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Gosport Regatta



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2014 Gosport Regatta

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WEEKEND PROGRAM

Sponsor and Skipper Reception

Thursday, September 18
Dockside aboard the Thomas Lughton
5 – 7:30 p.m.
Reserved for sponsors, skippers, VIP
guests, and weekend ticket holders

Sail Race to Star Island

Saturday, September 20
Race Day Sponsor – **Peter Paul Wines**

Jazz Brunch

Sunday, September 21
Brunch Sponsor – **Insource Services**

TICKETS

Spectator Saturday Ticket – \$80

Includes RT cruise on M/V Thomas
Lughton, entertainment, appetizers,
awards reception barbeque, and non-
alcoholic beverages on Star Island

Spectator Race Weekend Ticket – \$175

Includes all of the above plus overnight
lodging and Sunday Brunch

Racer Saturday Ticket – \$40

Includes entertainment, appetizers,
awards reception barbeque, and
beverages

Racer Weekend Ticket – \$150

Includes all of the above plus overnight
lodging and Sunday Brunch

Cash Bar

Tickets and
information available at

WWW.STARISLAND.ORG
/REGATTA

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Published by:

SEACOAST MEDIA GROUP

111 New Hampshire Ave., Portsmouth, NH
(800) 439-0303 • seacoastonline.com

Safe Harbor

STAR ISLAND INVITES BOATERS TO VISIT

Though the welcome mat is subtle, boaters arriving in Gosport Harbor are always encouraged to come ashore and sample what Star Island has to offer. “We want every boater to consider this a safe harbor and home-away-from-home,” said Star Island CEO Joe Watts. “In fact, just recently four of our employees were given an award citation for their involvement in rescuing a 58 foot boat that broke loose from its mooring.” Chief Petty Officer David Andreesen, officer in charge of the Coast Guard Station Portsmouth Harbor, came to Star Island to personally thank the group and make the award, which read, “The perilously dire situation was exacerbated by gale force winds, which made timely rescue assistance all the more imperative.”

Star Island is planning to do even more for boaters to make their experience both positive and memorable. “We are looking to purchase a launch boat that will have the capacity to shuttle boaters to and from our dock as well as deliver various sundries like ice, morning coffee, pastries, and maybe even lobster rolls if the demand is there,” said General Island Manager and Facilities Director Jack Farrell. Farrell, a boater himself, has spent years sailing to the Shoals. “We are gradually adding to our harbor-side attractions including four kayaks donated this year to add to our fleet of row boats.”

In Maine, Star Island would be just another maritime option but in New Hampshire it is the only full-service island destination on the Seacoast. “We hope to make services available so that the boating community will enjoy a comfortable stay in Gosport Harbor and that includes our wild dream of adding a visitor’s center next to the pier with a snack bar and some other amenities. All it takes is money!” said Watts.

All members of the public are welcome to discover Star Island during the season by visiting for a day, staying overnight on a personal retreat, or attending a conference. Visit www.starisland.org for more information.

THE GOOD SHIP THOMAS DUDLEY

In December the New Hampshire sailing community lost a friend and avid sail racing enthusiast, Tom Dudley. Tom, a member of the Portsmouth Yacht Club, cruised the New England coast on his boats *Viking*, *Right On*, *Celia* and *Wild Hunter*. He raced *Celia*, often single-handed, and while he loved winning, he never took the competition too seriously. For decades he hauled



his boats out only once there was snow on the deck and was often the lone sailboat on the horizon in late November. To stay close to the water through the winter, Tom steadfastly rowed solo in his canvas dinghy on Great Bay but definitely not if it got any colder than 17 degrees Fahrenheit. For over 50 years Gosport Harbor at the Isles of Shoals provided safe harbor to Tom from April to November. The Dudley family has strong ties to the Shoals, even defending it against the construction of an oil refinery in the 1970s, and chose to make Star Island the recipient of gifts in memory of Tom.

These memorial gifts have been reserved for the purchase of a launch boat that will ferry ice, snacks, morning coffee, and other sundries around to guest boats in Gosport Harbor, eventually even ferrying passengers. “Star Island is honored to work with Tom Dudley’s family in the creation of this new service for our guests in Gosport Harbor,” said Star Island CEO Joe Watts. “we hope to someday have a visitor center complete with showers and a comfortable lounge where boaters can feel more at home and have access to a few amenities.” The *Thomas Dudley* is the first step in that direction.

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ABOVE: Principle Race Officer Tom Brown

LEFT: *Barefoot Children, Ubuntu, and Veladare* reclaimed the coveted Oceanic Cup for Portsmouth Yacht Club. The trophy will be on display at the club until the 2015 race.

Photo by Irja Cilluffo

The Piscataqua Sailing Association

The Piscataqua Sailing Association (PSA) teamed up with the Star Island Corporation five years ago to revive the 145 year old Gosport Regatta last won by the *America* of the famed “America’s Cup” in the 1800’s. This simple race starts at Whaleback Lighthouse in Portsmouth Harbor; a turn to the wind and then finishes at Star Island at the Isle of Shoals. Boats are handicapped by length and weight to make the race fair and the starts are staggered to compensate for the difference. If everything were totally equal, including the skill of the Captain and crew, in theory, all the boats would finish at the same time.

This year’s PSA Commodore, Patty Daly and her Board of volunteers organize the racing and hosts the social event. Spectators can board the comfortable Thomas Loughton and watch the race up close while hearing the colorful blow by blow action from experienced sailor and PSA member who will not be shy about telling sailing yarns about the various competitor boats, their crew and Captains.

Tom Brown’s gravelly voice can be heard over the VHF marine radio as he is the Principle Race Officer. He keeps track of all the boats starting times and manages the course. Many regular sailors have heard Tom say “are you knuckle heads ready” followed by his witty and colorful comments to the boats he has seen race in the area over the years. After the last boat crosses the starting line, Tom starts up “Chumly” the official committee boat and speeds off to establish the finish line and score the competitors.

Forty+ boats participate in this Regatta from 25 feet to 50 feet in

length and in four different classes. The race is open to all sailboats, not just members of PSA and many spectators and guests join in the excitement on the Thomas Loughton. Star Island hosts a reception, awards and entertainment and spectacular views for hundreds for this year’s event, September 20. Many of the competitors take moorings in Gosport Harbor overnight to toast their victories or drown their sorrows. Spectators can take the return trip on the Thomas Loughton at sunset.

PSA has been promoting and managing sailboat racing in Portsmouth Harbor for decades. Pat Daly is the Association’s first female Commodore and along with her Board, organizes and coordinates regular sailboat racing in the area. All types of sailboats from the under 10 foot Laser class to 50 foot yachts compete in organized classes of racing. Regular races are held on Tuesdays, Wednesdays and Thursdays from Memorial Day weekend to the first week of September.

Some race classes are for serious competition while other races are for those less serious and less equipped. Commonly referred to as the “Cruising Class”, most first time racers start here. Experienced Cruisers help coach and educate new racers which makes the learning curve much faster. New and more experienced sailors in all sizes of boats can simply go to the PSA web site (sailpsa.org) to learn more.

PSA also works hand in glove with the areas two yacht clubs, Kittery Point and Portsmouth, to offer youth sailing, weekend racing and educational programs. PSA also is a strong supporter of the UNH Sailing Program.

Going Green

STAR ISLAND STRIVES TO LOWER ITS IMPACT

The Green Gosport Initiative is the latest program in Star Island's long-running history of sustainability, and is founded on core values of conservation and environmental activism. From the mundane—tearing up old sheets to make dust cloths—to the sophisticated reverse osmosis drinking water system – Star Island is a leader in conservation of natural resources. This commitment is reflected in every-day practice as well as major systems design and maintenance. Staff, volunteers, and guests engage in sustainable practices the minute they step onto the island.

The Green Gosport Initiative will take Star Island to the next stage of sustainability and renewable energy by accomplishing these four main goals:

- To reduce overall consumption of fossil fuels and annual peak electricity load.
- To decrease the export of solid waste from Star Island.
- To spread education and awareness of Star Island sustainable practices and perpetuate environmentally responsible action.
- To establish Star Island as a destination for eco-tourism and leader in environmental practices for New Hampshire and beyond.

Guests in retreat on Star Island can see the merits of their consumption on Star with weekly updates on a Front Porch informational blackboard

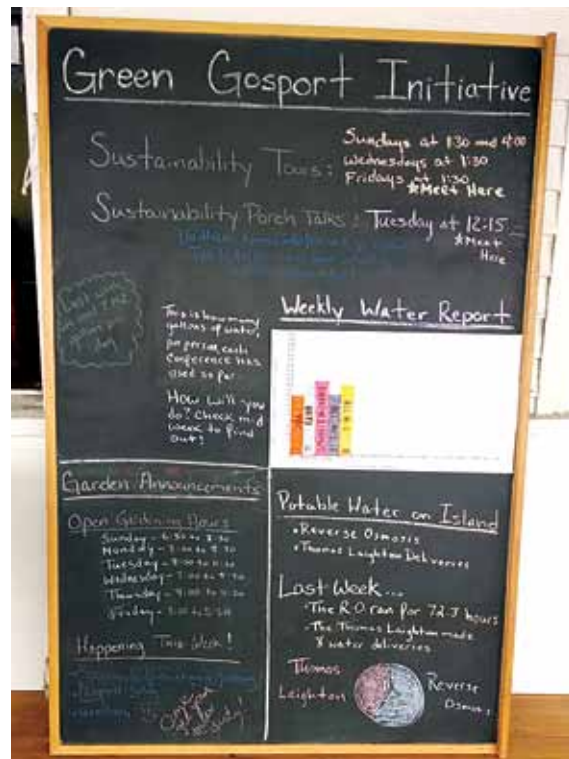
THE STORY OF STAR ISLAND WATER

Water is a precious commodity on Star Island and conservation is an essential practice. Everyone who visits the island joins in this effort. There are no natural springs or deep wells or long pipelines from Rye to supply water. Drinking water comes from the ocean that surrounds the island after processing in the reverse osmosis system. This water is free of chemical purifiers. Water for showers, cleaning and laundry is collected from rain in a 70,000-gallon cistern. To minimize the need to transport water from the mainland guest showers are available every other day, a conservation measure that guests practice with pride.

FLIPPING THE SWITCH TO SOLAR POWER

In June of 2014 Star Island entered into a contract with Ayer Electric to design and install a large solar photovoltaic electrical production array on the southwesterly side of Star Island. The array will immediately generate between 125 to 200 kW and have the potential to be expanded. Consistent with the values and environmental vision of Star Island Corporation, the primary goals of the project are to:

- Reduce or eliminate reliance on fossil fuel for electricity generation
- Reduce or eliminate noise, air pollution, fuel handling and fuel storage risks



- Seamlessly accommodate daily and seasonal fluctuations in demand
- Provide reliable “clean” inverted AC power supply
- Reduce demand for energy by use of compact fluorescent light bulbs throughout the island (with a few historic exceptions).

REDUCE – REUSE – RECYCLE

The construction debris from the Oceanic restoration project wasn't headed to some landfill. Shipyard Waste Solutions accepted the delivery and recycled the materials all within a ten mile radius of Portsmouth.

Thanks to a combined effort of education, a new recycling system and compacting waste, Star Island has reduced the number of times its trash dumpster is emptied each week by 33 percent during the regular season and 50 percent during the pre-season open-up. The new recycling initiative involves a 4-bin system that calls on guests and staff to pay close attention to the things they throw away. Two sleek recycling stations were added. These house the trash barrels, create a space for effective, easy-to-read signage, and streamline the entire system. The recycling stations were built on-island from mostly recycled materials and scraps. The latest model is a small-scale representation of the Oceanic Hotel, and has been affectionately named “The Trash-eanic Hotel.”



APPRECIATING VETERANS

Star Island is grateful for America's veterans. That is why in 2013 a raffle was established offering a weeklong stay on Star Island during the 2014 summer. The raffle was open to any United States military veteran, and the drawing was conducted on Veteran's Day. The two Star Island Veteran's Raffle winners for 2013 are Brian Morrow (USN) of Addison, IL, and Melissa Bailey (USAFR) of San Antonio, TX. These veterans and their families received a free week on Star Island this summer, in honor of their service. Over 80 veterans entered the raffle simply by filling out an online form on the Star Island website. The raffle drawing was offered out of gratitude for the sacrifice made by veterans and their families, and at no cost to participants. The raffle will be offered again in 2014 and entry forms will be posted on the website in mid to late September for a drawing on Veteran's Day in November.

Thank you

With appreciation for the corporate partners of the Gosport Regatta:

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In honor of the fifth anniversary of the Gosport Regatta we wish to thank all past sponsors who helped to make this family-friendly event a permanent addition to the Seacoast:

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Good Luck to All Racers!



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Good luck to everyone in the Regatta!



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CHEERS TO **30** years of **INDEPENDENCE!**

REGATTA MENU

Saturday, September 20

Traditional BBQ: Hamburgers, Hot dogs, BBQ Chicken or Pulled Pork, New England Baked Beans, Coleslaw, Potato Salad, Assorted Cookies, Fruit Salad

Sunday, September 21

Jazz Brunch: An assortment of Baked Breakfast Pastries, Smoked Salmon Platter with chopped egg, diced onion and capers, Mixed Spring Salad, White Bean Salad, Scrambled Eggs with Vermont Cheddar, Homefries, Sausage, Roasted Turkey, Wild Rice Pilaf, Roasted Vegetable Medley, Assortment of Island Baked Desserts

GOSPORT REGATTA TRIO:

Star Island Lime Rickey

Juice of ½ fresh lime
8 oz. seltzer or ginger ale
Plenty of ice
Optional squirt of raspberry or strawberry syrup

Peter Paul Wines

Gosport Regatta Race Day Sponsor! A fine selection of highly-rated red and white varieties from craft California winery Peter Paul Wines.

Sam Adams

A refreshing selection of Sam Adams beers will be served in addition to their specialty beverages, Angry Orchard hard cider and Twisted Tea

2013 Winners



Cruising Appledore Fleet

Mad Max – First Place (pictured)
Kokopelli – Second Place
Aracati – Third Place



Cruising Star Fleet

Chrisma – First Place (pictured)
Valkyrie – Second Place
Artemis – Third Place



Racing White Fleet

Vox – First Place (pictured)
Fruitcakes – Second Place
Thora – Third Place



Racing Smuttynose Fleet

Hafa Adai – First Place (pictured)
Saga – Second Place
Ubuntu – Third Place

Photos by Irja Cilluffo

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Through time and tide, the Isles of Shoals
Association, Unitarian Universalist
(www.shoals.org) stands with the Star
Island Corporation in stewardship of our
beloved islands and traditions.

Best wishes to the SIC and the Piscataqua
Sailing Association for a fun, safe and
successful Gosport Regatta 2013.

10 Reasons

TO ATTEND THE
2014 GOSPORT REGATTA

- 1** Relax into a horizon of billowing sails on blue-blue ocean
- 2** Turn off your salt lamp and revitalize in the real deal of salt air!
- 3** Soak up Vitamin D on the party deck of the Thomas Loughton
- 4** Cross it off your bucket list as a uniquely new thing to do
- 5** Enjoy a walk-about on Star Island and the calmer experience of 19th Century life
- 6** Party with a group of friends
- 7** Dance to the live music of the Funky Divas back by popular demand
- 8** Eat, Drink and be Merry on the Oceanic Hotel Front Porch while watching boats cross the finish line with spinnakers unfurled
- 9** Attend the awards reception in the historic dining room of the Oceanic Hotel
- 10** Wake up to the sounds of Star Island and feast on Sunday Brunch to blues and jazz of the Brown and White Band.



IF YOU CAN'T SAIL WITH THE LAUGHTON ON RACE DAY,

you can still watch some of the action from shore.
The best views of the race can be found at:

- Odiorne State Park in Rye, NH
- Parking spots along Coastal Route 1-A, NH
- Great Island Common in New Castle, NH
- Fort Foster on Gerrish Island in Kittery Point, ME
- Wallis Sands Beach in Rye, NH



Photo by Irja Cilluffo

Sailboat Racing – What’s It All About?

Sailboat racing is sometimes considered rather esoteric. It is complex and many factors come into play in deciding the winner, but that’s what makes it interesting. I’ve always considered it something akin to a game of chess on the water.

2013 was going to be a banner year for sailboat racing, with the America’s Cup competition coming back to the United States. It will be sailed in San Francisco in September. This year the racing will be in all new very high-tech, and very fast 72’ catamarans. It will be held close to shore for the enjoyment of all, and the TV coverage promises to bring new enjoyment to the sport of sailboat racing--as it has for NASCAR and football. So, for your understanding of the action out on the waters between Portsmouth and the Isles of Shoals--and hopefully for later in the year as you watch the Americas Cup--I’ve tried to simplify an explanation of what’s involved in sailboat racing to its most basic elements.

THE RACING FLEETS

The great majority of sailboats in any given area are different in size, design, and number and size of sails. Because larger boats are faster than smaller boats, boats with more sail area are faster than those with less and design considerations make boats faster or slower in light vs.

heavy wind, it is necessary to handicap them so they can race fairly against one another. The PHRF (Performance Handicapping Racing Formula) Fleet – is composed of boats that are multi-purpose; they are owned by racers, day-sailers, and for weekend or extended cruising. While boats are handicapped to have an even chance of winning an average race, handicaps are imperfect and cannot take into consideration weather, wind and waves on a particular day.

One-Design boats are all the same size and design, sail specifications are controlled, so all boats are theoretically equal and have an equal chance of winning. That said, how the boat is prepped (e.g. bottom finish) and set up (e.g. mast position and shroud tensioning) can make a big difference in how fast a boat is in given conditions. J-24s are the only one-design racing fleet on the N.H. Seacoast, with about 15 racing. Boats in this fleet, while originally designed for some cruising, are primarily used for racing and occasional day-sailing. They are one of the most popular racing boats in the world with about 7,000 built and many actively racing in fleets around the world.

THE COURSES

Race courses are usually windward/leeward (straight into the wind and then downwind) or triangular courses, or some combination of

the two, with “marks,” designating the turning points . The idea is to test the abilities of the crew and boats to deal with different conditions, sailing or tacking to weather, rounding marks and dousing sails and setting new ones and running downwind. Sometimes races can go several times around the same marks. The first leg of a race is usually to windward. The Gosport Regatta is usually run over a relatively long course, around 10 miles using U.S. Government navigation buoys as “marks”. The course is set on the day of the race, depending on the wind conditions that day.

THE WINNING COMBINATION

To win a sailboat race it helps to have a fast boat, but strategy, boat-to-boat tactics, and team work are equally important.

Strategy involves understanding the course, predicting the weather, knowing what the tides are doing and how to take advantage of all these factors. In the NH Seacoast, tidal currents play a particularly important role in deciding what direction you sail and wind conditions are constantly changing. The smart skipper knows how to take advantage of those changes and especially new fresh winds.

Tactics involve outwitting and out maneuvering your competition, things like being in the right place on the starting line, positioning your boat to steal another’s wind, being on the inside at turning marks and taking advantage of the very thick rules book to disadvantage your competitors.

Team work is critical especially at key points in the race like the start and at turning marks, but also on every leg of a course. While the skipper is concentrating on sailing the boat as fast and efficiently as possible, his team is responsible for making sure the sails are set properly, looking out for wind shifts, and keeping track of competitors. At critical points in the race, the start, the windward legs, and turning marks, their jobs are even more important. They have to help the skipper start on time, going fast and in a good position relative to their competitors. On the windward leg, they have to efficiently tack the sails from one side of the boat to the other as it zigzags to weather. Around the weather mark they need to drop the jib and set a spinnaker (the big billowy colorful sail) quickly and get it drawing efficiently as soon as possible. At the leeward mark they need to reverse this process, all the while trying to avoid other boats converging on the mark and making sure they are on the advantaged inside on the turn.

THE START... AND FINISH

In the typical race, where all boats start at the same time, the start is one of the most important and exciting features in a race. The objective is to choose the best end of the line, hit it right at the sound of the gun, be going fast, and hopefully block out other boats. The Gosport Regatta, however, is not a typical race, but rather a “pursuit race” where PHRF boats all start in order of their handicaps, with the slowest starting first and the one with the lowest handicap starting last. Ideally, if the handicaps are correct, all boats will finish in an exciting fashion, pretty much all together. In the Gosport Regatta, the J-24 fleet, being a one-design, will all start at the same time offering an exciting scene.



THE WEATHER LEG

To sail upwind boats must do multiple, roughly 45°, legs into the wind, otherwise known as tacking. This is the most difficult leg of a race, calling for the most skill on the part of both the helmsman and the crew. The act of tacking, taking the bow of a sailboat through the wind efficiently and reestablishing a proper course on the new tack, is where many races are won and lost.

ROUNDINGS

Whether it is at the weather mark or the leeward mark, roundings are tricky. Usually multiple yachts are converging on the same point at the same time. The objective is to round on the inside--it’s like a horse having the rail position--forcing competitors to go the longer outside route, and to change from your upwind to your downwind sails, and vice versa, efficiently. This is where there is often a lot of yelling and screaming between boats as they jockey for position, and where some “plastic” may get scraped or cracked.

THE FINISH

In a hard-fought one-design race, and in pursuit races that are well handicapped, the finish can also be very exciting, with boats trying to nose out their competitors. Sometime, even with a race several miles long, the difference between winning and a second or any two positions can be just a matter of inches.

THE PARTY

No regatta would be complete without the celebration and party after. So, enjoy the action both on the water and ashore!

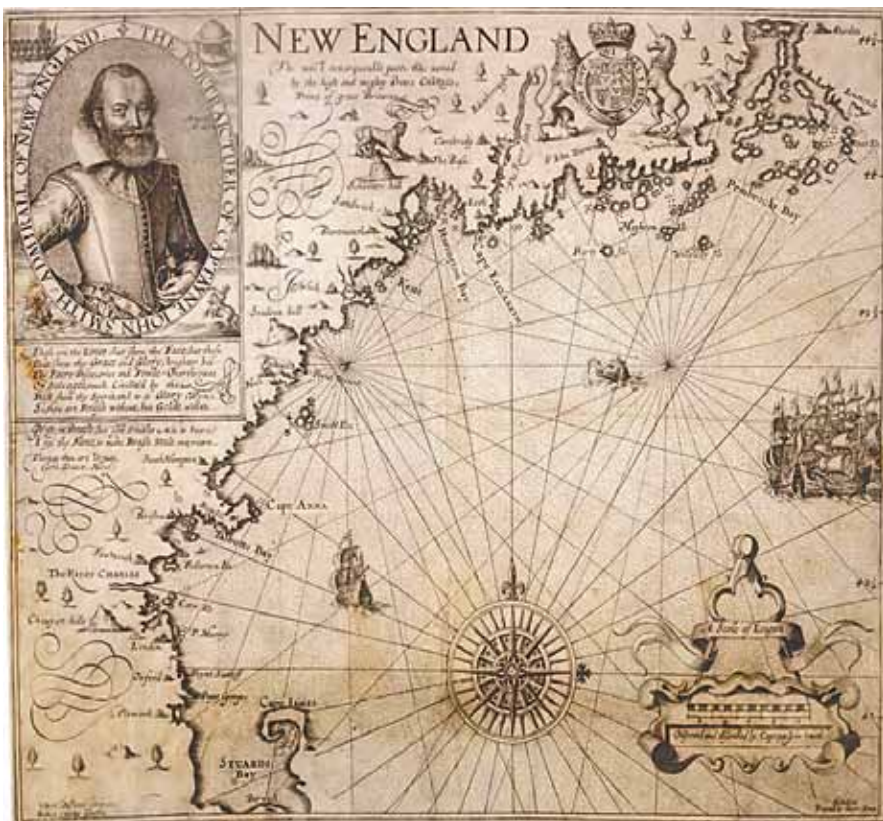
Written by Mike Thiel. Mike, a Piscataqua Sailing Association member and voice of the Gosport Regatta, narrates the action for spectators aboard the M/V Thomas Loughton. Thiel, a veteran skipper, sees the regatta as a way to grow interest in sail racing as one of the traditional summer sports of the Seacoast.

Historical Treasure

FOUNDER OF 'NEW ENGLAND' FIRST MAPPED THE COAST IN 1614

Four hundred years ago in the summer of 1614 Captain John Smith led the ships *The Frances* and *The Queen Anne* in a mapping expedition to what was known then as Northern Virginia. Taking a shallop and a few men, Smith sailed the ragged coastline creating the most accurate map of its day. He was the first explorer to put Smith Isles, known today as the Isles of Shoals, on a map and was the first to name the region New England. By that time and at the age of 34, Smith had been on four continents – Europe, Asia, Africa, and North America; had been held prisoner in both Turkey and Jamestown; had been knighted by Transylvanian Prince Sigmund Bathory; had served as President of the Jamestown Colony; and was a successful published author of several books including *A Description of New England* in 1616 and of course the Smith Map. “Many scholars trace the South’s rich literary history back to one of America’s earliest settlers, Captain John Smith. Though shrouded in legend and controversy, Smith nevertheless embodied the American pioneering spirit and was one of the first authors to write of the southern landscape’s beauty and promise.” (UNC, Documenting the American South) He perhaps understood the language of brand and identity before they became the center of marketing and communication in the 21st century.

“In Virginia, Smith enhanced his image as the Indiana Jones of the 17th century, fighting and fast-talking his way out of one desperate plight after another.” (US News and World Report January, February 2007) But Smith was an explorer with a practical approach. He saw much to be gained from cooperating with the American Indians and negotiated countless agreements while at Jamestown. In his books he wrote of gold of a different kind from the gold found underground. Furs, timber and fish were the gold New England had to offer. Its waters



In 1614 Captain John Smith was the first explorer to put Smith Isles, know today as the Isles of Shoals on a map. He was also the first to name the region New England.

were filled with fish and the forests plentiful with trees and animals, in particular beaver favored for fur coats in England. Anyone willing to work hard would prosper. Within a few years of his expedition his proposed first settlements, Portsmouth and Dover, were in fact the first towns to be settled for their access to the river and outlet to the sea and trade routes.

Smith’s maps and books and personal promotions of New England are what resulted at last in the successful colonization first of the Plymouth Colony and not long after colonies along the coasts of what are now New Hampshire and Maine. The fishing fleets of the Isles of Shoals were the most prolific in the world, and well into

the 18th century the daily price of cod was set by Shoals fishermen. The township of Gosport on Star Island was created in 1715, about 100 years after Smith’s expedition, and at one point had about 600 residents. The villagers had left Appledore in protest and seeking relief from state taxes.

Smith never made it back to New England though he attempted on two different occasions to return. His first voyage was thwarted by weather and the second by piracy. Though he was never to head his own colony Smith was in fact the explorer who captured the imaginations of those who did come and stayed to prosper in the trade of a different kind of gold.

SMITH DAYS ON STAR ISLAND

On three Wednesdays – June 25, July 23, and August 27 – this summer volunteers recreate a 17th century experience on Star Island.

Demonstrations include:

- An ordinary or early tavern
- Fish flakes for drying cod
- A navigation table with the tools of the 17th century and a costumed mariner demonstrating the making of a fishnet and life on the sea
- A map-tinting activity
- A display of artifacts found in digs on Smuttynose and Star islands
- A wigwam, the type of housing constructed by those who were native to New England. Descendents of the Cowasuck Band, Abenaki and Penacook tribes, will demonstrate crafts and games and answer questions about pre-colonial life in New England.



TWO MONUMENTS – TWO EVENTS

A new monument honoring Captain John Smith will be installed in Ragged Neck State Park at Rye Harbor and dedicated on Thursday, August 14 at 10:00 a.m. To commemorate this historic 1614 expedition and 400th anniversary of the first mapping of the Isles of Shoals, the New Hampshire legislature authorized the funding of a monument using public and private funds. The commission and the Department of Resources and Economic Development are erecting a granite obelisk and granite benches. The obelisk honors the former obelisk dedicated to Captain Smith, which was erected in 1864 on Star Island to commemorate the 250th anniversary. This new historic monument, with a view out to the Isles of Shoals, will be dedicated on Thursday, August 14, 2014.

ORIGINAL SMITH MONUMENT GETS A FACELIFT FROM GRANT

The original monument honoring Captain John Smith on Star Island was a towering obelisk notorious for carvings of the heads of three Turks – Turbasha, Grualgo, and Mulgro – Smith slew while defending Transylvania for Prince Sigismund Bathory. In gratitude Bathory then knighted Smith for his courage and



loyalty. The monument was constructed through the efforts of the Reverends Daniel Austin of Portsmouth and George Beebe of Gosport and was dedicated in 1864 on the 250th anniversary of Smith's mapping voyage. The Smith monument on Star Island as it looks today is pictured above. The Samuel P. Hunt Foundation awarded a grant to Star Island to make repairs to the site and refurbish the bronze plaque as well as to make improvements to the walking trail that takes visitors to the monument. The

monument will be rededicated in a ceremony on Friday, August 22nd. Arrangements may be made through the Isles of Shoals Steamship Company to attend this historic event marking the 400th anniversary. Special tickets will include a box lunch. Guests and VIPs will process from the front porch of the Oceanic Hotel to the chapel for a brief observance. From the chapel all will proceed to the monument for an unveiling and reading of a proclamation by New Hampshire Governor the Honorable Maggie Hassan.

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