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GRIST MILL

Yacht races
are a part of
local history

Many area residents are hoping the America's Cup races will return to Newport. Countless races

LEONARD
PANAGGIO

through the years have been held in local waters, sponsored by yacht clubs and associations for trophies and cups.

Which brings us to answer a question posed by a member of a local organization very much involved in developing yachting events.

The question: How many cups or trophies have been awarded during the past for yacht races — meaning really from the past to recent years?

We'll go back to 1887 (the furthest we've recorded), when New York Yacht Club members competed for the Goelet and Morgan cups. Those donors each put up cups for schooners and sloops.

We'd like to verify: Are the club's King's and Queen's cups still in contention?

The inquirer for cup information said he had heard of a Tilden-Thurber Cup. He also wanted to know about a Newport Cup.

We learned that for the 1930 America's Cup races, the first held with those big and beautiful J-class boats, residents of Newport held a drive to raise funds for the cup. About \$6,000 was raised and of that, more than \$1,500 was for the Newport Cup. The balance was to pay for a personal trophy to be given to Sir Thomas Lipton at some event in connection with his arrival in Newport.

The best we can come up with was that a Newport Cup was raced for by the yachts from which one would be chosen to defend the America's Cup in 1930. The yachts, two of which were built for the 1930 races — Yankee and Weetamoo — and Vanitie, an unsuccessful contender for the 1914 defense (postposed by the war in Europe until 1920), took part in a series of races. The Weetamoo was evidently piling up points even though she was considered the "least likely" to win the cup. We did not find the final result of this event.

Prior to the America's Cup races of 1934, a race for the Constellation Cup was announced. It was presented for perpetual competition some years ago by the former Commodore Arthur Curtiss James. A race was scheduled for Sunday, June 29, with three America's Cup candidates, Yankee, Weetamoo and Rainbow, and the Class I sloop Vanitie having accepted invitations to participate.

The Weetamoo withdrew from the competition when she went on the ways at Bristol for extensive overhauling. On the 24th, the Yankee withdrew with the explanation that all its racing mainsails were ashore and would not be ready to be bent on in time. This left only Rainbow, newly built for the 1934 contest, and Vanitie, so the contest was canceled.

The announcement of this race included the information that the Constellation Cup was last won by the Frederick H. Prince sloop Weetamoo.

A bit of confusion here: Was what was called the Newport Cup in 1930 actually the Constellation Cup?

In 1934, the largest fleet of ships of the Navy spent a good portion of the summer here. Battleships including West Virginia and Tennessee were here and were to compete with cutter crews eager to race on July 28 and Aug. 4 for the City of Newport Challenge trophy. The second race was for the Seattle Times cup, which was to be sailed off Newport in order that the sequence of the races might not be broken. It was to be the 14th race for that cup. The course for this contest would take place in plain view of the shore. The Seattle Times agreed that the cutters would race over a two-mile course instead of the usual three miles raced on the West Coast.

Grist Millers, let's get the answers about the cups that were raced here — and did not the Hibernians take part in some great contests?

LOOKING BACK: March 28, 1840: The steamboat Balloon, commanded by Capt. J. Woolsey, was expected to start runs from Newport to Providence in 10 days.

Leonard Panaggio is a Daily News columnist.

'It's a unique piece, it's public art.'

Lilly Dick, chairwoman of the Washington Square Advisory Commission

Centuries in the making

A horse trough designed after one that was featured in Washington Square until the early 20th century will be unveiled in April.

By Sean Flynn
Daily News staff

NEWPORT — An 838-pound horse trough, a fountain with streams of water pouring from the mouths of four bronze dolphins, will be unveiled in Washington Square on Sunday, April 25, at 12:30 p.m.

The trough was cast in bronze at the Pollich Tallix Fine Art Foundry in Rock Tavern, N.Y., and is awaiting shipment to Newport.

Howard and Mary Newman, owners of Newmans Ltd., recreated the city icon by carefully analyzing historical photographs. From the 17th century until the arrival of the horseless carriage at the beginning of the 20th century, a horse trough was featured at the foot of Washington Square, near the site where the Opera House now is located.

The Newmans hired Kahler and Paton of Scituate, Mass., to create the trough's base and bowl in wood, which was the pattern used to cast the bronze. Sculptor Andrea Hollis of Newport created the dolphins and the leaf motif around the lantern pole. She created the dolphins and designs in hard wax, which served as the pattern for the casting. The gas lantern above the horse trough will match the other gas lanterns around the square.

The finished bronze trough will be shipped to Newport sometime during the week of April 12, Howard Newman said. It will be installed near Thames Street on the triangular traffic island that was covered with bluestone last summer. New plumbing and electrical lines were installed underneath in preparation for the installation of the trough.

A 4-foot-by-8-foot wooden box, which will be removed before the unveiling, will conceal it, Howard Newman said.

The Washington Square Advisory



David Hansen ♦ Daily News staff photos

Howard Newman talks with Lilly Dick, chairwoman of the Washington Square Advisory Commission, Thursday in the Newport studio of Newmans Ltd. At right is one of four mythical dolphins that will be affixed to the trough.

Commission, which has been overseeing the area's multi-million dollar restoration, raised almost \$140,000 in private funds to cover the costs of creating and installing the horse trough.

"It's a unique piece, it's public art," said Lilly Dick, the commission chairwoman who led the fundraising effort.

The restoration of Washington Square is taking place in three phases, with the final phase planned for this year. The state's Department of Transportation is reviewing those plans, said Newport transportation engineer Eric Earls.

They call for the sidewalks on the north side of the square — outside Jonathan's Ocean Coffee Roasters, Yesterday's restaurant and other busi-

nesses extending up to 50 Washington Square — to be widened by about 8 feet and to be covered in bluestone, as was done outside nearby Citizen's Bank last summer.

The sidewalks on the south side of the square, outside the Jane Pickens Theater and other buildings on Touro Street, will be reconstructed but not covered with bluestone, like the sidewalks surrounding Eisenhower Park in the center of the square were, Earls said. In addition, the street surfaces in Washington Square will be repaved.

Once the state approves the plans, the city will put the project out to bid, Earls said. He does not have a timetable because the city does not

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MIDDLETOWN

Official says turbine
project is years away

By Matt Sheley
Daily News staff

MIDDLETOWN — It looks like those hoping for Middletown to get in the wind turbine business will have to wait a bit.

During a budget briefing earlier this week, Town Administrator Shawn J. Brown told Town Council members there were several factors working against getting a wind turbine bond question on the ballot for Election Day in November or during a special election next year.

Given the research and analysis still needed to determine where a wind turbine — or turbines — best would benefit Middletown, along with the limited timeframe to get language approved by the General Assembly, it makes sense for the town to take its time before putting forward any wind turbine proposal, Brown said.

Town officials have been talking with various large property owners about their interests in hosting a wind turbine, but nothing has been finalized. The considered locations include a site on the east side of town near St. George's School, as well as Simmons Farm, land owned by the Catholic Diocese of Providence and other property along the West Main Road corridor.

"Given the amount of interest, it seems to make the most sense to put this before the greatest number of voters, which would be in November 2013," Brown said.

Following the success of wind turbine projects at Portsmouth Abbey and Portsmouth High School, communities across Rhode Island have looked into the feasibility of such facilities to cut energy costs while getting more "green" and reducing reliance on fossil fuels. However, Middletown officials have made it clear that bond money would be needed in order to pursue any such project.

For more than two years, the Town Council considered regulations governing wind turbines. It recently approved new rules that dictate everything from where they may be built to fall zones, insurance requirements and other specifications.

Responding to concerns that those ordinances don't do enough to protect historic and scenic vistas, the town's Planning Board last week sponsored a workshop by Richard E. Greenwood, deputy director of the Rhode Island Historical Preservation & Heritage Commission.



Daily News file photo

Don Mosher of Portsmouth Abbey School in 2006. Middletown Town Administrator Shawn J. Brown said the town is not likely to put a turbine project before voters until 2013.

Town Planner Ronald M. Wolanski said Planning Board Chairman Arthur S. Weber Jr. asked that the issue be scheduled for discussion at the board's May 12 meeting, starting at 6:30 p.m. in Town Hall.

Brown said \$5 million was included in the town's Capital Improvement Program budget for fiscal 2013.

"Right now, the projections are the earliest we could have anything on the ballot was November 2011," Brown said. "That \$5 million number was just a placeholder to start the conversation. There's quite a bit of work ahead of us and we have to select a location, perform a feasibility study and other details, but I don't think there's any question it makes environmental sense and an economic sense for us to get involved. We're just not at that phase yet."

Send reporter Matt Sheley e-mail at Sheley@NewportRI.com.

LNG DEBATE

Newport group
to host forum

By Joe Baker
Daily News staff

The Alliance for a Livable Newport will host a forum Monday on the proposal to build a liquefied natural gas receiving terminal in Massachusetts waters in Mount Hope Bay.

Held at the Community College of Rhode Island's Newport campus, the forum will feature Gordon Shearer, Weaver's Cove Energy chief executive officer, Jonathan Stone, president of Save The Bay, and Evan Smith, president and CEO of the Newport & Bristol County Convention & Visitors Bureau. Former Middletown Town Councilman and radio talk show host Michael Kehew will serve as moderator.

Weaver's Cove Energy's plan to build its receiving terminal in Mount Hope Bay came after it abandoned its plan to build the terminal on land it owns in Fall River, Mass. The original project became unfeasible when the Massachusetts congressional delegation successfully pushed legislation preserving the Brightman Street Bridge that connects Somerset and Fall River once its replacement is completed in 2012. The proposed terminal would have been located on the shoreline between the two spans, and the Coast Guard ruled there was insufficient space for the huge LNG tankers to maneuver.

Weaver's Cove Energy, a subsidiary of Hess Corp., has said there would be about 70 LNG deliveries a year to the Mount Hope Bay terminal. The gas, super-cooled to reduce its volume, would be unloaded at the terminal and funneled through a 4-mile cryogenic pipeline on the floor of the bay to

TO GO

What: A panel discussion sponsored by the Alliance for a Livable Newport regarding the use of Narragansett Bay and Mount Hope Bay to transport and off-load liquefied natural gas.

When: Monday. Doors open at 6:30 p.m.; the forum will start at 7 p.m.

Where: Community College of Rhode Island's Newport campus, One John Chafee Blvd., main auditorium.

Questions: Can be sent by e-mail to info@livablenewport.net.

shoreline pipes.

The Federal Energy Regulatory Commission, which approved the original project before it was derailed, is considering the Mount Hope Bay plan. It includes dredging for the tanker channel, terminal and pipes, and also needs to be approved by state regulatory agencies in both Massachusetts and Rhode Island.

Local opposition has centered around the traveling security zones surrounding the tankers as they make the 23-mile trip from the mouth of Narragansett Bay to the terminal. The Coast Guard has established an exclusionary zone around the tankers that extends 2 miles in front, 1 mile behind and at least 1,000 yards to either side. No boat traffic will be allowed within that zone.

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Centuries

Continued from A3

know when the state will complete its review. The process of advertising for bids, reviewing them and selecting a contractor could take about five weeks, Earls said.

The City Council, which meets every two weeks, must then award the contract. Because the city does not want to start ripping up sidewalks at the height of the tourist season, the project could begin in late summer, but that remains to be seen, he said.

Dick said she is hopeful the work can begin in June. It would be less disruptive than last year's construction because the final phase does not include all the utilities work and traffic light installation that needed to be done, she said.

The celebration of the square as a pedestrian-friendly gathering place will continue this summer on July 4, Dick said. The first documented July 4 celebration in Rhode Island took place in Newport in 1810, she said, and a "do-it-yourself parade" is being planned for the 200th anniversary. Participants will be given a brochure that shows the parade route.

The Washington Square Roots Initiative, a new group that includes businesses and residents located around the square, as well as arts groups, has been formed to raise awareness of that section of the city.

"We would like celebrations of many kinds in Washington Square," Dick said.

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