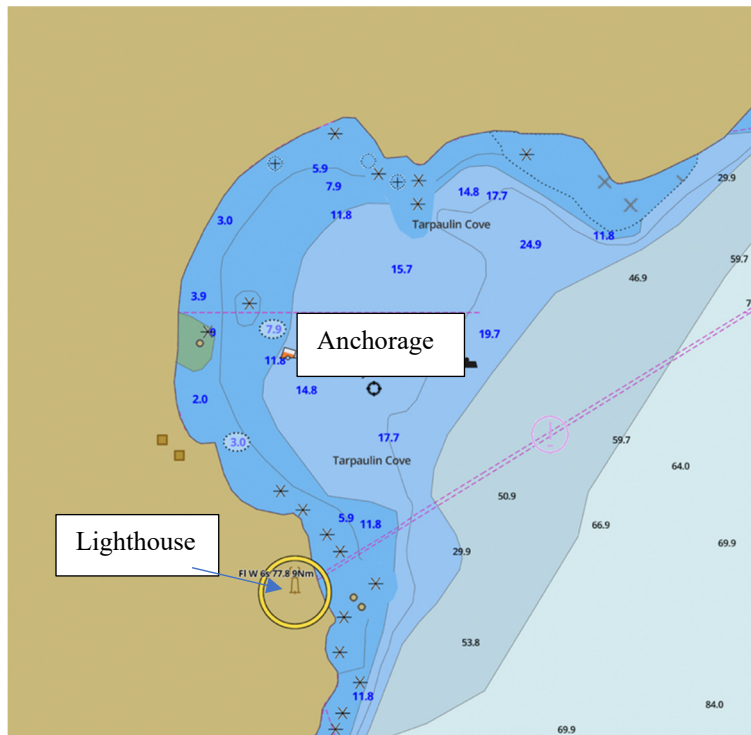
We have 17 transient wet slips, and a 120-foot linear transient dock on the east side of the harbor. On the west side of the harbor, we have space for larger vessels, up to 85 feet in length. The inlet has a strong current and most of our slips are set up for backing in between free-standing piles. Docking may be difficult for novice boaters, but our staff is always on hand to provide direction and assistance as necessary.”

If there is no room inside the harbor, **good anchoring ground and public moorings are available outside.** in Menemsha Bight. This area is exposed to winds from the north and west, but makes an ideal location during prevailing summer southwesterlies. Beachgoers can dinghy, swim or wade ashore and enjoy the wonderful beaches east and west of the inlet.

Once ashore you'll have a choice of several restaurants in the area. The specialty at each will be – you guessed it – fresh fish. Try Larsen's Fish Market (508) 645-2680, or Menemsha Fish Market (508) 645-2282. A short stroll brings you to several shops and boutiques. If you need provisions, the Menemsha Market carries the basics.

- **Tarpaulin Cove**

Naushon Island is one of the Elizabeth Islands, a chain of islands that separate Buzzards Bay from Vineyard Sound off the south shore of Massachusetts. The islands were first occupied by English colonists in the 17th century. **Tarpaulin Cove is on the eastern coast of Naushon Island**, and overlooks Vineyard Sound. It is an excellent anchorage in fair weather with protection from southwest to northwest. Best to avoid in any meaningful breeze with “east” in its direction.



Tarpaulin Cove

The bottom is eel grass, so back down on your anchor to make sure it is fully set before moving on to other things.

Anchored sailors are allowed on the beach at Tarpaulin Cove, **but do not venture further in land.** It is private property, owned today in family trust by the descendants of 19th century mercantilist, John Murray Forbes.

During the 19th century, Tarpaulin Cove, was a harbor of refuge for cargo schooners on their New York-to-Boston course and the Tarpaulin Cove House, seen near the lighthouse, served as a way station for mail. Tarpaulin Cove lost the bulk of its commercial value when the Cape Cod Canal opened in 1914, greatly shortening the trip from New York to Boston. Captain Kidd is said to have stopped here as well and buried his treasure (as yet, unfound).

The **Tarpaulin Lighthouse** is of historic interest. The original was built in 1759 by Zaccheus Lumbert, a local tavern owner, for the "public good of the Whalemens and Coasters". A replacement was constructed in 1817, followed by a more formidable brick tower in 1856. In 1890 a lightkeeper's house was constructed; it was demolished in 1962, and only remnants of its foundation can be discerned. The tower itself was replaced in 1891 and stands today. The light was automated in 1941, and a fourth-order Fresnel lens installed in 1967. The station continues to be an aid to navigation; the facilities are managed by the Cuttyhunk Historical Society.

Woods Hole – Woods Hole is a small harbor and village located about five miles northeast of Tarpaulin Cove. **Transiting Woods Hole (Woods Hole Passage) is noteworthy for its currents and is described in detail below.** Woods Hole is known

for its scientific institutions, including, the Marine Biological Laboratory, the Sea Education Association and the Woods Hole Oceanographic Institution, renowned for finding the Titanic and for the deep diving research submarine, ALVIN. One can visit the Oceanographic Institution's Exhibit Center on School Street. The National Marine Fisheries maintains a small aquarium on Albatross Street. It is said to be the oldest aquarium in the country. It is also home to the first Buckminster Fuller geodesic dome.

This tiny Cape town has a global reputation. The Woods Hole Oceanographic Institute, best known for discovering the *Titanic*, is the largest independent oceanography lab in the country. The Marine Biological Laboratory brings even more scientists and discoveries to this corner of the world. It's not surprising that nine Nobel prizewinners are buried in the yard of the Church of the Messiah.

In the summer, Woods Hole bustles with visitors, shoppers, scientists and residents. Ferries to Martha's Vineyard and Nantucket come and go with regularity. In the village, you'll find numerous eating places, unique shops and galleries. A short walk will bring you past the U.S. Coast Guard base, or hike a little further along the beach road, Church Street, to historic Nobska Lighthouse for sensational views of Vineyard Sound, Woods Hole and Martha's Vineyard.

For more information, consult these two websites:

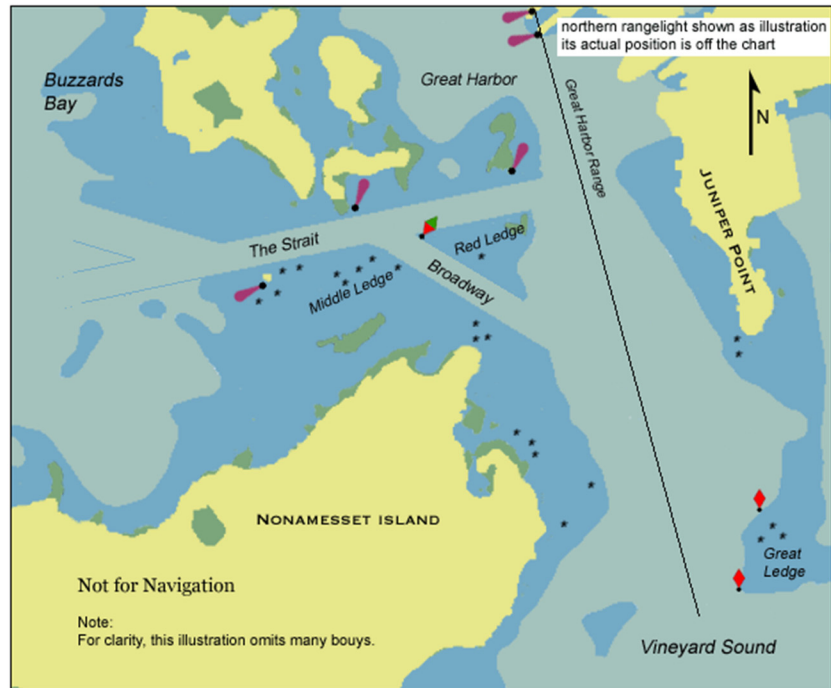
https://marinas.com/view/harbor/znt9l_Woods_Hole_Harbor_and_Eel_Pond_Woods_Hole_MA_United_States

<https://newenglandboating.com/destinations/massachusetts/woods-hole/>

Anchoring/Moorings: There is little room for anchoring in Woods Hole's **Great Harbor** and only a limited number of transient moorings. Call one (or all, if necessary) of the three marinas below. Also review the information in the two websites above.

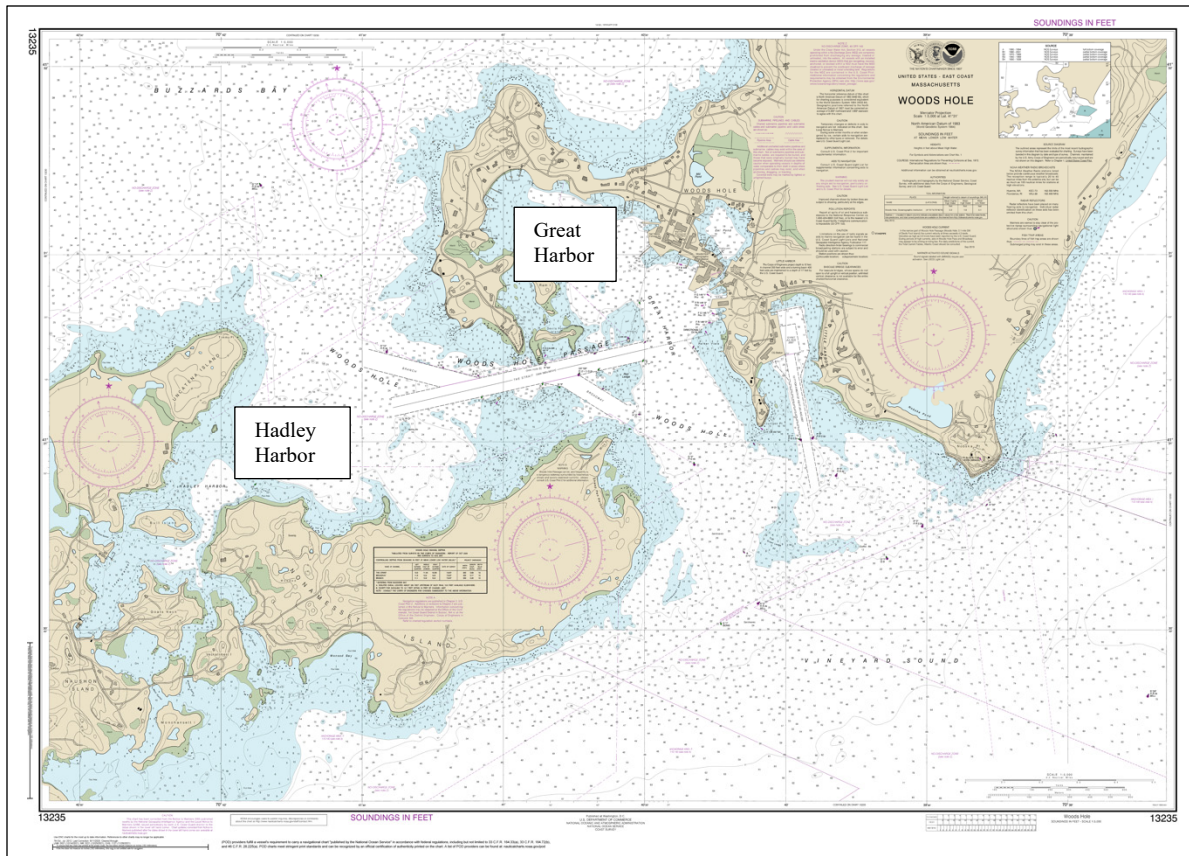
Here are three options for securing your boat:

- **Woods Hole Marine** (508) 540-2402. Transient slips and guest moorings inside Eel Pond and in Great Harbor. Slip services include shore power, ice, showers, repair and trash removal.
- **Pinky's Marina** (508) 540-2310. Transient slips to 45' on Eel Pond, as well as showers, shore power and ice.
- **Woods Hole Yacht Club** (508) 548-9205. Transient moorings sometimes available.



Navigating Woods Hole Passage. Transiting Woods Hole is the only navigational challenge on this cruise. **If you are on a chartered boat, read your charter agreement carefully as some charters forbid transit of Woods Hole.** In the event you are prohibited from transiting Woods Hole, you will need to head southwest along the Elizabeth Islands and make your transit to the neighboring body of water through **Quick’s Hole**, about 9 nms. south of Woods Hole.

With its rocky ledges and strong currents, Woods Hole can be a tricky passage. It is also busy, with boats of all sizes, including ferries and commercial fishing vessels plying the, narrow main channel. It is always best to time your trip to coincide with **slack water** – roughly 1100 on July 3rd. (Consult Eldridge, p. 63). Also, as you head **west** from Vineyard Sound toward Buzzards Bay, keep red buoys to starboard all the way through the channel. Controlling depth in the channel is 11’.



The safest route to pass between Buzzards Bay and Vineyard Sound is **Quicks Hole**, roughly **nine nm southwest of Woods Hole**, between Nashawena and Pasque Island. This will obviously add distance to the transit but there will be no moments when your hands get sweaty and you wonder why am I doing this.

So, **before you enter Woods Hole**,

- Always look ahead (visually and also with AIS/radar) to see what’s coming your way,
- Study the currents – times, direction and speed,
- Familiarize yourself with the chart, so you have an idea which buoys you will encounter, and in what sequence,
- Think through your back-up plan in case your engine quits. (Have sails ready to raise.) Boat US and Towboat US are always hanging around if you need assistance (for a fee); hail them on VHF 16.

Entering from Buzzards Bay (going east) is fairly straightforward, as there is plenty of deep water leading into the channel. **Just remember to keep red buoys to port as you transit the channel from the Buzzards Bay side.** Pick up the G “13” Fl G 4s Bell marking the northern entrance to Woods Hole and keep east of GC “11” and west of R “10” Fl R 4s as you enter the “Strait”. As you pass RN “6” and GC “7”, turn east toward the harbor. Keep in the middle of the channel, which is bordered closely by ledges and

rocks. The channel forks as you split RN “4A” and GC “5”. If heading for Great Harbor or Eel Pond (see below), stay north of GR C “SB” and enter Great Harbor, passing first between Grassy Island and Red Ledge. (If continuing into Vineyard Sound, turn south-southeast at GR C “SB” and enter “Broadway” channel.)

When approaching Woods Hole from Vineyard Sound and points south, pick up the southwest channel between the G “1” gong and the R “2” Fl R 4s Bell (about a ¼-mile south of Great Ledge). From here you can head north toward the harbor. If heading through the passage and into Buzzards Bay, turn northwest along Broadway upon reaching G “5”.

When approaching Woods Hole from Nantucket Sound and Cape Cod, keep south of RN “20”, as some large, submerged rocks extend from Nobska Point. The rip here can also be quite rough. Pick up the southeast passage into Woods Hole between G “1” QG east of Coffin Rock and R “2” Fl R 2.5s. Steer northwest toward RN “6” south of Juniper Point. From here you can head toward RN “8” or pick up the Great Harbor ranges to the north.

If bound for **Eel Pond**, continue east-northeast after reaching RN “2”. You’ll find the pond entrance next to the Landfall restaurant. The drawbridge to the pond opens every half-hour in summer. Depth in the channel is 7’, with depths of 17’ to 20’ inside the pond. Inbound vessels always get to enter Eel Pond before exiting boats can leave, so don’t crowd the channel while you wait to exit. A red and green traffic light for boats will let you know when it is your turn. Once you are settled, feel free to stop by the bridge-tender’s shack for directions or local information.

- **New Bedford** - The New Bedford Harbor is the world’s most famous “whaling era” seaport and is one of the largest commercial fishing ports by value in the U.S. Home to more than 500 commercial scallopers and fishermen, the Port of New Bedford is a thriving, working, waterfront community to dozens of shoreside support businesses and services.

As one of few marine industrial working waterfronts remaining on the east coast, New Bedford’s full suite of shoreside services is also poised to support the growth of the nascent US offshore wind industry. New Bedford’s rich history and location in beautiful Buzzard’s Bay also attracts hundreds of tourists and recreational boaters throughout the spring, summer, and fall. You can learn all about the rich history of New Bedford and its longstanding relationship with the sea at the National Park Service website:

www.nps.gov/nebe/learn/historyculture/index.htm



Fishing fleet in New Bedford



New Bedford essentials...

- **Harbormaster** - (508) 961-3000
- **Pump-Out Service** (508) 979-1456 or (508) 989-4279: VHF 9 (preferred) or 74
- **Moorings and slips**

Once inside the Hurricane Barrier, there are several places to park your boat while you go ashore and explore the city. A good place to start are the municipal moorings, just south of Pope's Island. Contact the **harbormaster** for guidance. The moorings, identified by their yellow floats, are free to use during the day and can be rented nightly for \$35. From the mooring you can hail the Whaling City Water Taxi on VHF 72 for a lift into town, or take your dinghy to the **free dinghy dock next to the Schooner *Ernestina*, on the south side of State Pier**. After tying up, you might want to tour the 120-year-old former fishing schooner, which also made several Arctic expeditions before being converted to a passenger ship.

If you're looking for greater creature comforts during your stay, the city-owned **Pope's Island Marina** - (508) 979-1456 - offers seasonal and transient slips with electricity and water. Popes also has transient moorings (45/night), although you may find yourself on a mooring literally next to the hurricane barrier; ask first! Pope's marine facility is locked and secure, and also features laundry and showers. **Adjacent to the marina is a second free dinghy dock** where you can tie up and pick up supplies across the street at the True Value hardware store.

From the marina you can take a short walk or ride via dinghy or water taxi to the downtown area, where you'll find easy access to historic Johnny Cake Hill. This multi-block section of the city is part of the New Bedford Whaling National Historic Park, which is dedicated to preserving the city's numerous historic buildings and educating visitors about its varied past. The Park Service headquarters is located in a former bank on William Street, which makes a good starting point for a walking tour along the cobblestone streets of the Hill. Don't miss the Whaling Museum - (508) 997-0046 - although we will tour the equally impressive Whaling Museum in Nantucket.

Other options for securing your boat, supplies, pump-out, etc.

- **Whaling City Moorings** (508) 984-4979: Mooring rentals near downtown New Bedford, as well as water taxi service and boat tours.
- **Bayline Boatyard** (508) 994-2944: Seasonal and transient moorings in the southwest corner of the harbor.
- **Niemiec Marine** (508) 997-7390: Full-service yard and small marina on the north side of Popes Island. Sometimes has transient slips available.

- **CE Beckman Marine Supply** (508) 994-9674: Venerable marine supply store in the heart of New Bedford.
- **New Bedford Ship Supply** (508) 994-2961: Marine supply and hardware store on Front Street, across from State Pier.

For general information on New Bedford, consult this website:

<https://newenglandboating.com/destinations/massachusetts/new-bedford/>

For information on the Whaling Museum, look here:

<https://www.whalingmuseum.org>

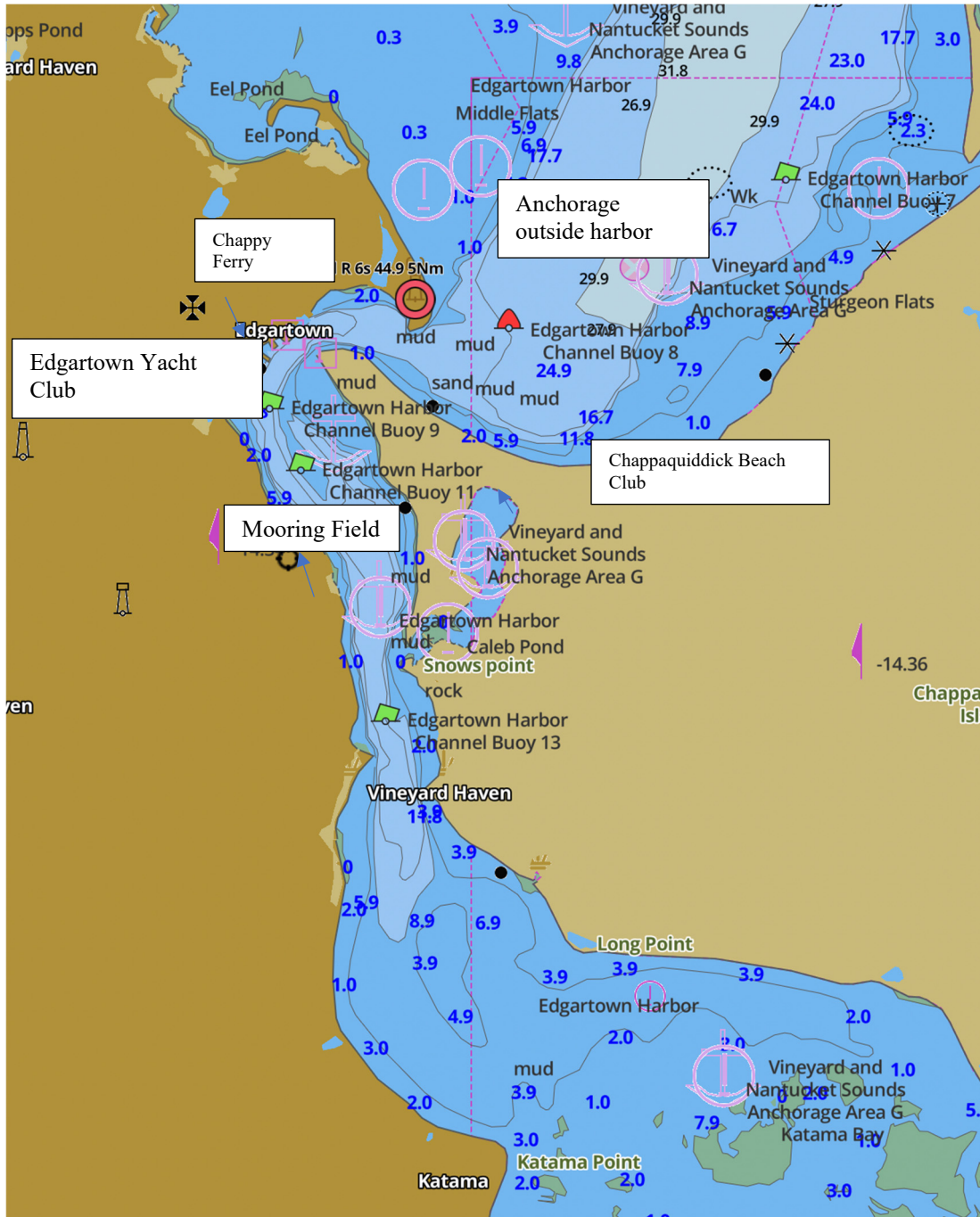
Lastly, in the event of seriously inclement weather, a nor'easter, for example, New Bedford, with its **hurricane barrier**, is a likely refuge.

Edgartown, MA - Tuesday & Wednesday, July 4th and 5th

Port Captain: Sandy Viotor

Cell: (914) 282-5752

Email: sandy.viator@yahoo.com



Edgartown Harbor

Navigation Notes – distances to Edgartown from:

- Newport 51 nms.
- Cuttyhunk 23
- Tarpaulin Cove 16
- Menemsha Harbor 21
- Vineyard Haven 9
- Nantucket 24

Currents - When navigating up Vineyard Sound on the west side of Martha’s Vineyard, there can be a significant (2-4 kts.) current which changes roughly every six hours. On Tuesday, July 4th, the favorable flood current starts at 0700 and in the afternoon, at 1930. **Eldridge** provides detailed information on currents, see pages 75-83.

Entering **Edgartown Harbor** is straightforward. Leave C”8” to starboard and head straight in. Edgartown Harbor Light at the end of north Water Street defines the entrance to the Harbor. As you make your way to the harbor, you will see many boats anchored on your port side, outside the harbor, including the larger ones from our fleet. Once inside the harbor you will see many boats, almost all sailboats and virtually all on moorings.



Lighthouse as you enter Edgartown

- Please be aware that the Chappy Ferry is constantly transiting the harbor at its narrowest point. They have very limited ability to avoid you, so approach carefully. The ferry runs non-stop, but is only a two-minute ride each way.
- Also, mind the current which you will encounter especially at the narrow neck entering the harbor.

Website - Best website for all things Martha’s Vineyard: mvol.com

Moorings:

- **If you have a reserved mooring, contact the Edgartown Harbor Master on VHF 74 once past the lighthouse. Identify your affiliation with NAS, provide your name and the boat's name and contact information if necessary and he will give you your mooring assignment and directions.** Check-out time is 10:00 am & check-in time is 11:00 am.
- Some boats will **raft up** with other boats on moorings. We will distribute this list at the first Captain's meeting in Newport.
- If, for some reason, you don't have a reservation, give the Harbormaster a try. Mention you're with the NAS Cruise.

Anchoring:

- Unless you get special permission from the Harbormaster (which is unlikely), anchoring is permitted only outside the harbor (off the Chappaquiddick "Chappy" Beach Club).
- This is where many boats anchor, especially over July 4th. It is a good anchorage and you are well protected from the prevailing southwest breeze, but not a nor'easter.
- In the event of inclement weather, the Harbormaster may give permission for boats to anchor down harbor in Katama Bay.

Access to shore by dinghy:

- There are town floating dinghy docks on the
 - West side of Edgartown Yacht Club and
 - In front of the Atlantic restaurant.
- They are denoted by red painted pilings. Have at least an 8-foot bow line so others can land on the float.

Also, you can tie up to the floating dock at **North Wharf (Safe Harbor Marine)** to drop off trash, buy ice, and use showers and restrooms. Fuel is also available here along with a small marine store.

Launch Service:

Launch service is available for all transient moorings as well as to/from the outer harbor anchorage. To request a launch, hail "Oldport Launch" on VHF 68. They charge a nominal fee per person.

Edgartown Yacht Club:

- NAS members are welcome to use the Edgartown Yacht Club facilities during their stay in Edgartown. EYC accepts all major credit cards for any purchase you wish to make. **Please register with the EYC Office (front desk)** the first time you go to the Club.
- NAS members can also contact the Edgartown Yacht Club's launch vessel, *Helot*, which monitors VHF 72 for pickups.

Holding Tanks:

- All yachtsmen are required to use holding tanks at all times.
- **Free pump out service** is provided by the Edgartown Harbormaster Department on a daily basis between the hours of 0800 - 1500. The Pump out Boat will come to your mooring, slip, or location in the anchorage. Hail "Edgartown Pump out" on VHF Ch. 74.

Key contacts/places for you and your boat:

Harbormaster:	Charles Blair. Monitors VHF 74 https://www.edgartownharbor.com
Medical care:	Martha's Vineyard Hospital 1 Hospital Road Oak Bluffs, MA 02557 (508) 693-0410
Fuel:	North Wharf Fuel (to starboard as one enters the harbor) 1 Morse Street (508) 627--5050
Water:	Free potable water available on the Water Barge located opposite Green Can #9. Look for a floating dock secured by two blue moorings balls on either side.
Boat services:	Safe Harbor Marine 32 Herring Creek Road (508) 693-0400 Martha's Vineyard Shipyard 164 Beach Road (508) 693-0400
Post Office:	Martha's Vineyard Post Office – Edgartown 236B Edgartown Road

(508)-627-7319

Grocery store: Stop & Shop
225 Upper Main Street
(508) 627-9522

Note: The Stop and Shop is your only large market for groceries. It's a 20-minute walk, so you might consider a taxi or Uber, or even renting a bike to get there.

Other grocery stores, Your Market and Edgartown Meat & Fish.

Liquor store: Rosewater Wine & Spirits
65 Main Street
(774) 310-1203

Dining in Edgartown - Edgartown has a wide assortment of dining options, many located on Main Street in the heart of town. **You should make advance reservations...** never too soon because Martha's Vineyard gets very busy in the summer. Here are a few to consider.

Fine Dining – Reservations strongly recommended well in advance.

- **Bettini** - Harbor View Hotel, 131 N Water St, (508) 627-3761 <https://harborviewhotel.com/dining/bettini-restaurant/>
- **Détente** - 15 Winter St, (508) 627-8810 <https://www.detentemv.com>
- **L'Etoile** - 22 N Water St. (508) 627-5187 www.lettoile.net
-
- **Atria** - 137 Main St. (508) 627-5850 <https://www.atriamv.com>
- **Alchemy** - 71 Main St. (508) 627-9999. <https://www.alchemyedgartown.com>
- **Chesca's** - 38 N Water St. (508) 627-1234. <https://www.chescasmv.com>

Walk-in restaurants (some are coffee shops) – do not accept reservations

- **The Port Hunter** - 55 Main St. (508) 627-7747 <http://www.theporthunter.com>
- **The Dock Street Coffee Shop** - 2 Dock St. (508) 627-5232 <https://www.facebook.com/DockStreetCoffeeShop/>
- **Among the Flowers** - 17 Mayhew Lane. (508) 627-3233 <https://amongtheflowersmv.com>
- **Behind the Bookstore** - 46 Main St. (774) 549-9123 <http://www.btbmvm.com>

- **Rosewater** - 20 S Summer St. (508) 627-1270. <https://www.rosewatermv.com>
- **Espresso Love** - 17 Church St. (508) 627-9211

Scheduled Events - Edgartown

Tuesday – July 4th

- This is America’s premier holiday, so plan to **arrive early afternoon** as the harbor and town will be very crowded. **Dress ship** to celebrate this day of national celebration. Allow plenty of time to get a launch (unless you plan to use your dinghy). There are no cruise events scheduled on Tuesday, July 4th, but...
- Celebrate the **Fourth of July** (America’s Independence Day) in downtown Edgartown.
- **1700** - Enjoy the traditional late afternoon parade featuring floats, marching bands, and classic cars. There will be lots of candy-throwing too.



Fourth of July Parade in Edgartown

- Dinner on your own (see restaurant information above), although you may favor dining aboard as you may not be able to make it back to your boat after eating in Edgartown in time for the evening fireworks.
- 2100 – Watch the display of **fireworks** over the harbor.

Other activities in Edgartown (on July 4th):

- Concerts @ Old Whaling Church around 1400 and 1930.
- Visit The Carnegie Museum on North Water St. As a bonus there will be popcorn and cotton candy available on the lawn in front during the parade

- Head over to the lawn of the Dr. Daniel Fisher house on Main Street for burgers and hot dogs at the Martha’s Vineyard Preservation Trust’s annual BBQ, 1600 – 2000.
- Enjoy delicious St. Elizabeth’s Church lobster rolls from 1200 – 1700.



Edgartown, downtown and Edgartown Harbor

Wednesday – July 5th

Enjoy Edgartown and Martha’s Vineyard. Downtown Edgartown is like a picture-book setting with its harbor, lighthouse and reminders of the past at every turn.

- The streets of Edgartown are lined with **stately white Greek Revival and Federal style houses** that have been carefully maintained and lovingly restored. Many of these homes are now privately owned and others have been converted into museums, inns, restaurants, galleries and one-of-a-kind shops. It’s lovely just to walk through town and enjoy this quaint New England town’s cafes, restaurants and sights.
- **Edgartown Harbor Lighthouse.** Although the original wooden Cape Cod style lighthouse no longer remains, a cast-iron tower replaced it in 1939. Surrounded by beaches, the historic structure managed by the Martha’s Vineyard Historical Society still stands as a testament to ships that passed through the area during whaling times in the 18th and 19th centuries and makes a perfect backdrop for pictures. The Lighthouse is open for visitors and the climb to the top provides some beautiful views.
- **South Beach** has huge waves, great sand, and is an overall beautiful place to catch some rays. It was one of the island's filming locations of Steven Spielberg's 1975 blockbuster film, *Jaws*.
- **Martha’s Vineyard Museum** - Founded in 1922 as the Dukes County Historical Society, the Martha’s Vineyard Museum has a mission of “inspiring people to discover, explore and strengthen their connections to the island.” Permanent and changing exhibitions provide great perspective into the area and include *One Island, Many Stories*

and The Challenge of the Sea, among others. Also on view is a comprehensive collection of objects, photos, paintings, and archival documents. Located at 151 Lagoon Pond Road, Vineyard Haven, (508) 627-4441

- **Chappaquiddick Island** - on the eastern end of Martha's Vineyard, Chappaquiddick, locally referred to as "Chappy," is a small peninsula and occasional island featuring tranquil beaches and ample options for bicycling, hiking or birding. Visitors are able to access trails and shorelines via the two main roads of Chappaquiddick Road and Pocha Road. The area is also known for being the site in 1969 of an accident involving U.S. Senator Ted Kennedy. The Chappy Ferry shuttles passengers between Edgartown and Chappaquiddick.

- **Rent a bike** and explore Martha's Vineyard by bike.
 - The Vineyard offers miles and miles of bike trails all over the Island. Bike Rentals can be found at three spots in Edgartown:
 - Edgartown Bike Rentals,
 - Wheel Happy Bicycles and
 - Martha's Vineyard Bike Rentals.

 - All rent out comfortable hybrid bikes that offer a smooth on- and off-road ride. Mountain, road, and tandem bikes are available too, as well as accessories like helmets (required for kids 16 and under), bike trailers, and tagalong bikes.

 - It's 5.5 miles round-trip by bike to South Beach, about 14 miles round-trip to Oak Bluffs. Both are beautiful rides. Ask your bike rental company for a **map**, suggestions and directions.

- **Go for a hike.** Martha's Vineyard has no shortage of stunning places to walk and hike. Check out the trails at The Trustees of Reservations, the Martha's Vineyard Land Bank, Sheriffs Meadow, and Felix Neck Wildlife Sanctuary. The Felix Neck Wildlife Sanctuary is about three miles outside the center of town on Edgartown-Vineyard Haven Road. The 200-acre preserve, owned by the Massachusetts Audubon Society, provides marked trails and a program of wildlife management and conservation education throughout the year.

- **1800 - Clambake Dinner** at the Chappaquiddick Beach Club
 - Take the Chappy ferry (at the North end of Dock Street -- \$4 per person round trip) across the harbor to Chappaquiddick.
 - The Beach Club is an eight-minute walk from the ferry.
 - A van service will also be available to go back and forth to the Beach Club from the ferry.
 - Or you can **dinghy** over to one of the fixed docks at the Beach Club in the outside anchorage. Please do **not** pull your dinghy up on the beach.

Martha's Vineyard History

The original people of Martha's Vineyard were the Native American Indian Wampanoags, followed by immigrants from England and the Cape Verde islands, people of color, farmers and fishermen, blacksmiths and merchants.

The first humans probably came here before the Vineyard was an island. It is thought that they arrived after the ice was gone, but before the melting glaciers in the north raised the sea level enough to separate Martha's Vineyard and Nantucket from the mainland. Native American camps that carbon-date to 2270 B.C.E. have been uncovered on the Island. The Wampanoag people have lived for thousands of years on the island of Martha's Vineyard.

“Wampanoag” means “People of the First Light.” Before Bartholomew Gosnold (who also founded Cuttyhunk) renamed the island Martha's Vineyard in 1602, it was called Noepe by the Wampanoag, meaning “land amid the waters.” Many Wampanoag still live on ancestral lands located on the southwestern end of the Island on the 3,400-acre peninsula known as Aquinnah. At present, there are over 900 members listed on the Tribal rolls. Of these, approximately 300 reside on Martha's Vineyard.

The Island's colonial period was marked by prosperity as well as peace. The sea provided fish for both export and Island use, and the Wampanoags taught the settlers to capture whales and tow them ashore to boil out the oil. Farms were productive as well; in 1720 butter and cheese were being exported by the shipload. The American Revolution in the late 18th century, however, brought hardship to the Vineyard.

Despite the Island's declared neutrality, the people rallied to the Patriot cause and formed companies to defend their homeland. With their long heritage of following the sea, Vineyarders served effectively in various maritime operations. On September 10, 1778, a British fleet of 40 ships sailed into Vineyard Haven harbor. Within a few days the British raiders had burned many Island vessels and removed more than 10,000 sheep and 300 cattle from the Vineyard. The raid was an economic blow that affected island life for more than a generation. The whaling industry did not engender a real recovery until the early 1820s, when many of the mariners built their beautiful homes in Edgartown.

The Civil War brought an end to the Golden Age of Whaling. Ships on the high seas were either captured by the Confederate Navy, or bottled up in the harbors. Either way, it meant financial ruin for the ship owners and the island. In 1835 a new and enduring industry was born when the Edgartown Methodists held a “camp meeting” in an oak grove high on the bluffs at the northern end of the town. The worshipers and their preachers lived in nine improvised tents and the speaker's platform was made of driftwood. The camp meeting became a yearly affair and one of rapidly growing popularity. Many found the sea bathing and the lovely surroundings as uplifting as the call to repent. The Methodist campground meetings were the catalyst that transformed the island from a simple farming community into an internationally known seaside resort by these first groups of tourists.

Many who came for a week or two eventually rented houses and later became property owners – a pattern that still occurs today. Summer visitors become seasonal or, as in the case of many writers and artists, year-round residents. These people, along with the many who retire to the

Vineyard bring the world to the island much as the far-traveled captains did in the great days of whaling.

Edgartown - One of New England's most elegant communities, Edgartown was Martha's Vineyard's first colonial settlement and it has been the county seat since 1642. The stately white **Greek Revival homes** built by the whaling captains have been carefully maintained. They make the town a museum-piece community, a seaport village preserved from the early 19th century. **Main Street** is a picture-book setting with its harbor and waterfront. The tall square-rigged ships that sailed all the world's oceans have passed from the Edgartown scene, but the heritage of those vessels and their captains has continued.

To view and appreciate this town fully, you must walk its streets. **North Water Street in particular has a row of captains' houses** not equaled anywhere. Study the fanlights and widows-walks by day and stroll the streets after the lamps are lit. **South Water Street** is dominated by a huge pagoda tree brought from China as a seedling by **Captain Thomas Milton** in the early days of the 19th century. The house beyond it was that of **Captain Valentine Pease**, on whose ship Herman Melville, author of *Moby Dick*, made his only whaling voyage.

Many homes in Edgartown predate the whaling era. Most are private residences, but three notable ones serve other needs. Both the **Vincent House** (built in 1672 and the oldest known house on the Island) and the **Thomas Cooke House** are now museums. At 34 South Summer Street, you'll find the home built by **Benjamin Smith** in 1760. It is now the office of the Vineyard Gazette.

Across from the Gazette is the **Federated Church**, built in 1828. It still has the old box pews, which are entered through little doors and have narrow seats around three sides.

The famous **Old Whaling Church** with its six massive columns commands **Main Street**. Built in 1843 at the height of the Whaling Era, the Church was given to the Martha's Vineyard Preservation Trust in 1980. It has been transformed into a performing arts center. Next door is the **Dr. Daniel Fisher House**, built three years before the Old Whaling Church.

There are excellent **public beaches** in the township of Edgartown. Norton's Point, known as Katama, is a barrier beach providing surf bathing and the opportunity to explore Katama Bay on the other side of the dunes. Wasque and Cape Poge on Chappaquiddick are both unspoiled areas owned and maintained by The Trustees of Reservations. Lighthouse Beach, located off North Water Street near the town center, offers calm water and views of harbor activities. Bend-in-the-Road Beach, part of Joseph Sylvia Beach, has ample parking and is accessible by bicycle trail.

Felix Neck is about three miles outside the center of town on Edgartown-Vineyard Haven Road. The 200 acres, owned by the Massachusetts Audubon Society, provide marked trails and a program of wildlife management and conservation education throughout the year.

Chappy before Kennedy – by Margaret Knight, From the Martha's Vineyard Times, January 3, 2018

Margaret Knight grew up on Chappaquiddick in the '50s and '60s, and saw the changes firsthand — from a time when Chappy locals hunted, fished, and gathered from the land till what Margaret describes as the “fake rural” world that exists today. The turning point was Ted Kennedy’s tragic car accident on Chappaquiddick in 1969.

“Before Kennedy’s accident at the Dike Bridge, Chappaquiddick was a world away from the big white houses, picket fences, yacht club, and pink and green shops of Edgartown. It was more like the backyard of Edgartown. On Chappy, we summer kids went barefoot all the time, and went to town once or twice a week for church and the penny candy store. Some Chappy summer residents would complain about the lack of services for their tax dollars, but most everyone took full advantage of living out of sight of town hall — unregistered vehicles, underage drivers, building whatever you wanted back in the woods. I think the town’s attitude was that if we were crazy enough to want to live over here, it was best to just leave us alone. We were free to live life amidst the poison ivy and mosquitoes, without the prying eyes of officialdom.

In 1969, Chappy was still the idyllic home of my summertime dreams. It held all the sense of freedom to be had for a kid in the 1950s and '60s: out of the house all day, a pony to get around on, swimming and sailing, playing with cousins with no one worrying about you. I’d go blueberry picking with my mother and aunt, sisters and cousins. We clammed and crabbed, and ate once a week at the Jeffers’ homestyle restaurant on the shores of Cape Poge Pond. We made our own fun — it was a pretty simple life.

We all knew each other, at least by sight. If you were walking along the road, someone would always stop and offer you a ride. There were few year-round residents, and not very many summer families, and most of those were related to several other households. I remember someone in my family counting 50 relatives. We mostly kept to our own little circles as a result of relatedness or geography, except for weekly baseball games and the once-a-summer horse show in the fields at Pimpneymouse Farm, and the sailing races on Cape Poge Pond. The ferry was the social center of the island.

The most immediate change after the Kennedy accident was that tourists started coming to Chappy. We’d never had tourists before — no one had heard of Chappaquiddick, and there was nothing really to see over here. Tourists went to see Edgartown’s big whaling captains’ houses with their pink and red rose-covered fences, the quaint narrow streets and flower gardens, the fishing boats tied up along the wharf. Locally Chappy was known for its poison ivy, briars, mosquitoes, and ticks. There were nice beaches, but mostly people didn’t bother coming so far. Starting in 1969, tourists started coming over on the ferry and asking where the bridge was — or why was there a ferry, what had happened to the bridge — people still ask that! You’d see them a mile or two up the road, walking along looking very hot, wondering where the stores were. Being young and feeling invaded, when people would ask where the bridge was, we’d send them to the end of the road at Wasque, or down some other long dirt road. Or we’d tell them where some other accident happened, since they were so interested in accident sites. This interest in our little Dike Bridge all seemed very morbid to me, and I was surprised at how many people were interested in seeing the site of a death.

From the point of view of 2017, it's hard to fathom how inexpensive land was before Kennedy. Land all around the Vineyard was way less expensive, but especially in out-of-the-way places like Chappy. A 1954 map shows 74 houses. Many summer houses were former hunting shacks. My family bought land to build a summer house in 1954 for \$1,000. A tax bill from just a decade earlier shows seven acres of Chappy land was valued at \$70, with a yearly tax bill of \$1.75. In the 1960s, Chappy was still not a place many people wanted to visit, much less live. Back then there was still a remembrance of traditions connecting us to a time of hunting, fishing, gathering from the land, and bartering and sharing, a time when people needed to rely more on each other. There were more people who had a long association to the island and each other. People weren't generally so protective of their private property. There were paths everywhere, left over from the time when the land had all been open from grazing, and you took the shortest route to where you wanted to go. This was before people had real lawns, before landscaping, before big houses.

Back then the Chappaquiddick Beach Club was a bathing beach open to anyone. There were bathhouses to change in that you could rent for the day, or you could pay a fee just to come and swim. Two open-air solariums, a men's and a women's, allowed for sunbathing in the nude, and provided diversion for kids as we tried to peek under the walls. The Bathing Beach's launch, Charlesbank, brought people back and forth from town for a dime. We'd sometimes take that to town instead of the ferry.

By the 1970s, in reaction to the number of young people moving to the Vineyard, Edgartown passed a bylaw that prohibited tents, even on your own property. In 1973, my illegal tent was spotted from a plane, probably while police were out looking for illegal plants. Foster Silva, who was the first Trustees of Reservation superintendent and the closest thing we had to a town official, came up to me in the ferry line to let me know my tent had been seen. I was living with a friend that summer, way back in the woods with no real road in. I'd just started work on my house, a 20-foot by 20-foot cabin. My friend and I shared a plastic-shrouded kitchen structure with my sister and her boyfriend, who lived nearby in a wigwam they'd built from tree branches and an old parachute. The parachute had a camouflage print, which hid their wigwam nicely in the leaves. My friend and I picked up our tent and moved it a little further back under the trees. In the 1970s, land prices were still relatively inexpensive, and young people were buying land on Chappy, building their own houses, and having kids. By about 1985, there were seven or eight year-round families, some former summer kids who never wanted to leave at the end of summer. It was still a small enough community that we did things like take all the kids trick-or-treating in the back of a couple of pickup trucks, have a babysitting co-op, and get all the year-rounders together at Joe and Mary Cressy's house for a Christmas Eve dinner they cooked.

Chappy used to be a rural community, complete with farm animals, old farmhouses and fields, and a junkyard. As more and more people built summer houses here in the '80s and '90s, they started bringing more expectations of convenience and services, of manicured gardens and green lawns, of bigger houses and better roads, of privacy. It's a trend that continues to expand still. Now it costs incredible amounts of money to keep Chappy what I call "fake rural." Even still, I find it hard to believe that some people view Chappy as an exclusive place to live, that the ferry creates a sort of gated community, not just an impediment to getting back home. Now that Chappy's last Wampanoag resident, Jerry Jeffers, has died, I have grave doubts about the future

direction of the island. He grew up here long before Kennedy, and may be the last moral compass to hold steady to the old ways of Chappaquiddick.

Vineyard Haven – excellent shops, fine restaurants, and a beautiful harbor are only a few of the attractions that make Vineyard Haven special to tourists and residents alike. The town that incorporates Vineyard Haven is called Tisbury, after a parish in England near the birthplace of the Island’s first governor, Thomas Mayhew.

English settlement of the area dates from the mid-1600s, when Mayhew purchased the settlement rights from the Crown. Owen Park, off Main Street (just beyond the shopping district), is named for William Barry Owen, who made his fortune as the owner of the rights to Thomas Edison’s “talking machine” (popularly known as the Victrola). Following his death, his widow donated Owen Park to the town. The adjoining beach is a fine place to watch the harbor. Ferries shuttle in and out, providing the Island’s year-round connection to the mainland. On the opposite side of Main Street from Owen Park is the Old Schoolhouse Museum. Erected in 1828, this building was once a carpentry shop, a school, and later served as the Congregational Church.

In front of the former Museum stands the tall white Liberty Pole, commemorating the daring of three young women who inserted gun powder in the base of the town’s liberty pole in 1778 and blew it up to keep it from being used as a spar by a British warship. When the Congregationalists outgrew their little church in 1844, they built a neo-classic building on Spring Street that later became the Unitarian Church and eventually the town hall. Vineyard Haven’s municipal building is one of the Island’s most handsome architectural legacies of whaling days. It also houses the Katharine Cornell Theatre. The walls of the second story theater are hung with murals depicting the seasons by renowned local artist Stan Murphy.

Just blocks away, The Vineyard Playhouse building on Church Street was built in 1833 as a Methodist meeting house. Today it houses the Island’s only year-round professional theater company.

When ships were powered by wind and canvas, Vineyard Haven was one of New England’s busiest ports because of its strategic location on the sailing routes. Most of the coastwise shipping traveled through Vineyard Sound (13,814 vessels were counted in 1845). Holmes Hole, as this harbor community was called, provided a convenient anchorage. Here a ship and its crew could lay over comfortably to wait out bad weather, pick up provisions, or take on an experienced local pilot who could negotiate the rips and shoals that were the special perils of this sea route.

In addition to Owen Park, the town maintains War Veterans’ Memorial Park off Causeway Road and visible from the parking area on Beach Street. The park includes playground equipment for young children and playing fields used by local ball teams.

There are many scenic places around the town: in addition to Main Street and the harbor, the Tashmoo Lake overlook on State Road, the nearby Tisbury Water Works, West Chop Lighthouse, and the area around the drawbridge on Beach Road are favorite spots for photographers.

- **Moorings** – contact Vineyard Haven Marine via **Dockwa.com** for moorings. Launch service is provided separately by Vineyard Haven Launch Service on VHF 72.
- **Anchoring** is possible outside the mooring field, or on the east side of the channel, outside of the path of the ferries.
- **Harbormaster** - (508) 696-4249

July 6th - Edgartown to Nantucket (24 nm.)

The leg from Edgartown to Nantucket is not difficult but one must be mindful of currents and fog.

Currents – once again, consult **Eldridge** for current information. See page 75. This can shorten the journey by an hour or two if favorable or slow it down if against you. The current in Nantucket Sound turns favorable (east) at 0845.

Fog – fog is worthy of mention here because Nantucket Sound is the one place during the cruise when you will not be able to see land (for a relatively short time). Fog, of course, can compound this challenge. No worry, though; the route is well marked and you should have no trouble, especially with the use of your GPS chart plotter, AIS and fog horn. (Did I mention compass?) Keep a sharp lookout for ferries.

Navigation Notes – approximate distances to Nantucket from:

Newport	68 nms.
Cuttyhunk	36
Tarpaulin Cove	29
Menemsha Harbor	35
Vineyard Haven	27
Edgartown	24
Stage Harbor/Chatham	23
Hyannis Port	22
Woods Hole/Hadley's Harbor	32

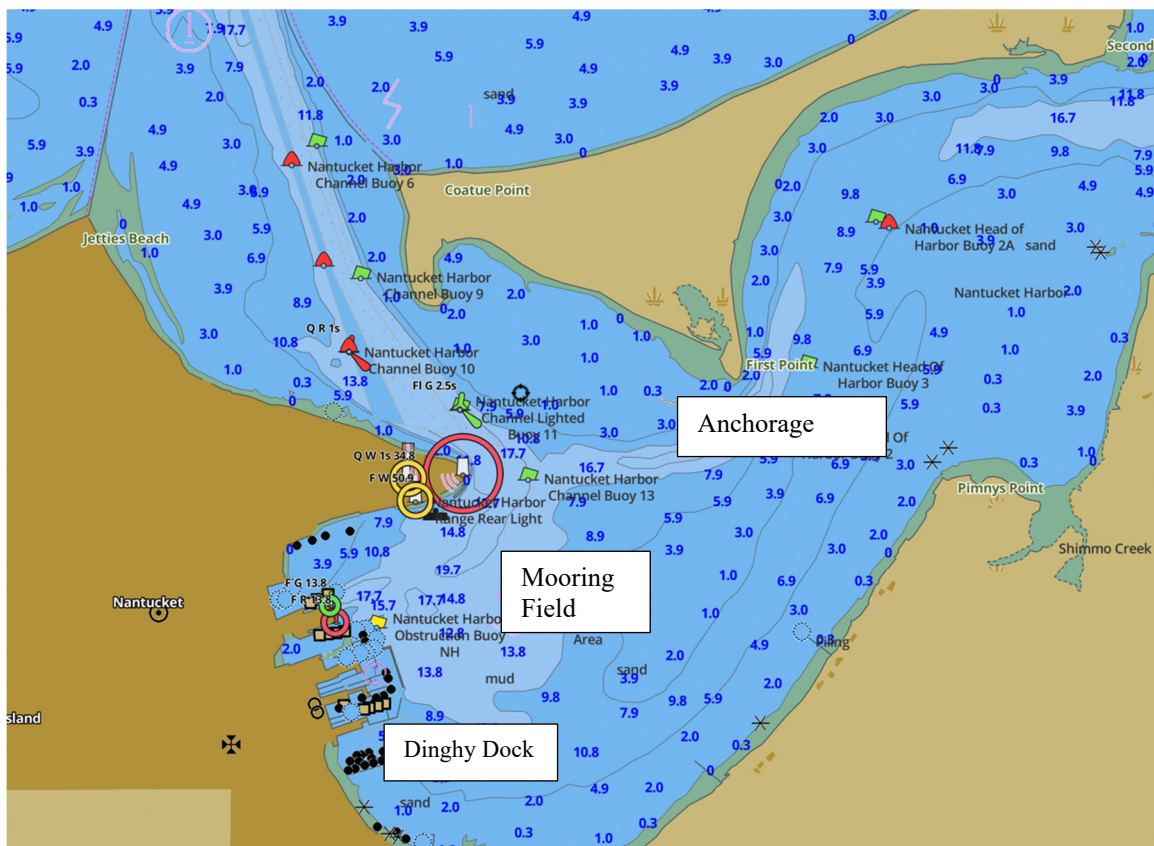
Route to Nantucket – roughly 4-5 hours, as follows:

- Depart Edgartown harbor
- Head northeast leaving C “3” to starboard and then head further northeast to G “21a.”
- Head east to G”5” and leave it to starboard.
- After passing Tuckernuck Shoal, continue east to bell buoy G”1,” and then head Southeast into Nantucket Harbor. Keep to the right as you enter since there is a good chance you will be passed by a ferry. Also be mindful of the breakwater on the port side as you enter. Parts of the breakwater are under water at high tide.

Nantucket – July 6th, 7th and 8th

Port Captain: Dr. Jeff Wisch
Cell: (781) 856-6412
Email: jswisch@comcast.net

There once was a man from Nantucket
Who kept all his cash in a bucket.
But his daughter, named Nan,
Ran away with a man
And as for the bucket, Nantucket.



Nantucket Harbor

Website - Best website for all things Nantucket: <https://www.nantucket-ma.gov>

Anchoring:

- Nantucket used to have a sizable anchorage. But as demand for moorings has increased over the years, only a small area in the harbor remains available for anchoring. It is the

northern “slice” of deeper water to the east of the lighthouse. Beware as water shoals quickly on the edges.

- Two cautions when anchoring,
 - First, there is a significant current running east-west which will impact how your boats rides at anchor.
 - Over the years, some have questioned the holding ground. While the author has never had a problem, I can remember two sailboats from the NYYC Summer Cruise some years ago that ended up on the beach after a nor’easter blew through. A mooring is preferred, especially in adverse weather.
- **Moorings – we believe most, if not all, boats have successfully reserved a mooring (or slip) in Nantucket.**
 - As you enter Nantucket Harbor, and pass Brant Lighthouse, hail Nantucket Moorings on VHF 68.
 - **Identify your affiliation with NAS, provide your name and the boat’s name and contact information if necessary and he/she will give you your mooring assignment and directions.**
 - **If, for some reason, you were not able to get a mooring, continue to check-in to see if there are cancellations.** In addition to VHF 68, Nantucket Moorings can be reached by phone: (508) 228-4472.
- If going to **Nantucket Boat Basin**, go past the ferry dock, hold station and call the Nantucket Boat Basin on VHF 11 for instructions and your slip assignment.
- **Harbormaster:** Sheila Lucey, 34 Washington St. (508) 228-7261 or VHF 09. (NB: the Harbor Master does not assign mooring rentals)
- **Pump-out:** Hail Harbor Master on VHF 09.
- **Harbor launch:** Hail on VHF 68. Their landing dock is below the Straight Wharf Restaurant in between the Steam Ship Authority and the Hy-Line Ferry on Straight Wharf. (Center of town) They charge \$6.00 per person per ride. **The launch is in closer proximity to the planned venues than the dinghy dock.** Trash disposal is also available alongside their dock. Dinghies **are not** permitted to land there.
- **Dinghy Docks:** there are two free dinghy docks, one at the Nantucket Town Pier, the second just south of the Nantucket Boat Basin in front of Maria Mitchell Aquarium. The second is preferred. It is often crowded so make sure you have a long painter. It is a five-minute walk to town.
- **Water, Garbage, Ice:** at the Town Pier and Nantucket Boat Basin docks.

- **Fuel:** Nantucket Boat Basin
- **Police:** 4 Fairgrounds Rd. Call 911 or (508) 228-1212
- **Medical:** Nantucket Cottage Hospital, 57 Prospect St. (508) 825-8100

- **Lyme Disease** - Tickborne Disease (also known as Lyme Disease) is common throughout New England including the Cape and Islands. If hiking in grassy or wooded areas, wear appropriate clothing and use tick repellent (look for DEET). It is also recommended that you check yourself thoroughly for any ticks when returning from hikes or walking around beach grasses.

- **Provisioning** - there is an excellent **Stop & Shop** in central downtown, 9 Salem St. Hard to miss as you walk along the docks. Open 0600 to 2300. Well stocked. Bring your own canvas bags if you have them.
- **Laundry** - Holdgate's Island Laundry, in Nantucket. Amy Eldridge is the contact person. It is a five-generation family-run operation, and a 1.1 mile walk from the Stop & Shop downtown...roughly 20 minutes. Unfortunately, there is no “pick-up” (due to summer staffing shortages on Nantucket) and your dirty laundry has to be delivered to her premises (Uber might be an option). They do the laundry at a cost of \$4 a pound with a 15-pound minimum per person. I would hope she'd fold your items for that!
 - Address: 4 Vesper Ln, Nantucket, MA 02554
 - Phone Number: (508) 228-0750.
 - Email address: hlinc2001@yahoo.com
- **Transport** – Downtown Nantucket is very **walkable**. The downtown area is paved with cobblestones and there can be considerable vehicular and pedestrian traffic this time of year.
- **Bicycles** – all kinds, including electric, and plenty of places to rent them:
 - Young's Bicycles – 6 Broad Street
 - Easy Riders Bike Rentals – 65 Surfside Road
 - Nantucket Bike Shop – 6 Broad Street
 - **Website – for bike trips...**highly recommended:
<https://youngsbicycleshop.com/bike-tours-2/>
- **Cabs** – plentiful...normally available at the Steamship Authority and lower end of Main Street:
 - Rogers Taxi - (508) 818-8294
 - Val's Cabs and Tours - (508) 228-9410
 - AAA Taxi - (508) 901-1825
 - All Point Taxi - (508) 228-5779
 - Old Salt Taxi – (508) 221-0050
 - Uber – use the Uber app.

- **Public shuttle:** www.nrtawave.com/
- **Car rentals**
 - Affordable Rentals Nantucket - 6 S Beach St, (508) 228-3501
 - Nantucket Windmill Auto Rental - Memorial Airport Lobby, 14 Airport Rd., (508) 228-1227
 - Nantucket Island Rent A Car- 14 Airport Rd · In Nantucket Memorial Airport, (508) 228-9989



Scheduled Events

Thursday, July 6th – There are no scheduled events. Dinner is on your end. At the risk of sounding like a broken record, make your reservations early. See list below.

1700 - Friday, July 7th, The Dreamland Film, Theater and Cultural Center -

We are invited to cocktails at the Dreamland Film, Theater and Cultural Center, 17 S. Water Street, in downtown Nantucket.

Our hosts are long-time Nantucket summer resident, Christy Brown, and her companion, former U.S. Ambassador to the Slovak Republic, Tod Sedgwick. They will be joined by Christy's daughter, Brook Brown Barzun, and her husband, Matthew Barzun, former U.S. Ambassador to Sweden. In addition, Christy's youngest daughter, Augusta Holland, and her husband, Gil will join us. We are very fortunate that the Browns have a connection to Scandinavia and reached out to us to sponsor this event.

This is a cocktail party, so you may wish to make arrangements afterwards for dinner, either ashore or on your boat.

The Dreamland Film, Theater and Cultural Center is a five-minute walk from downtown Nantucket. From the Stop & Shop (9 Salem Street),

- Head west on Salem Street (out of town) about two minutes to Washington Street. Turn right.
- Head north on Washington Street and then on to Water Street.
- The Dreamland Theater is on your right. (If you get to the Whaling Museum, you have gone too far.)

Google maps is a useful navigational aid should your compass fail.

From the Dreamland Theater’s website:

“Dreamland...has been a part of Nantucket’s cultural history for over 180 years, continuing a long tradition of serving as the arts and community center of Nantucket. Originally constructed in 1832 as a Quaker meetinghouse, the building also hosted open meetings in support of the abolition of slavery. It subsequently housed a factory producing straw hats and then a roller-skating rink in 1880.

Known then as “Atlantic Hall,” it was dismantled and moved to Brant Point in 1883, reassembled, and incorporated into the Nantucket Hotel. In December 1905 the building was purchased by new owners and early in 1906 was floated back across the harbor to its present location, where it was reopened as Smith and Blanchard’s Moving Picture Show.



The Dreamland Theatre c. 1930

In 1911, the space was renamed the Dreamland Theatre. In addition to showing the latest moving pictures, the theater hosted vaudeville entertainment. Renovated and reopened in 1922, the Dreamland served as Nantucket’s primary entertainment venue for over 80 years, eventually showing first-run movies.

The non-profit Dreamland Foundation purchased the building in 2007 and went to work restoring the theater to its former glory. Through the generosity of private donors, the theater was reinvented as a world-class performing arts center and, following a complete renovation, opened its door to a new generation in June of 2012.”

Saturday, July 8th – Cocktails and heavy hors d'oeuvres at the Nantucket Whaling Museum.

1800 - we will convene at the **Nantucket Whaling Museum**, one of the most important and storied stops on our cruise. Located at 13 Broad St, the Museum covers not only the history of the whaling industry which is what put Nantucket on the map, but also the history of Nantucket, and how it evolved over the last five centuries.

The Whaling Museum is part of the Nantucket Historical Association (NHA), which is the world's most comprehensive resource and principal steward of Nantucket history, and tells the inspiring stories of the island through its collections, programs, and properties.

The NHA's vast holdings contain thousands of paintings, prints and drawings, baskets, lighting devices, scrimshaw, whaling tools and implements, furniture and decorative arts, historic properties and sites, plus the complete skeletons of a 47-foot sperm whale.

Together they illustrate Nantucket's illustrious past and make relevant connections to audiences today. The NHA's flagship Whaling Museum was expanded in 2005 into a state-of-the-art exhibition and interpretation center, and is the essential starting point for visitors to begin exploring island history.

For in-depth information on the Nantucket Whaling Museum, consult the website at: nha.org/visit/museums-and-tours/whaling-museum/

Things to see and do in Nantucket - Nantucket has miles of wide, sandy public beaches for swimming, exploring, and relaxing. Those along the harbor and north shore are shallow and gentle, while the south ocean beaches are known for their strong surf. Most are accessible by dinghy, walking, bike, or shuttle bus. The harbor has 360 degrees of beach, so you can pull your dinghy up on the shore almost anywhere and go exploring or have a picnic.

- **Nantucket Whaling Museum** is a must – see above.
- **Cisco Breweries** – it started as a barn and is now a popular, fun complex with a big patio with chairs/tables, live music, games, and tasting rooms for beer, wine, and mixed drinks. 5 Bartlett Farm Road, Nantucket, MA 02554 – (508) 325-5929
- **Sankaty Head Light**, Baxter Street, Siasconset – important 1850 lighthouse in Siasconset, moved in 2007 to combat shore erosion.



- **Nantucket Shipwreck and Lifesaving Museum** - 158 Polpis Road, 504-228-1885. The Nantucket Shipwreck and Lifesaving Museum is dedicated to those who risked their lives to save the mariners. Wander the hallways and marvel at the beautiful paintings that depict the austerity of the sea, models of ships that now lie on the ocean floor, and film/video depicting the awe of ocean travel.
- **Nantucket Atheneum, Nantucket, Massachusetts** - Nantucket had two libraries by the early 1820's, a fact which says a lot about the people and culture of the island. The libraries merged into the Universal Library Association, which was incorporated in 1834 as the Nantucket Atheneum. In 1846, a fire destroyed the library and all but about 150 books. Rebuilt on the same site, the library today has an extensive collection of more than 1.4 million items. The library also offers a wide range of cultural and educational programs for people of all ages.
- **Maria Mitchell Association** – there is a small aquarium close to town with a great touch tank for kids, a natural science museum and library, a historical property, and an observatory. (508) 228-9198 <http://www.mariamitchell.org/>
- **The Old Mill** - The Old Mill is the only smock mill still to stand in Nantucket. Built in the 1700's and subsequently abandoned to the elements in the 1800's, the mill has since been lovingly restored to reflect its original design. A working mill up to the late 1800's is also now part of the Nantucket Historical Association. You can visit the old mill and take a tour; it is an excellent option for those interested in Nantucket's history. 50 Prospect Street. (508) 228-1894.
- **Coskata-Coatue Wildlife Refuge** - Walk over sixteen miles of trails and roads where you will encounter deer, raptors, seals, and shorebirds dotted along the coast. The landscape is splendid, and has everything from sandy beaches and rolling dunes to upland forests of oak and red cedar. Visit the lighthouse and take in the beautiful views of the Nantucket Coastline. Explore the tidal pools and watch the horseshoe crabs clamber over the rocks and sand dunes. A visit to Coskata-Coutue is free, making it a perfect day out regardless of your age.

- **Greater Light Art Studia** - Greater Light is the summer home and art studio acquired in the 1930's by Gertrude and Hannah Monaghan, two sisters from Philadelphia. It showcases the change between the thriving whaling town and the up-and-coming art movement. The garden is styled to reflect woodlands and features large Birch and London Plane trees framing the property. 8 Howard Street, 508-228-1894
- **The Oldest House, Nantucket** - the Oldest House, as the name suggests, is the oldest home in Nantucket. It is also known as the Jethro Coffin House and was built in 1686 as a wedding gift to Jethro Coffin. The house is settled in a beautiful meadow surrounded by mature trees, and you can spend an hour or two simply wandering around the grounds. The Oldest House became part of the Nantucket Historical Association in 1923 and has undergone extensive preservation and reconstruction. The mission of the historical association is to provide an experience that accurately depicts the lives of those who lived here in the late seventeenth century. Visit the Greater Light home by itself or as part of the Historic Sites self-guided tour. 16 Sunset Hill, (508) 228-1894
- **A tour of Nantucket Harbor by dinghy:**
 - Coatue, a wildlife refuge (see above) with miles of secluded beach, wonderful swimming and great shelling.
 - Wauwinet harbor for a picnic or lunch at the The Wauwinet,
 - Children's Beach which offers a playground, lifeguards and evening concerts from time to time.
- **Bookstores:** Mitchell's and Bookworks are both in town, and both great!
- **Shopping (clothes, jewelry, souvenirs):** Town is full of great places, it's also just fun to wander and enjoy – also don't miss walking down Old South Wharf.

Galleries – Nantucket has a vibrant gallery community, many specializing in local artists and scenes. Here are some of the better-known ones.



- **Li Xiao** (Chinese, b. 1957)
Main Street, 2019
oil on canvas
16 x 20 in.

Cavalier Ebanks Galleries, 10 Federal Street

- **Cavalier Ebanks Gallery** – 10 Federal Street. (508) 325-4405. “Fine Paintings, Sculpture, & Photography Since 1986. Contemporary & Traditional Art & Modern Masters Works.” <https://www.cavaliergalleries.com>
- **Quidley & Company** – 26 Main Street. “Fine Art Gallery representing contemporary realism and traditional representational painting by premier international and American artists. Exhibiting Figurative, Landscape, Marine, still life, narrative, and abstract artworks.” <http://www.quidleyandco.com>
- **Pierce Galleries** – 5 S. Water Street. (508) 228-1789 “Features American Impressionists and works from living artists that focus on seascapes, classic American scenes such as horse racing, golf, leisure and unique scenes home and country scenes.” <http://piercegalleries.com/>

- **G S Hill Gallery** – 40 Straight Wharf. (508) 228-1353. “... Perfect selection of jewelry (mainly pearls), glass, china, hand carved wood pieces, paintings and of course, Nantucket baskets.” <https://gshill.com>
- **Samuel Owen Gallery** – 46 Centre Street. (508) 680-1445. “Contemporary Art Gallery features more than 45 different artists ...internationally known and stunningly different from the usual fare.” SamuelOwen.com
- **The Gallery at 4 India Street** – 4 Indian Street. (508) 228-8509. “...Known for its fine art installations, the resale of private and corporate art collections, art rentals for private or public spaces, workshops for emerging artists, and constructive one-on-one critiques for artists.” <https://thegallerynantucket.com>
- **Hostetler Gallery** – 42 Centre Street. (508) 591-8180. “...Exhibits the sculpture, paintings and prints of David Hostetler, the photography of Ellen Carey, paintings by Donna Isham and prints by Art Werger and Donn Russell.” <https://www.hostetlergallery.com>
- **Old Spouter Gallery** – 118 Orange Street. (508) 325-9988. “...Since 1998, showcasing and promoting the work of Nantucket artists, as well as artists who are intrinsically connected to the island.” <http://www.oldspoutergallery.com/about-the-gallery.html>
- **Cecelia Joyce & Seward Johnson Gallery** - 19 Washington Street. (508) 228-0294
- **Thomas Henry Fine Art** – 15 Centre Street. (508) 228-7679 <https://www.thomashenrygallery.com>
- **Robert Foster Fine Art** – 8 India Street. (508) 221-3056. “...featuring a selection of the island's most talented artists working today.” <http://www.robertfosterfineart.com>

Nantucket Restaurants - restaurant reservations, particularly in town, fill up very quickly; check the websites for when they become available (some open for reservations one week in advance, some one month) or call. Plan well in advance.

The majority of restaurants take reservations starting 30 days in advance and use the RESY app. If no reservations are available most restaurants will place you on a waiting list if you call directly. Here is a list of some recommended restaurants located within walking distance of town. Comments by our local culinary expert and Port Captain, Dr. Jeff Wisch.

- **Straight Wharf Restaurant** – 6 Harbor Square. (508) 228-4499. Upscale seafood, on the water. <http://straightwharfreastaurant.com/>

- **Queequeg's** – 6 Oak Street. (508) 325-0992. New American, cozy. <https://queequegsnantucket.com>
- **Ventuno Restaurant** – 21 Federal Street. . (508) 228-4242. Intimate setting for modern Italian fare. <http://www.ventunorestaurant.com>
- **Cru** – One Straight Wharf. (508) 228-9278. Elegant Oyster Bar on the waterfront. Great place for lunch. <https://www.crunantucket.com>
- **Le Languedoc** - 24 Broad St. (508) 228-2552. Fantastic French bistro restaurant with a great atmosphere. <https://languedocbistro.com>
- **Dune** – 20 Broad Street. (508) 228-5550. Sophisticated New American fare. <https://www.dunenantucket.com>
- **The Club Car** – 1 Main Street. (508) 228-1101. Upscale California fare with a “carefree beach-chic vibe.” <https://theclubcar.com>
- **Oran Mor** – 2 South Beach Street. (508) 228-8655. Upscale seasonal Nantucket cuisine offered on the second story of a charming, historic house. <http://www.oranmorbistro.com>
- **Brant Point Grill** - White Elephant, 50 Easton St. (508) 325-1320. Seafood and steaks with a harbor view at the White Elephant. <https://www.whiteelephantnantucket.com/contact>
- **American Seasons** – 80 Centre Street. (508) 228-7111. Rustic, New American seasonal foods and over 500 American-made wines, served by candlelight. <https://www.americanseasons.com>
- **Nantucket Tap Room** – 29 Broad Street. (508) 228-2117. Steaks & seafood in a historical, upscale space at Jared Coffin House. Lovely patio. <https://www.nantuckettaproom.com>
- **Brotherhood of Thieves** – 23 Broad Street. (774) 325-5812. Pub restaurant featuring hearty eats, craft beers, a patio & a cozy fireplace. <https://www.brotherhoodofthieves.com>

Other suggestions:

- **Ship's Inn** - 13 Fair Street. (888) 872-4052. <https://www.shipsinnnantucket.com>
- **Nautilus** - 12 Cambridge St. (508) 228-0301 <http://www.thenautilus.getbento.com>
- **Galley** - 54 Jefferson Ave. (508) 228-9641. <https://www.galleybeach.net>

- **Lola 41** - 15 S Beach St. (508) 325-4001. <https://www.lola41.com/location/lola-41-nantucket/>
- **Slip 14** – 14 Old South Wharf. (508) 228-2033 <https://www.slip14.com>
- **Fog Island Café** – 5 Amelia Drive. (508) 221-0302 <http://www.fogisland.com>

Nantucket History

Nantucket is an island about 30 miles by ferry south from Cape Cod. Together with the small islands of Tuckernuck and Muskeget, it constitutes the Town and County of Nantucket. As of the 2020 census, the population was 14,255, making it the least populated county in Massachusetts.

The name "Nantucket" is adapted from similar Algonquian names for the island, but is very similar to the endonym of the native Nehantucket tribe that occupied the region at the time of European settlement.

Nantucket today is a tourist destination and summer colony. Due to seasonal traffic – both tourists and residents - the population of the island increases to over 50,000 during the summer.

The National Park Service cites Nantucket, designated a National Historic Landmark District in 1966, as being the **"finest surviving architectural and environmental example of a late 18th- and early 19th-century New England seaport town."**

Nantucket settlers

In October 1641, William Alexander, the Earl of Stirling, deeded the island to Thomas Mayhew of Watertown, Massachusetts. In 1659, Mayhew sold an interest in the island to nine other purchasers, reserving 1/10th of an interest for himself.

Each of the ten original owners was allowed to invite one partner. There is some confusion about the identity of the first twenty owners, partly because William Pile did not choose a partner and sold his interest to Richard Swain, which was subsequently divided between John Bishop and the children of George Bunker.

Anxious to add to their number and to induce tradesmen to come to the island, the total number of shares was increased to twenty-seven. The original purchasers needed the assistance of tradesmen who were skilled in the arts of weaving, milling, building and other pursuits and selected men who were given half a share provided that they lived on Nantucket and carried on their trade for at least three years.

By 1667, twenty-seven shares had been divided among 31 owners.

European settlement of Nantucket did not begin in earnest until 1659, when Thomas Mayhew sold his interest to a group of investors, led by Tristram Coffin. The "nine original purchasers" were Tristram Coffin, Peter Coffin, Thomas Macy, Christopher Hussey, Richard Swain, Thomas Barnard, Stephen Greenleaf, John Swain and William Pile. These men are considered the founding fathers of Nantucket, and many islanders today are related to these families. Seamen and tradesmen began to populate Nantucket, including Richard Gardner (arrived 1667) and Capt. John Gardner (arrived 1672), sons of Thomas Gardner. The first settlers focused on farming and raising sheep, but overgrazing and the growing number of farms made these activities untenable, and the islanders soon began turning to the sea for a living.



The town on Nantucket Island, when it was still called Sherburne, in 1775

Before 1795, the town on the island was called Sherburne. The original settlement was near Capaum Pond. At that time, the pond was a small harbor whose entrance silted up, forcing the settlers to dismantle their houses and move them northeast by two miles to the present location. On June 8, 1795, the bill proposed by Micajah Coffin to change the town's name to the "Town of Nantucket" was endorsed and signed by Governor Samuel Adams to officially change the town name.

Nantucket whaling industry

In his 1835 history of Nantucket Island, Obed Macy wrote that in the early, pre-1672 colony, a whale of the kind called "scragg" entered the harbor and was pursued and killed by the settlers. This event started the Nantucket whaling industry. A. B. Van Deirse points out that the "scragg whale", described by P. Dudley in 1725 as one of the species hunted by early New England whalers, was almost certainly the gray whale, which has flourished on the west coast of North America in modern times with protection from whaling.

In the beginning of the 17th century, whaling on Nantucket was usually done from small boats, launched from the island's shores, which would tow killed whales to be processed on the beach. These boats were only about 23 feet long, with mostly Wampanoag manpower sourced from a system of debt servitude established by English Nantucketers. A typical boat's crew had five Wampanoag oarsmen and a single white Nantucketer at the steering oar. Author Nathaniel

Philbrick notes that "without the native population, the island would never have become a successful whaling port."

Nantucket's dependence on trade with Britain, derived from its whaling and supporting industries, influenced its leading citizens to remain neutral during the American Revolutionary War, favoring neither the British nor the Patriots.

Herman Melville commented on Nantucket's whaling dominance in *Moby-Dick*, Chapter 14. "*Two thirds of this terraqueous globe are the Nantucketer's. For the sea is his; he owns it, as Emperors own empires.*"

The *Moby-Dick* characters Ahab and Starbuck are both from Nantucket. The tragedy that inspired Melville to write his novel *Moby-Dick* was the final voyage of the Nantucket whaler, *Essex*. Best book on the topic: Nathaniel Philbrick's *In the Heart of the Sea: The Tragedy of the Whaleship Essex*.

Over time, the island suffered great economic hardships, worsened by the "Great Fire" of July 13, 1846. Fueled by whale oil and lumber, the fire devastated the main town, burning some 40 acres. The fire left hundreds homeless and poverty-stricken, and many left the island. By 1850, Nantucket's whaling industry was in decline, surpassed by that of New Bedford. The silting up of the harbor also contributed to the decline of Nantucket since it prevented large whaling ships from entering and leaving. New Bedford, on the other hand, benefited from its deep-water port. In addition, the development of railroads made mainland whaling ports like New Bedford more attractive because of the ease of trans-shipment of whale oil by train, an advantage unavailable to an island. The American Civil War dealt the final death blow to the island's whaling industry, as virtually all of the remaining whaling vessels were destroyed by Confederate commerce raiders.

Best book on early Nantucket history: Nathaniel Philbrick's *Away Off Shore: Nantucket Island and Its People, 1602–1890*.

Later history

As a result of this de-population, the island was left under-developed and isolated until the mid-20th century. The isolation, though, kept many of the pre-Civil War buildings intact and, by the 1950s, enterprising developers began buying up large sections of the island and restoring them to create an upmarket destination for wealthy people.

Culture, arts and good books

In addition to its numerous museums and cultural institutions (highlighted above), the island has been a vibrant art colony since the 1920s, attracting artists to come to capture the natural beauty of the island's landscapes and seascapes, including its flora and the fauna. Noted artists who have lived on or painted in Nantucket include Frank Swift Chase, Theodore Robinson, and Rodney Charman. Herman Melville based his narrative in *Moby Dick* on the Nantucket whaling industry.

The island is the site of a number of festivals, including a book festival, wine and food festival, comedy festival, daffodil festival, and a cranberry festival.

Numerous historical, literary and dramatic works involve people from, or living on, Nantucket. These include:

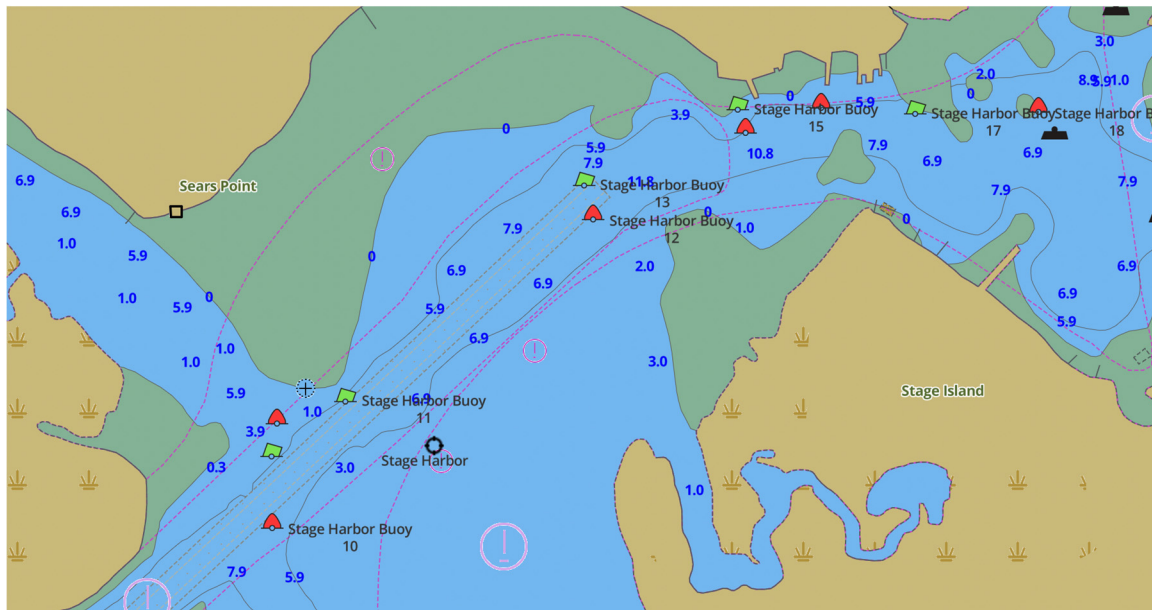
- Herman Melville's classic *Moby-Dick* has Ishmael starting his voyage at Nantucket.
- Nathaniel Philbrick's *Away Off Shore: Nantucket Island and Its People, 1602–1890*.
- Nathaniel Philbrick's *In the Heart of the Sea: The Tragedy of the Whaleship Essex*
- Poe's *The Narrative of Arthur Gordon Pym of Nantucket*.
- The science-fiction-based *Nantucket* series by S. M. Stirling has the island being sent back in time from March 17, 1998, to circa 1250 BC in the Bronze Age.
- Most of the Joan Aiken novel *Nightbirds on Nantucket* is set on the island.
- The 1971 coming-of-age film *Summer of '42* was set in Nantucket.
- The 1986 comedy *One Crazy Summer* was set in Nantucket and filmed on Cape Cod.
- The 1990s sitcom *Wings*, which aired eight seasons from 1990 to 1997, was set in Nantucket. The series took place at the fictional "Tom Nevers Field" airport and other locations. It was filmed in LA but all of the establishing shots were filmed at various sites on the island and included fictional versions of real establishments, such as The Club Car restaurant.
- The 2007 comedy *The Nanny Diaries* has the climax of the film take place at Mr. X's Mother's Nantucket oversized Cape-Cod-styled home. Filmed in the Hamptons but made to look like Nantucket.
- Elin Hilderbrand's novels are set on Nantucket.
- Nantucket is the setting for the Merry Folger series of mystery novels by Francine Mathews.
- American journalist Pam Belluck's 2012 non-fiction book *Island Practice* follows the misadventures of Nantucket doctor Timothy J. Lepore, MD.
- Andrew Hussie's 2021 graphic novel *Psycholonials* takes place in 2020 on Nantucket.
- In the Quentin Tarantino film, *Inglourious Basterds*, Colonel Hans Landa of the German Nazi Army negotiates a deal where he is awarded a property on Nantucket Island.

July 9th, 2023 – Captain’s choice. On Sunday, July 9th, the fleet will disperse for a day and an overnight. There are several options. From Nantucket, one can go:

- Due north to Stage Harbor/Mill Pond/ **Chatham**,
- Northwest to **Hyannis Port** – home of President Kennedy’s summer family compound,
- West to **Vineyard Haven**, Martha’s Vineyard or
- Further west, all the way to **Hadley Harbor** (where we will re-congregate as a fleet on July 10th).

Stage Harbor/Mill Pond – Stage Harbor is a small harbor located on Cape Cod roughly 30 nm north of Nantucket Harbor.

Port Captain: Lisa Lewis. Cell: (401) 641-8071
Bart Dunbar. Cell: (401) 641-8067
Email: lewisnewport@gmail.com
bsd@bowenswharf.com



Entrance to Stage Harbor, Chatham



Stage Harbor Entrance showing shifting sands

Boats going to Stage Harbor/Mill Pond –

Moorings – there are ~15 moorings available for NAS boats in Stage Harbor. By the time you read this, they should have already been reserved through the Chatham Harbormaster. **If you have not had success securing a mooring, plan to check in with the harbormaster on VHF 16 or 68 and anchor where instructed.**

Navigation – Nantucket to Stage Harbor is a straight line almost due north, roughly 23 nms. When you approach the entrance to Stage Harbor, pay close attention to the channel markers and your depth sounder. When you arrive, contact the Harbormaster and he will direct you to your mooring. For the cocktail event you will transit in your dinghy from your mooring into the Mill Pond under the drawbridge and up to the right to First Light Boatworks.

Harbormaster: [Stuart Smith](mailto:Stuart.Smith@firstlightboatworks.com). 508-945-5185.

1700 – Bart and Lisa are hosting cocktails and light hors d’oeuvres at First Light Boatworks and Marine Railway (508 945-1860 or VHF 09) which is located in the Mill Pond. You will take your dinghy under the drawbridge into the Mill Pond and tie up at the First Light dock at the end of the pond--about a 10-minute ride in from the outer harbor. The boatyard in the Mill Pond was started by Bart's father, naval architect, F. Spaulding Dunbar. Bart has kept the marine use of the property since his father's death in 1992. The current tenants are First Light Boatworks owners, Jim Donovan and Woody Metzger. You can tour the yard and check out the boats under various stages of construction and repair.

See First Light Boatyard’s excellent website: <https://www.firstlightboatworks.com/#intro>

Afterwards, if you are still hungry, you can take your dinghy northwards up through the Little Mill Pond towards town where there is a town dock, and access to restaurants for dinner. Here are a few recommended by Lisa Lewis, wife of our Port Captain, Bart Dunbar.

- **Chatham Squire** - (508) 945-0945. 487 Main Street: “Favorite local watering hole offering popular pub food, Italian dishes and seafood, a full bar and sing-along entertainment not to be missed.”
- **Del Mar Bar & Bistro** - (508) 945-9988. (508) 945-9988: Wide selection of delicately prepared seafood, pasta and wood-fired pizza.
- **Bluefins Sushi & Sake Bar** – (508) 348-1573. 513 Main Street: Casual table service, sushi, etc.
- **Red Nun Bar & Grill** (508) 348-0469: Popular stop for nachos, chili, burgers, steaks, seafood and cold beer.
- **Impudent Oyster** (508) 945-3545: Seafood specialties with a refined flair.

- **Wild Goose Tavern** at the Chatham Wayside Inn (508) 945-5590. 512 Main Street: Elegant seafood and other specialty dishes.
- **Chatham Bars Inn Resort** (508) 945-0096: Fine dining in an elegant setting overlooking Chatham Inlet.
- **Pate's Restaurant** (508) 945-9777. 1260 Main Street: "A local Chatham landmark...steaks, ribs, and fresh local seafood."

Chatham History – Europeans first landed on the shores of Chatham in October, 1606, 14 years before the historic landing of Puritans in Plymouth. Over the next 90 years, the small colony of settlers and indigenous peoples grew to 650 people, only 150 of whom were of English descent.

In 1712, the settlement was granted the status of a township, and the inhabitants named their new town Chatham. A small meeting house that served both as the community church and the center of town government had been built in 1700, but by 1720 the population had grown to 50 families, making it necessary to build a new and larger meeting house and to hire a schoolmaster. In addition to a meeting house, towns were required to have at least one tavern that was accessible to most residents and that provided a gathering place where people could meet to eat and drink.

In the mid-eighteenth century the primary occupation in Chatham changed from farming to maritime, with more than a dozen commercial fishing vessels and larger vessels sailing from other towns on Cape Cod and from Boston, very often commanded by Chatham men. By early in the 19th century as many as 80% of Chatham men were mariners, with nearly half of that number voyaging to Europe and Asia. With fishing becoming an important occupation, a means of preserving fish to send to market was needed and salt works began to spring up. Vats for evaporating sea water lined the many bays and inlets of Chatham.

Because of the dangerous shoals off Chatham, twin light houses were built in 1808, which had to be replaced three times due to erosion continually undermining the land on which they stood. One of the twin lights was moved to Eastham in 1926, leaving the present single light.

Like all coastal towns in New England, Chatham was very much involved in the Civil War. More than 264 men saw action on the battlefields, 16 of whom lost their lives. But the conflict had little effect on the way Chatham people lived their lives during or after the war, since the town was isolated from the influences of the industrial expansion that occurred elsewhere following the war. Later, the population declined from a high of 2700 in 1860 to 1500 in 1910.

Since Chatham retained its rural characteristics and its natural beauty, tourists began to visit during the latter part of the 19th century, either to enjoy the cool summers or to take advantage of the abundance of game, especially on Monomoy Island, "an eight-mile-long spit of sand extending southwest from Chatham." Because of shifting sands and water levels, it is often connected to the mainland, and at other times, separated from it. Today this land mass is preserved as the Monomoy National Wildlife refuge.

With the arrival of the railroad in 1897, the number of lodgings began to climb, including larger hotels, such as the Hotel Chatham (1890-1895) and the Chatham Bars Inn (1914). Early in the 20th century interest in acquiring or building seasonal homes expanded greatly. By 1925 there were more than 8 hotels in town, and of the approximately 900 dwellings almost half were seasonal residences, a ratio that continues today. The development of Chatham as a summer resort brought with it the establishment of golf clubs, a beach club, and yacht clubs.

During World War I, 78 out of a population of 1167 served in the armed forces, and the federal government took over operation of the Marconi Wireless Station that had been constructed at Ryder's Cove in 1914. The Navy built an Air Station on 36 acres at the eastern end of Eastward Point, which operated until 1923. It was there that the NC-4 stopped for repairs before making the first trans-Atlantic flight.

During this same period Chatham grew to the point where it established its first fire department in 1911, with a staff of three, and the first police department in 1922, consisting of four men, three of whom were named Eldridge.

In 1926 an increasing population required a new central school that was built next to the 1858 graded school and incorporated that building. It served grades K-12 until the junior-senior high school opened in 1963 on Crowell Road and an Elementary School rose on Depot Road. It also housed the Selectmen's Office until the present one was acquired in 1948. That 1926 school is now the Chatham Community Center.

World War II brought service personnel to town, along with black outs, air raid sirens, Coast Guardsmen patrolling the beaches, and U.S.O. centers. Many of those stationed in Chatham stayed after the war.

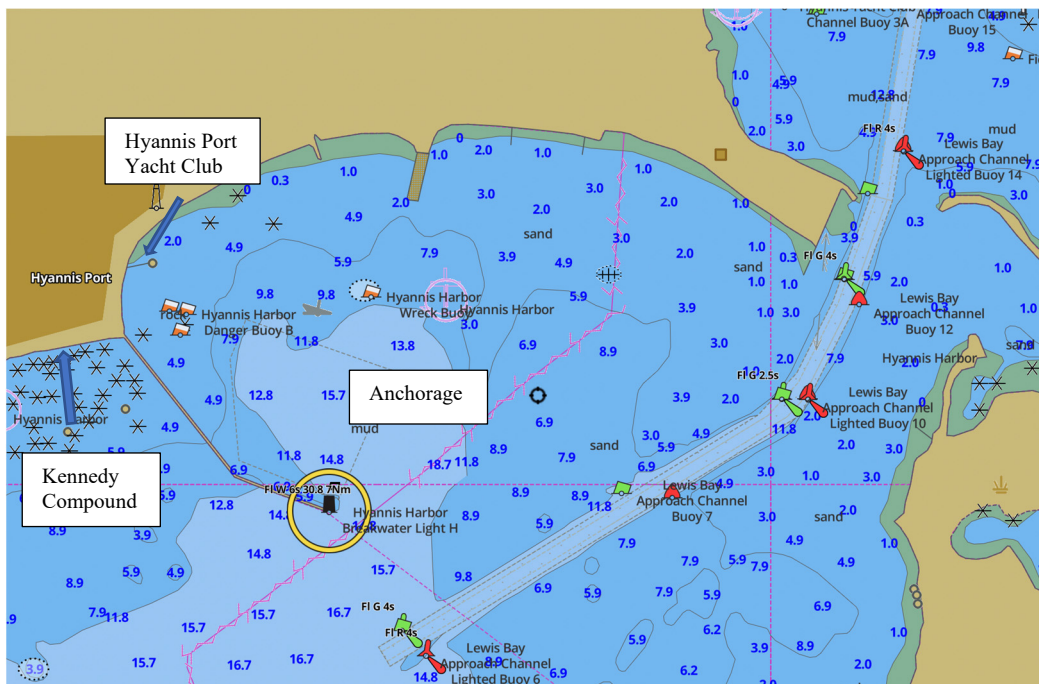
From 1950 through 1970 housing developments, such as Harbor Coves and Riverbay Estates, were created, resulting in a rapidly increasing year-round population, which was 2,500 in 1945 and reached 4,500 in 1965. At the same time tourism and seasonal residents increased to the point where the summer population was over 20,000. In 2012 tourism had become the primary industry and provided income to most of the residents.

With this growth the town expanded the fire and police departments, experienced building to the point where the town nearly reached total build-out, and town government vastly expanded, requiring a larger Town Hall, an even larger Town Hall Annex, and a greatly enlarged Police Station, both built in 2011. The effect on natural resources resulted in the need for a central sewer system to protect the waters from pollution, and a Conservation Commission to police the environment.

But in spite of all these changes, Chatham with its natural beauty had retained its appeal to residents and visitors alike, and every effort is made to protect its historic legacy and maintain its charm.

Hyannis Port, MA - Boats headed for Hyannis Port and a visit to the Kennedy Family Compound should plan on leaving Nantucket early in the morning as the favorable (westerly) current begins at 0445. You will ride it most of the way to Hyannis. (See **Eldridge** page 81.)

- **Navigation** - The leg from Nantucket is 26 nms. and a relatively straight shot NW.
 - Depart Nantucket Harbor and exit through the channel. The route takes you NW leaving Tuckernuck shoal to port.
 - Continue to R"2" FI R GONG and enter Bishop and Clerks. Proceed further to RW "HH" Mo (A) BELL and then on to the entrance to Hyannis Harbor.



- **Local Information** - "Hyannis Port" is a small unincorporated residential village near the larger village of Hyannis. Both villages are part of the Town of Barnstable. Hyannis Port has a tiny news store and post office located near the Yacht Club, but provisions, ice, etc., must be obtained in Hyannis, about two miles away. Fuel is available at Hyannis Marine Service, at the end of a two-mile run up the channel into the inner harbor. Water is available at the Hyannis Port pier. Visitors should make arrangements with the HPHYC launch driver (hail on VHF 69) to tie up. There is five feet of water at MLW.
- **Anchorage** – anchor in Hyannis Harbor. There is a sizeable mooring field; anchor outside of the mooring field in 15-25 feet of water, but in the lee of the break wall to the extent possible. The bottom is sand, but make sure your anchor is set firmly and penetrates the bed of sea grass.
- **1600 - Kennedy Compound visit** – Ted Kennedy, Jr., the late Senator's son, will be our host at the family's summer compound. It is located where the breakwall meets the land. Launch service will be provided by the Hyannis Port Yacht Club (VHF 69), or you can

take your dinghy to the Hyannis Port Yacht Club dock and tie up. From there it is a short walk to the Kennedy home.



Joseph P. Kennedy house



Kennedy family Wianno Senior Sloop "Victoria" in Nantucket Sound

- The **Compound** consists of three houses on six acres of waterfront property along Nantucket Sound. The first house was purchased in 1928 by **Joseph P. Kennedy**, an early 20th century American businessman, investor, politician, and in the years leading up to WWII, U.S. ambassador to the Court of St. James in London. It was also the summer home to his wife, Rose and their children, including **U.S. President John F. Kennedy** and **U.S. Senators Robert F. Kennedy** and **Edward M. Kennedy**. As an adult, Massachusetts Senator "Ted" Kennedy, the youngest son of Joseph, lived in his parents' house, and it was his primary residence from 1982 until he died at the compound, in August 2009.

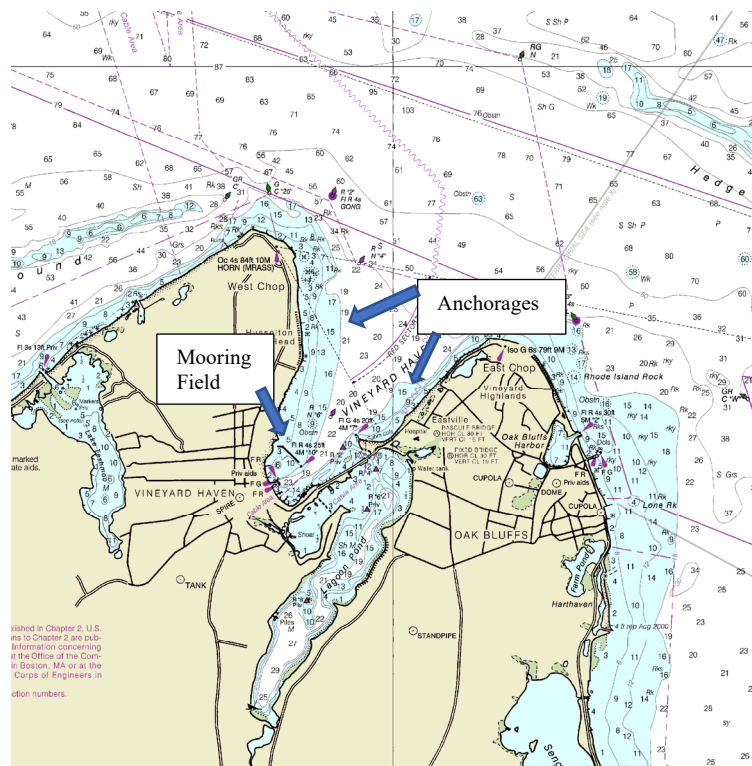
U.S. Senator John F. Kennedy used the compound as a base for his successful 1960 presidential campaign and later as the Summer White House and presidential retreat, until his assassination in November 1963. Like all of the Kennedys, President Kennedy was an avid sailor and spent time plying the waters of Nantucket Sound to escape from the rigors and distractions of the Presidency. In 2012, the main house was donated to the Edward M. Kennedy Institute for the United States Senate.

See Wikipedia's entry on the Kennedy Compound for further details:
https://en.wikipedia.org/wiki/Kennedy_Compound

- **Dinner** – there is no scheduled dinner, although some may choose to visit each other's boats. It is possible to order an Uber from the Hyannis Port Yacht Club dock to travel into the town of Hyannis where there is more activity and restaurants.

Vineyard Haven – is discussed earlier in this book. Those travelling to Vineyard Haven will retrace their steps heading back in the direction of Edgartown. Continue past East Chop and Vineyard Haven is off to port (before reaching West Chop). Entering the harbor is straightforward.

- **Moorings** – contact Vineyard Haven Marina via Dockwa for moorings. Launch service is provided separately by Vineyard Haven Launch Service. Hail on VHF 72.



Anchoring is possible outside the mooring field, or on the east side of the channel, outside of the path of the ferries.

July 10th, 2023 - Hadley Harbor

Port Captains: Jeff Wisch and Cindy Crofts-Wisch

Email: jswisch@comcast.net

Cell: (781) 856-6412

Hadley Harbor is one of the most beautiful and protected harbors in all of New England. It sits near the Buzzards Bay entrance to Woods Hole. The harbor is surrounded by **Naushon Island**, one of the Elizabeth Islands, and is summer home to multiple generations and branches of the Forbes family. The origins date back to the 19th century Boston merchant, John Murray Forbes, whose fortune originated during the golden age of sail in the tea and opium trade between North America and China, plus other investments, including railroads and merchant banking.

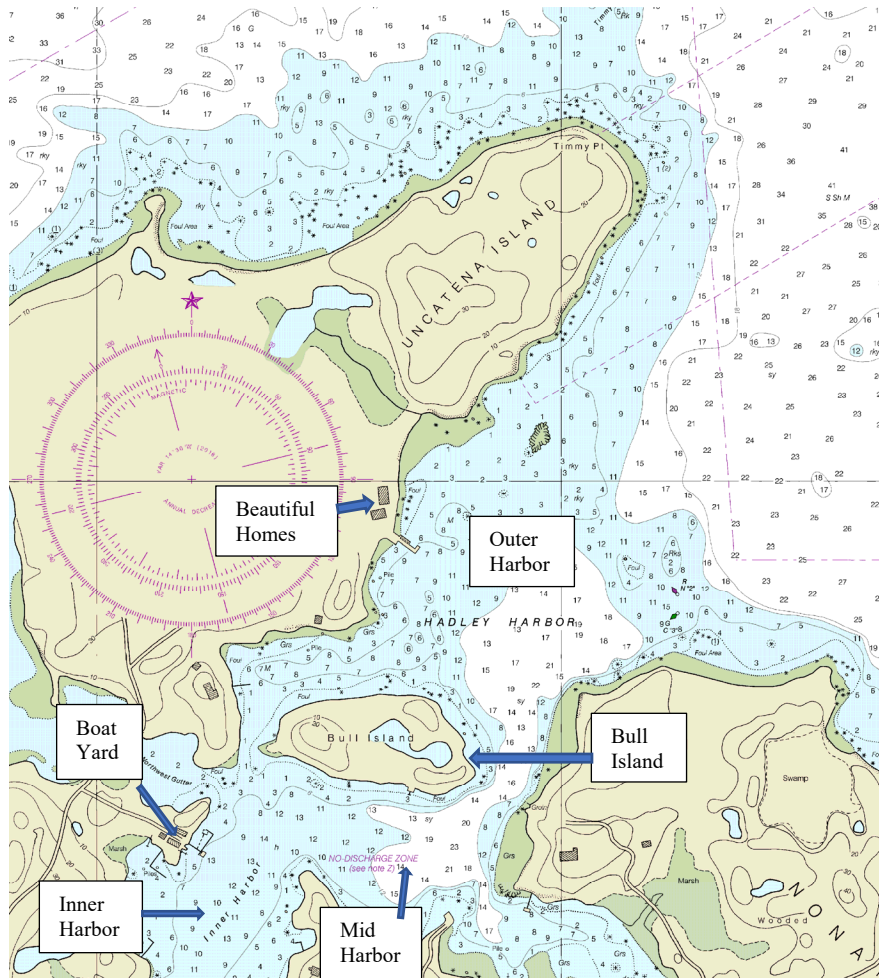
Upon his death in 1898, J.M. Forbes left Naushon in a trust administered by his five surviving children and the island is now owned by Naushon Island Trust, Inc. Pasque Island and Nashawena Island, the next two islands in the Elizabeth Island chain, were purchased at different times by Forbes descendants and remain privately owned. There are approximately 35 houses on Naushon, most near the east end. There are no paved roads nor any stores. There is a working farm where sheep are raised, and horses may be seen at water's edge in the harbor at times. On the north side of the inner harbor there is a private boat yard which maintains the family fleet. Some of the earliest built Herreshoff 12 ½ sailboats can be seen docked along the boat yard wharf.

The Forbes family has a long tradition of sailing and in 1885, J.M. Forbes' son, John Malcolm Forbes, successfully defended the America's Cup aboard the Edward Burgess-designed *Puritan*, which Forbes both owned and skippered.

- **Currents** – boats traveling west from Chatham and Hyannis Port should look carefully at the currents while planning this leg of the trip. It is 32 nm from Chatham to the entrance to Woods Hole (20 nm for those sailing from Hyannis Port) and **the current is favorable (westerly) until 1230**. Assuming you leave early and can make 6.0+ kts. underway, the math works.

- **Entering Hadley Harbor through Woods Hole Passage** – transiting Woods Hole Passage can, but shouldn't be, challenging. It is discussed earlier in this book. **Consult Eldridge pages 60-65** before making your transit.
- On July 10th, assuming a midday arrival at the eastern end of Woods Hole Passage, you will face an **adverse current** of 2-3 kts. The area of greatest current is a distance of only 1.5 nm, so it shouldn't pose much of a problem, assuming you can maintain 6.0 kts speed through the water.
- **An early start to the day** will make things easier. Perhaps 0500 from Chatham, 0600 from Hyannis.
- **For those transiting Woods Hole for the first time, speak up during the morning call. There will be several "buddy" boats willing and able to lead you through.**

- The **approach** to Hadley Harbor (once through Woods Hole Passage, and staying north of Hadley Rock) is well marked with a red nun and green can to the south of a rockpile. which must be respected. From there one has the option of anchoring in the **outer** harbor or venturing on into the **mid** or **inner** harbor and mooring field.



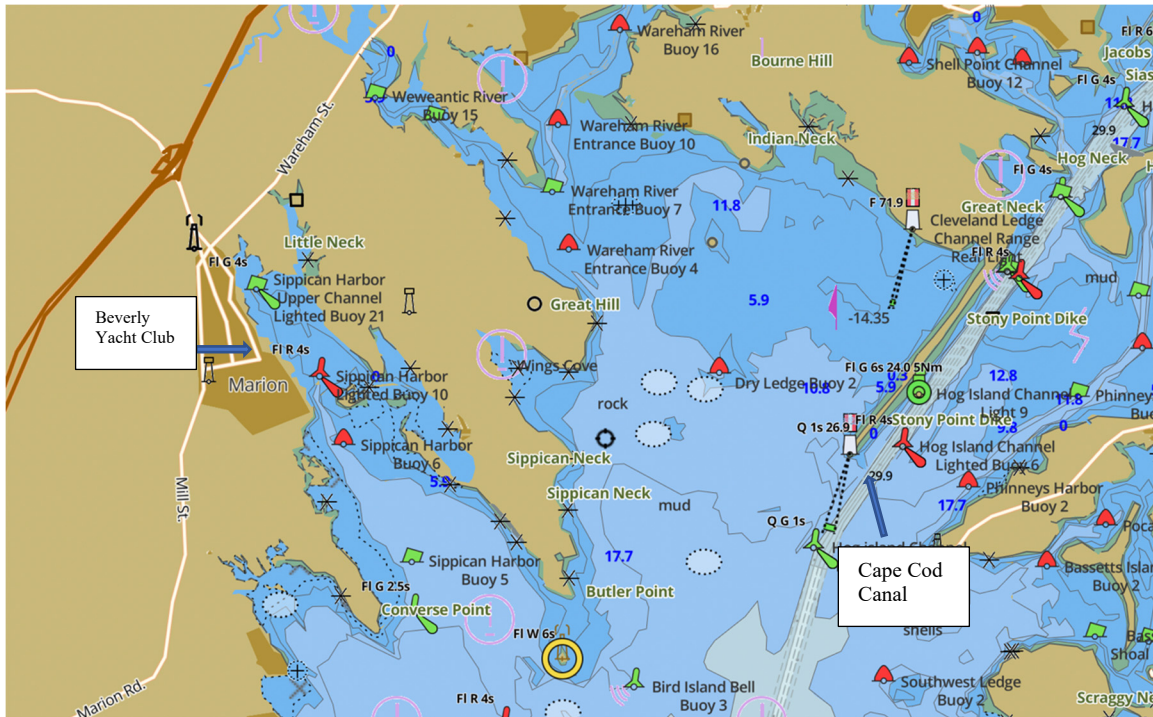
Anchoring is discouraged in the inner harbor as there is a private ferry that transits the area a few times a day and the thoroughfare must be kept open. However, there are a few **moorings** available on a first come, first serve basis. **Port Captain Wisch, meanwhile, is working on securing additional moorings (an arcane process not unlike electing a Pope) and we will hear further from him at a Captains' meeting.** In any case, be prepared to anchor, either in the mid harbor south of Bull Island, or outer harbor. It should be noted that the outer harbor is exposed to wind out of the northwest.

One may land on Bull Island which, aside from being quite small, is known for its Lyme Tick population. Dogs may be walked on Bull Island as long as you pick up after your pet.

- Aside from the beautiful surroundings, this is an excellent place to swim or just sit back and enjoy the unspoiled surroundings and nature. Great Blue Herons along with Ospreys and other sea birds are commonly seen in the harbor. This is also a great place for gunk holing in your dinghy. Take care, however, of the tidal current if you chose to venture under any of the small bridges in the “gutters.”
- **1700 – Rafting and “Fenders over the side.”** If we can secure a few moorings in the inner harbor, we will encourage everyone to lower their dinghy, and bring their favorite beverage and an hors d’oeuvres over to the moored and rafted boats for an impromptu cocktail party. Again, listen carefully to the briefing at the Captains’ meeting.

July 11th, 2023 - Sippican Harbor & Marion, MA; Beverly Yacht Club

Website for all things Marion and Sippican Harbor –
<http://masslocal.com/marion/>



Sippican Harbor, home of Beverly Yacht Club

- **Navigating Sippican Harbor** – Sippican Harbor, home of Marion, MA and the Beverly Yacht Club is on the west side of Buzzards Bay, **seven nm NW of Hadley Harbor**, and approximately seven nms. southwest of the Cape Cod Canal. Lonely Bird Island stands guard at the entrance to the Harbor. It's a straight shot from Bird Island to RN "6" and then on to R"8" FLR 4s just west of Ram Island. Then make a slight right-hand turn into the harbor, leaving GC"9" to port. The harbor is an extensive mooring field and boats will be departing and arriving at their moorings at all hours of the day. Keep a sharp lookout.
- **Moorings/Anchorage** – on arrival, if you have reserved a mooring through the Beverly Yacht Club, hail the BYC dockmaster, Sam Lyons, on VHF 68. Give him the particulars of your boat, answer any questions he might have, and then he will direct you or lead you to your mooring. If you have reserved through Burr Brothers or Barden's, call their dockmaster:

- **Burr Brothers.** (508) 748-0541 <http://www.burrbros.com/about-our-boat-yard/contact/>
 - **Bardens.** (508) 748-0250. www.bardensboatyard.com
- One can also **anchor** outside the harbor in 12-18 feet of water. Very well protected from any wind except the east.
- **Harbormaster** - Isaac W. Perry (508) 748-3535
- **Boatyard/Fuel** – Both Burr Brothers and Bardens offer fuel and water. Best to call ahead.
- **Provisions** – Marion has a reasonably well-stocked general store in the center of town where you can get the basics, including wine and beer. Across the street is the post office.
- **Police** – (508) 748-1212
- **Medical** – the closest hospital is Tobey Hospital in Wareham, a fifteen-minute drive. (508) 295-0880
- **Sippican Harbor and the town of Marion** have a particularly quaint New England feel. The harbor is lined with groves of pine trees that may make you feel more like you are in Maine than Massachusetts. Several shops and capable marine facilities line the shore making this a very popular stopover point on Buzzards Bay. The New England charm of white, clapboard houses, tree-lined streets and picket fences is evident throughout the village.
- Marion's harbor, Sippican Harbor, is filled with sailboats of every size. Buzzards Bay is known for its southwest winds that kick up almost every afternoon. Any fog that may appear in the morning usually burns off in the afternoon.
- Marion is also home to **Tabor Academy**, a five-minute walk from the Yacht Club. It is a highly regarded preparatory school for kids 13-18 years of age, with an excellent sailing program. The picture-perfect campus spreads out along the shore. Worth a leisurely stroll.
- **1700 - Beverly Yacht Club reception** – the cruise will convene for cocktails at the Beverly Yacht Club, which is on the west side of the harbor. Either come ashore by dinghy to the BYC dock, or hail the BYC launch on VHF 68. This reception includes hors d'oeuvres but not dinner, so if your appetite is greater than the hors d'oeuvres, you should plan on eating aboard. There are **no restaurants** in Marion.

BYC History - A selection from Marion Historian Judy Rosbe's book (with a few edits):

“The Beverly Yacht Club, one of the oldest yacht clubs in America, was founded in 1872 by young men who summered in Beverly (north of Boston). They were upset that the newly formed Eastern Yacht Club in Marblehead refused to recognize yachts under 26 feet in length on the waterline for the races that they held.

“Thus, Edward and Walter Burgess (of America's Cup yacht design fame) at a supper party at their home in Boston on February 24, 1872, formally launched the Beverly Yacht Club. The first regatta was held by the club on June 22, 1872, in which 11 boats, 10 catboats, and a sloop started in three classes.

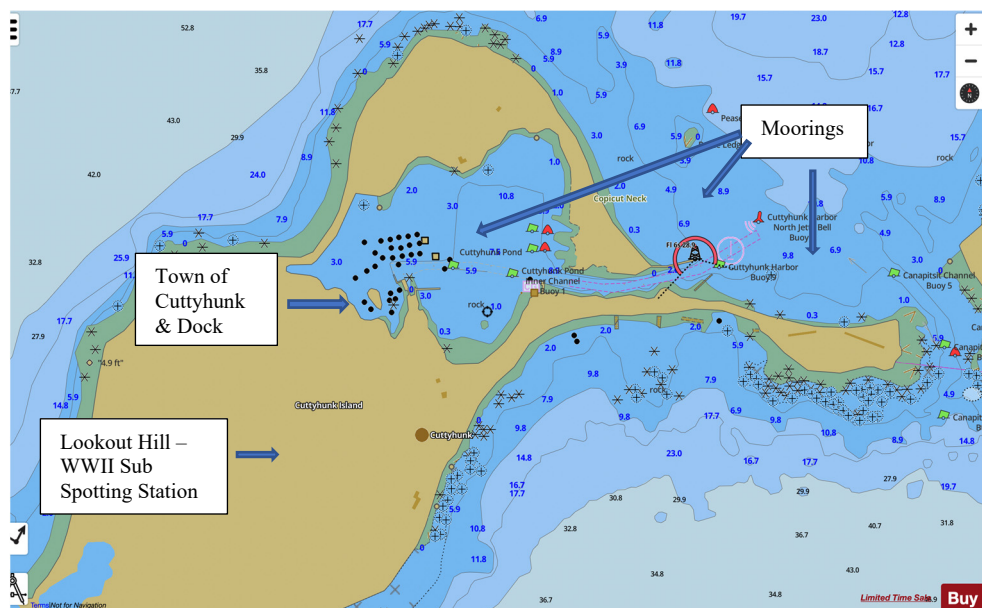
“For the first 23 years, the Beverly Yacht Club had no fixed abode; they held races and regattas at ports most convenient to the members. In 1913, the club moved to Marion, where it has been located ever since.”

History of Marion, MA – after the Pilgrims arrived in 1620, grants were issued to towns in the area including Marion, neighboring Rochester, Mattapoisett and parts of Wareham. At the time Rochester was created, what is now known as Marion was known as Sippican, named for the Indian tribe that lived here.

Many changes took place from 1815 to 1890. During the early and mid 1800's, Marion was mainly a home for sea captains and sailors. Marion boys went to sea at the age of 16 and worked their way up through the ranks to become mates and captains. There was one sailor for every three captains in Marion. These captains sailed everywhere, carrying cotton to Europe, cargoes to the Orient, and returning with products from the East. Many of them became wealthy and some built magnificent homes in Marion. Marion was also a small shipbuilding community, but neighboring Mattapoisett was a major shipbuilding town. The first task that awaited the people of Marion was what to name their town. Instead of keeping the old Indian name Sippican, they chose the name Marion in honor of General Francis Marion, the Revolutionary War hero from South Carolina.

July 12th, 2023 - Cuttyhunk Island

“Cuttyhunk Island is a place to do a whole lot of nothing.” – Cuttyhunk Website



Cuttyhunk Harbor

Navigation - the sail from Marion (Sippican Harbor) to Cuttyhunk is a straight shot south, southwest, approximately 18 nms., down Buzzards Bay. With the prevailing southwesterly breeze, it will be a close reach. In the morning, probably light winds, in the afternoon, it can kick up.

Current in Buzzards Bay is as follows. On July 12th, the current will turn southwest at roughly 0600. You will enjoy a favorable southerly current all morning en route to Cuttyhunk. (See **Eldridge** Page 78-80.)

Cuttyhunk is a well-traveled stop for sailors heading east from Newport (or west back to Newport). Apart from its charm and tranquility, inside the harbor it offers good protection from all directions. Outside the harbor it is well protected from the south and southwest. Should the wind veer to the northeast, one can anchor in the lee of Nashawena Island.

Use your chart to negotiate the entrance to Cuttyhunk. Head for RW "CH"Mo(A) Bell and work your way to Cuttyhunk Harbor. The channel to the inner harbor, also known as Cuttyhunk Pond, starts at GC"11". It is narrow (watch your depth) with 10-12 feet at low water. On your left you will pass the fuel dock. This is where we will gather for dinner.

Moorings - once inside the harbor, look for a vacant, white mooring (with a vertical pipe) and take it. You'll need a dock line to thread through the mooring pennant "eye" and then work it back to your bow cleat. Someone will come by before dusk to collect your mooring fee (\$45 last summer).

You will need your dinghy to get to shore as there is no launch service.

Slips/additional moorings - If the moorings inside the harbor are full, either head for the docks and a **slip** (see below) or retrace your steps back outside of the harbor and through the channel. Here you will see more moorings and can pick up one that is available.

If you have trouble finding a mooring, try these two alternatives (call first):

- **Frog Pond Marine** - VHF 72, (508) 992-7530
Look for orange mooring balls in the eastern **outer** harbor. Rafting is allowed, as the moorings are 2,000 lb. blocks.
- **Jenkins Moorings** - VHF 9, (508) 996-9294
Deeper draft vessels should anchor near R “6” north of the channel or take one of the Jenkins Moorings in the **western outer harbor**. Look for blue-striped mooring balls.

If you cannot secure a mooring (and you have no interest in a slip), find a comfortable spot to **anchor**. Lots of room and good holding.

Other helpful hints:

- **Harbor Master** - Captain George Isabel – VHF 09, (508) 971-1388
- **Deploy your dinghy** – there is no public launch. If you have a problem, hail the fleet on VHF 71, or 16, and someone will come get you.
- **Garbage disposal** is limited and there is a fee.
- **Provisioning:** The Fish Market at the town dock provides freshly caught fish and lobster. There is also a **very** small general store as you walk up the hill away from the dock.
- **Cuttyhunk is dry**, so stock up on liquids before arriving, but, there is....
- **Ice Cream** - there are several ice cream shops in town and The Ice Cream Stall and Cuttyhunk Café are on the dock.
- The **RAW BAR** boat circulates around the anchorage and moorings from 1715 to 1930. However, we shall be dining on the same menu at the Town Fuel Dock at 1800, so you probably won't need to hail the young men and women who ply fresh oysters on the RAW BOAT!

1300 - Star Raft & Hat Party – weather (and space) permitting, we will stage our traditional star raft and hat party in **Cuttyhunk's outer harbor**. We are fortunate to have among our crew members a renowned expert on Star Rafts, Mr. Gustaf Urban, known

throughout Sweden as “Admiral of the Star Rafts.” He will be leading us in this very important and traditional exercise.

- Also called a “**Sunflower**,” the raft-up requires a harbor sufficiently large and protected so that a cross wind does not shift the entire, connected group of boats.

To form the raft, the two biggest boats take positions at 12 o’clock and 6 o’clock, with their bows facing outward. The two next biggest fill in at 3 and 9, and the remainder find spaces in between. Deploy fenders on both sides of your vessel and have dock lines ready both sides. A very long line must be ready to be tossed from the stern. It will be led aft. When the raft is loosely formed, all boats winch their sterns in closer, and the Hat Party begins. **Monitor VHF 71.**

- The **Hat Party** is a “competition.” Everyone is encouraged to construct a hat using materials gathered (but not bought) along the cruise, such as driftwood, seaweed, bird feathers, rags, moss, sand, and the like. More eager participants have been known to tear up sails, destroy battens, raid medical kits and invert pasta strainers. The Post Captain will appoint an Awards Committee and the judges are encouraged to favor imagination. They are also NOT immune to overlooking violations of protocol including bribes. Bring out your best rum.

Once the hats are nearing completion, grab a beverage and start walking from boat to boat, crossing decks, to assess the creations.

The Post Captain-appointed Awards Committee has complete discretion and final say over what the awards will be, and who the winners are. Appeals are not permitted and the only Protest Committee with jurisdiction is in Sandhamn.



Cuttyhunk – entrance channel at lower right

1730 - Dinner ashore. We will convene on the fuel dock at the east end of the harbor for a very informal dinner of shellfish (oysters, clams and shrimp), clam chowder and charcuterie. Travel by dinghy, or put out a call to the fleet for taxi service – VHF 71.

This is a **BYOB** event so bring your favorite libation. Our caterer is Cuttyhunk Shellfish Farms and they run most of the fishing and shellfish farming on the island. Seth and Dorothy Garfield are our hosts. From their website:

“Our oyster farm is located on the West End of Cuttyhunk Island. Cuttyhunk Oysters® are grown in lantern nets suspended in the water column, creating a virtual reef that provides a rich habitat for marine life. Our marine ecosystem is a one-of-a-kind experience in tranquility, whether experienced from water aboard our working raft by a visitor on a Farm Tour; from the adjacent wind-swept beach by the intrepid hiker who ventures to our remote location on foot; or from the top of Tower Hill Road by boaters who return year after year for the iconic sunset view of our Farm.

During the summer months, Cuttyhunk Oysters® are sold at the Raw Bar shack in the Cuttyhunk Island marina, where customers may walk up and purchase freshly shucked oysters, clams, shrimp, chowder, and other seafood. We are probably best known for our floating Harbor Raw Bar boat that circulates the harbor nightly, serving the same locally-grown oysters, shucked to order.”



Cuttyhunk and Cuttyhunk Harbor – fuel dock at right

History - the island was originally named *Poocuoohkunnah* (probably from the Wampanoag for "Point of departure" or "Land's end") by the native Wampanoag tribe. On March 6, 1602, English explorer Bartholomew Gosnold set out aboard the barque *The Concord* from Falmouth, England to plant a colony in the New World of America. Gosnold and his men landed

near Kennebunkport, Maine, then explored Cape Cod, Martha's Vineyard, and Cuttyhunk. They established a modest fort on Cuttyhunk where they planned to harvest sassafras, a valuable commodity in Europe at the time. After exploring the islands for less than a month, the men returned with *The Concord* to England. In 1602 Gosnold gave the island the name that persists to this day, Cuttyhunk.

In 1606 the King granted the Elizabeth Islands to the Council of New England, which dissolved in 1635. After this, they became the property of William Alexander, 1st Earl of Stirling. Stirling sold the islands to Thomas Mayhew in 1641, and in 1663 James Stuart, Duke of York assumed proprietorship over them.

In 1668, Mayhew sold Cuttyhunk to Philip Smith, Peleg Sanford, and Thomas Ward of Newport, Rhode Island. In 1688, Peleg Sanford acquired his partners' rights in the island, and sold half of it to Ralph Earle of Dartmouth. He in turn immediately sold his property to his son, Ralph Jr., who became the island's first permanent English settler. He and other colonists harvested the island of all of its timber, leaving it bare and wind-swept (pretty much as it looks today).

In 1693, Peleg Slocum purchased all of the holdings on Cuttyhunk, and became its sole owner. The Slocum family continued to live on Cuttyhunk for the next one hundred sixty-five years. Several generations of Slocums were slaveholders, who brought Africans to the English colony for labor.

In 1858, William C.N. Swift, Thomas Nye, and Eben Perry bought Cuttyhunk from Otis Slocum for fifty dollars. In 1864, the town of Gosnold was finally incorporated.

Today, there are roughly 75-100 full time residents, a population which swells to 400 during the summer months. Many of the homes you see are less than 25 years old, so most of the development has happened recently. It is a lovely place to take a walk, which will include a hike to the top of the Lookout hill where you will find an installation left over from WWII, where spotters looked for German submarines.

Newport, July 13-15, 2023 – we return to Newport on Thursday, July 13th, a leg of 23 nm from Cuttyhunk. There are no activities planned. Dinner is on your own. Think about making your reservations well in advance.

Moorings – Captains must secure their own mooring/dock arrangements. Please refer back to the opening Newport Port section in the cruise book for options. If it is possible, a mooring in Bretton Cove, near Fort Adams, might make the logistics of getting to Fort Adams easier.

Friday, July 14th – a day to explore Newport...do the things you missed when you arrived two weeks earlier. The evening will include cocktails aboard the tall ship *Oliver Hazard Perry* and dinner under a tent at Fort Adams.

1730 – Buses depart **Bowens Wharf** for the **closing dinner at Fort Adams**

- Alternatively, you can dinghy to the Fort Adams dinghy dock, or
- Take the Oldport Launch (VHF 68).

1800 – Cocktails aboard the tall ship *Oliver Hazard Perry* followed by **Dinner** under a tent on the grounds of Fort Adams

2200 – Buses return to Bowen’s Wharf

The Oliver Hazard Perry (“OHP”) is the largest civilian sailing school vessel in the United States. Launched in 2015, *Oliver Hazard Perry* is the first ocean-going full-rigged ship to be built in the U.S. in over 100 years. The ship is named after Commodore Oliver Hazard Perry, a native son of Rhode Island, born in South Kingstown, educated in Newport and buried in Newport Island Cemetery. He is best known as an American naval hero of the War of 1812, victor of the Battle of Lake Erie, where he made history by defeating an entire British squadron. In 2018, *Oliver Hazard Perry* was named the official flagship and tall ship ambassador of the state of Rhode Island.

The ship was not built to be a replica, although she bears a “family resemblance” to American naval vessels of the early 1800s, similar to those that Commodore Perry would have commanded. **Bart Dunbar**, former chairman of OHPRI's board and one of the visionaries behind the project, said the idea to name her after Perry originated only after the organization had located the ship's hull—a replica of HMS *Detroit* that had been under construction in Amherstburg, Ontario. It was then that Dunbar and the other founders discovered the hull's “incredibly unique” connection to Rhode Island history: *Detroit* was one of the vessels Perry captured in his famous victory on Lake Erie in 1813.

“The name was chosen to highlight our determination that the ship would be a Rhode Island maritime symbol,” said Perry Lewis, who envisioned the ship along with Dunbar. “As the state’s most prominent naval hero, Commodore Perry was the ideal figure for us, especially as the bicentennial of the Battle of Lake Erie was going to be in a few years.” This historical connection to Perry—of whom Lewis is a direct descendant—has proved crucial for publicity and fundraising. “When word of OHP spread, we began to attract interest from all sorts of historical groups and associations. Descendants of Commodore Perry, members of groups like the First Families of Rhode Island and numerous other groups began to contact us with interest.”

But while the link to 1812 has been forged “mentally and verbally,” Dunbar says OHPRI’s leaders decided against striving for historical accuracy in the ship’s design. Instead, the organization will be able to cater to the diverse educational needs of universities and schools, and educators will be able to use the ship to teach about a variety of historical eras and themes.

OHP...by the numbers...

- Length: 200 feet
- Gross Tons: 471 ITC
- Height: 131 feet
- Draft: 13 Feet
- Average speed under sail: 7.5 kts.
- 3 masts
- 7 miles of rigging
- 160 Belaying pins
- 20 sails and 14,000 sq. ft. of sail
- Twin 385 HP Caterpillar c-12 diesel engines

Fort Adams is a former United States Army post in Newport, Rhode Island that was established on July 4, 1799 as a First System coastal fortification, named for President John Adams who was in office at the time, serving as the second president of the United States. Its first commander was Captain John Henry who was later instrumental in starting America’s second war with Great Britain, the War of 1812. The current Fort Adams was built 1824–57 under the Third System of coastal forts; it is part of Fort Adams State Park today.

The Fort rests at an elbow to the entrance of Newport Harbor. Ships need to enter the East Passage of Narragansett Bay, passing the Coast Guard station and lighthouse at Castle Hill and the Hammersmith Farm of the Bouvier (Jackie Kennedy) family, before coming broadside to Fort Adams on the east and Fort Wetherill on Jamestown to the west. This choke point, commanded before Fort Adams by a colonial battery on one side of the passage and Fort Dumpling on the other, was a good location to foil sea invaders to Newport Harbor, which lies beyond these sentinels.

Fort Adams was designed to mount 468 guns around a perimeter of over 1700 yards. It used a combination of Maine granite, brick, and shale. During a time of war it could house 2400 men, though a peace time garrison of 200 was sufficient. The result was the design and work of two prominent engineers, Simon Bernard, a former aide to Napoleon and Joseph G. Totten, who later became the first head of the U.S. Army Corps of Engineers. Their problem was to defend the location by both sea and land attack and they relied on the classic military science developed by Sebastien Le Prestre de Vauban, the engineer for King Louis XIV of France. Depth and redundancy of defense was the key ingredient.

History

The first Fort Adams was conceived and constructed after the Revolutionary War at a time when the country's young leaders felt vulnerable to future attack. It was designed by Major Louis de Tousard of the Army Corps of Engineers as part of the first system of US fortifications. After some additions in 1809, this fort mounted 17 cannon and was garrisoned during the War of 1812 by Wood's State Corps of Rhode Island militiamen. The Secretary of War's report for December 1811 describes the fort as "an irregular star fort of masonry, with an irregular indented work of masonry adjoining it, mounting seventeen heavy guns. The barracks are of wood and bricks, for one company".

After the War of 1812, there was a thorough review of the nation's fortification needs and it was decided to replace the older Fort Adams with a newer and much larger fort. The new Fort Adams became the most complex fortification in the Western Hemisphere. It included a tenaille and crownwork, a complex outer work on the southern (landward) side, designed to break up and channel an assault force.



A section of historic Fort Adams in a neglected state (1968)

Construction of the new fort began in 1824 under 1st Lt. Andrew Talcott and continued at irregular intervals until 1857. From 1825 to 1838 construction was overseen by Lieutenant Colonel Joseph Gilbert Totten, the foremost American military engineer of his day. In 1838 Totten became Chief of Engineers and served until his death in 1864.

The new Fort Adams was first garrisoned in August 1841, functioning as an active Army post until 1950. **During this time the fort was “active” in five major wars (the Mexican–American War, American Civil War, Spanish–American War, World War I and World War II) but never fired a shot in anger.**

At the start of the Mexican–American War the post was commanded by Benjamin Kendrick Pierce, the brother of President Franklin Pierce. The fort's redoubt, about 1/4 mile south of the main fort, was built during this war.

From 1848 to 1853, Fort Adams was commanded by Colonel William Gates, a long serving veteran of both the War of 1812 and the Mexican War. The fort's garrison was ordered to California and many of the soldiers lost their lives when the steamer SS *San Francisco* was wrecked, but not sunk, in a North Atlantic storm on December 24, 1853.

In 1854, Fort Adams was armed with 100 32-pounder seacoast guns, 57 24-pounder seacoast guns, and 43 24-pounder flank howitzers. All of these weapons were smoothbore cannon. The flank howitzers were short-barreled guns deployed in casemates in the tenaille and redoubt to protect the fort against a landward assault.

From 1859 to 1863 the fort was in the care of Ordnance Sergeant Mark Wentworth Smith, a Mexican–American War veteran who was wounded at the Battle of Chapultepec. Sergeant Smith died in 1879 at the age of 76, the oldest active duty enlisted soldier in the history of the Army.

It was in **World War II** that Fort Adams played perhaps its most active role. Nearly the entire State of Rhode Island became a military district, with its considerable manufacturing capability turning out everything from Liberty ships, torpedo boats, torpedoes, Johnson carbines, the Oerlikon 20 mm anti-aircraft cannon, Quonset Huts, rubber life rafts, and uniform jewelry pins of all kinds.

The southern part of the state, however, had coastal defenses strung like chains of the jewelry industry from Point Judith to Fort Church at Little Compton. The nerve center of this defensive picket line was Fort Adams. It was home to the 243rd Coast Artillery after September, 1940. It was from Fort Adams and the Harbor Entrance Control Post at Fort Burnside at Beavertail that the defense of the Rhode Island military district was directed.

Army use of the Fort continued after World War II until 1953, when the Navy took charge of the site. Land south of the Fort was used for Naval housing, Newport at the time hosting a large contingent of personnel for various fleet activities. It was during this time that President Dwight D. Eisenhower used the Commanding Officer's residence, a large home dating from the Victorian period, as a summer White House.

In 1953, the Army transferred ownership of Fort Adams to the Navy. In 1965, the fort, and most of the surrounding land, was given to the state of Rhode Island for use as Fort Adams State Park. In 1976 Fort Adams was declared a National Historic Landmark in recognition for its distinctive military architecture, including features not found in other forts of the period. In 1994, the Fort Adams Trust was formed, which provides guided tours at the fort and oversees ongoing restoration work at the fort.

History of the North American Station of the Royal Scandinavian Yacht Clubs and Nyländska Jaktklubben

The North American Station of the Royal Swedish Yacht Clubs was founded in 1943 in New York City by Count Pehr Sparre. The purpose was “to encourage the art of building, rigging and handling small vessels, and interest in seamanship and naval architecture, particularly in connection with promotion of closer ties between North American and Scandinavia yachtsmen. In order to do so, the Station will not primarily seek a large membership, but especially welcome as members those distinguished by their activities in racing, cruising and naval architecture, and those who have sailed, or contemplate sailing in Scandinavian countries or who have a special interest in Scandinavian Yachting.”

Affiliated originally with the Royal Swedish Yacht Club, in 1964 the Station expanded to become the North American Station of the Royal Scandinavian Yacht Clubs and Nyländska Jaktklubben, representing KDY (Denmark), KNS (Norway), and NJK (Finland) in addition to Sweden (KSSS). In 1967, GKSS (The Royal Gothenburg Yacht Club) requested that NAS also become their station in America, bringing the “Home Club” total to five. The NAS has a Post Captain as its head. It does not maintain a clubhouse.

The Station sponsored Transatlantic races in 1959 from Newport to Marstrand; 1960, Bermuda to Skagen; 1966, Bermuda to Skagen; 1972 Bermuda to Vigo, Spain; 1978, Bermuda to Christiansand; and 1981, Bermuda to Horta and Cowes.

A race/cruise called the Atlantic Round was organized in 1978, a one-time event. In 1991, the Atlantic Round, in an effort to establish closer contact among all the constituent clubs, became an annual regatta held in America every third year and on the alternative years, in Scandinavian countries. The first was held in 1993 at the Stamford and Noroton Yachts Clubs.

Organized NAS cruises have taken place in Scandinavia: in 1983 with a Baltic cruise from Helsinki to Sandhamn; 1986, Kiel to Helsinki and back to Copenhagen; 1988 Coast of Norway ending in Marstrand; 1990, Kalmar to Saltsjöbaden; 1993, Danish Cruise; 1996, Finnish Cruise; 1998, Swedish Cruise; 2002, Saltsjöbaden to Kalmar to Gotland and ending in Sandhamn; 2003, Helsinki to Mariehamn; 2005, Swedish Archipelago Cruise, which had a racing component that began in Visby; 2008, Norwegian Fjord Cruise; 2011, Finnish Archipelago Cruise; 2014, Denmark Cruise; 2017, Swedish Cruise (west coast); 2019, another Swedish Archipelago Cruise, and now in 2023, a cruise in North America of Cape Cod and the Islands.

The Station sponsors an active exchange program for juniors. Teenagers from Scandinavia visit the U.S. staying with our members, and American teenagers visit with sailing families in Scandinavia. In 2009 and 2012, the NAS hosted the Five Club Regatta, racing in small boats exclusively for juniors, for the first time in America in Newport and continues to host every third year, with the Home Clubs hosting in Scandinavia in the intervening years.

The Annual Meeting and gala formal dinner dance are held the first Friday in December at the New York Yacht Club in New York. The Spring Meeting and clambake is held on the first Saturday in June on Shippan Point in Stamford, Connecticut.