To promote education, research and public awareness of Pleasant Bay as an Area of Critical Environmental Concern, to preserve open space and retain the visual quality of the area, to preserve the environmental integrity of the bay’s shoreline, to ensure habitat protection and retention of the rich biological diversity and productivity of the bay, to retain and enhance public access to the shoreline, to preserve natural and historic sites and to promote public awareness of historic Indian culture.
A Letter From Our President

Dear Members,

I write at the end of a week-long stint on Florida’s east coast, the sound of surf behind me while images of summer on Pleasant Bay dance before my mind’s eye. The winter of 2018 has been a challenge on Cape Cod, with single digit temperatures in January and four (count ‘em, 4) nasty Nor’easters in March. The ocean, seen across the Bay and over the outer beach, always becomes more visible with time as winter winds knock down the dunes. This year the barrier beach has felt especially fragile, as hurricane force blasts have battered the shoreline, stripping entire bluffs away and uncovering ancient peat beds still rutted with cart tracks from the 18th and 19th centuries.

The spring newsletter reminds us that Cape temperatures will indeed climb again through the 50s and 60s, and on into the 70s, releasing the crocuses, daffodils and tulips, and bringing the osprey home to nest. Your FOPB Board has been busy during the off-season, as these pages attest. Much of our time has been devoted in one way or another to the exciting new floating classroom, described to you as an idea in planning during the summer and fall of 2017. Now that idea is taking shape as the vessel is being built by American Pontoon in Manning, South Carolina. Herb Heidt and Eliza McClennen have visited the construction site several times, and their photos grace this issue. Herb and I will visit again in a couple of weeks to assist in laying out the deck superstructure. The hope is that the vessel will be floating peacefully on Pleasant Bay by late July. Fingers crossed. Once in our hands, she will need to be outfitted with a pair of electric outboard engines and the solar panels needed to convert the sun’s rays into energy. With luck and a decent summer, the need to plug into the grid to recharge her batteries should be only occasional.

Program planning for use of the floating classroom and research vessel - known affectionately as Friend of Pleasant Bay - is proceeding apace, led by Sarah Griscom, Science Director at Pleasant Bay Community Boating (PBCB). Especially gratifying is the way that this planning, described within, is expanding our collaborations beyond the Center for Coastal Studies to include the Chatham Marconi Maritime Center, the local public schools and the Lighthouse Charter School, as well as PBCB and frequent guests. Much will be learned this summer as groups with differing interests familiarize themselves with the educational and research potential designed into this unique learning platform.

For us, Pleasant Bay is a place where we - the human species - can interact harmoniously with all the other animals and plants that make up the miraculous web that is life on this planet. We take the opportunity to introduce you to individuals who have made a difference in our little corner of the world - in this case John Kendrick. Oh, and don’t forget that the Friends Annual Meeting will be upon us before we know it - this year on July 16th. We’ll send you a reminder, hoping that the occasion can include a tour of the Friend of Pleasant Bay.

Mon Cochran, President
Friends of Pleasant Bay
Dredging Projects in Pleasant Bay

One of the major dredging projects much anticipated in Pleasant Bay is near Fox Hill at the entrance to Ryders Cove. Ted Keon of the Chatham Coastal Resources Office reports that the permitting for the project has been completed. Only the availability of the dredge delays the work. The dredging equipment, however, is fully committed for this fall and closures for Winter flounder and Horseshoe crabs prohibit dredging during the winter. Unless another project on the Cape is postponed, it is likely that this project will not be completed until Fall 2017. At that time, the nearby dredging project at Round Cove may have approved plans that will result in a cost effective use of the dredging equipment at both sites. There is another dredging project planned for North Chatham in the vicinity of Scatteree and Linnell Lane for the spring.

In Memoriam

Special Gifts Gratefully Received

IN MEMORY OF:
Elizabeth Cary
Robert Fano
Jean Murphy Gifford
Danny Gould
Clifton Gustafson
Harriet Hackford
Dick & Betty Klein
Mary Olmsted
Hugh Pershing
Audry Robb
Louise Russell
Jeffrey Rys
Toby Sanders
Christina Vos
Mielke Vos
Miphi Hall-Wunderlich

IN HONOR OF:
Jeanne & Dick Berdick

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COVER PHOTO: Thanks to Anita Winstanley, whose work can be found at wrfa@masterfulart.com.
Winter Changes in Our Inlets

As we approach the summer boating season, the raging storms of the past winter seem like a bad dream, until you take a good look at the changes to our immediate coastline. Four nearly concurrent Nor’easters wrecked havoc on all three inlets to Pleasant Bay.

- The 2007 cut, or North Inlet, has opened up dramatically, offering the commercial fleet its most viable way out from Chatham Fish Pier. The swells from the Atlantic can now be experienced up close off Minister’s Point.

- The 1987 cut, or South Inlet, has degraded significantly, no longer offering a safe route outside, at least for the big commercial boats.

- The 2017 Fool’s Cut has been redefined: most of the South Beach tip has vanished, resulting in a seemingly wider breach but going nowhere. The South Way has shoaled in, probably cutting off access to Stage Harbor and Nantucket Sound, except perhaps at high tide with a shallow draft boat and careful navigation.

Ted Keon, Chatham’s Director of Coastal Resources, pointed out that, although these changes seem sudden, they had been underway even prior to the 2007 cut. He expects these changes to have minimal impact. Anyone who sails or motors along the Bay’s Crooked Channel could attest to those shifty sand bars, though! The photos describe the before and after of the past year.
Chatham town meeting is reviewing a proposal to replenish Harding Beach and Cockle Cove by dredging the shoal off Morris Island. That effort may result in a more navigable channel between Morris Island and Lighthouse Beach. How long that new channel would last, Ted couldn’t say. Yet Outermost Harbor is seriously affected by the shoaling and would undoubtedly welcome any attempt at re-opening the access to the Sound.

It’s this constant push/pull of the weather and the coastline that makes Pleasant Bay such an intriguing and exciting body of water. We all are witnessing the history of our coast and the remaking of it, over and over, in our lifetime.
Collaboration to Put Students and Scientists Out on the Bay

As soon as the Floating Classroom became an achievable goal, the Board consulted with Pleasant Bay Community Boating (PBCB) and then placed the order to build the 37-foot pontoon boat. Once the vessel is built, it will transfer to PBCB, since they have the facilities—dock, water access, mooring — and experience with marine education programs and enrollment. The question of how to control the program content of the new vessel, to make certain it is only educational and research-related, then came into full view. The Board decided that control of the Floating Classroom’s programming needed to involve wide participation and was best developed as a collaborative effort.

The committee that resulted involves the Monomoy and Nauset school systems, Lighthouse Charter, Cape Cod Tech, the Chatham Marconi Maritime Center, and the Center for Coastal Studies, along with PBCB and the Friends. The Floating Classroom Program Committee began work in the fall, with two main responsibilities: to ensure that the vessel is used for education and to encourage local educators to use it. Meeting for the first time in October, 2017, its members continue to meet monthly to discuss innovative ways to use the Floating Classroom, how to best provide local educators with the programs they would find most useful, and how best to assist them in developing their own programming. Often there are invited guests at the meetings, as well, to help the committee brainstorm possible program areas, users, and issues related to use. A university writing instructor who leads writing-focused retreats, Wellfleet Audubon educators, and a potential vessel captain were at recent meetings.

The Floating Classroom Program Committee would welcome your ideas and suggestions. You can contact the committee through its chair, Dr. Sarah Griscom, at griscoms@pbcb.cc or 508-241-4334

Floating Classroom Construction Update

Since late last year the Floating Classroom, to be named Friend of Pleasant Bay, has been under construction by American Pontoon in Manning, South Carolina. The construction process is very temperature-sensitive due to the vessel’s welded metal structure. The unusually cold weather experienced in the south has limited welding time in January and February, but March and April have brought considerable progress. Below are pictures taken recently by Herb Heidt and Eliza McClennen that provide a feel for the way the vessel is constructed and her general configuration.

Our goal is to have Friend of Pleasant Bay at her mooring in front of the Pleasant Bay Community Boating campus by midsummer. Once on the Bay she will receive her two electric outboard motors and her roof will be outfitted with solar panels. We anticipate her maiden voyage with great excitement!
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2018 Education Grants: News and Reports Back

FOPB Grant Applications Go Paperless

In an effort to make our grant application system eco-friendlier and more efficient for the applicant, the Friends transitioned to a paperless process this year. With the new system, applications are archived for future access, as well. Also new this year is a rolling grant application, which allows local nonprofit organizations to apply for funding all year and not be in competition with local teachers over funding. The Education Committee looks forward to this transition and is excited by the possibilities it presents to support even more education on the Bay!

The Friends has heard back from several of our 2017 grantees, who have shared summaries of their grant activities. In addition, there is a collection of photos taken of These Waters Run Deep, a Nauset Regional High School exhibit sponsored by a Friends grant.

Latham Centers, a private non-profit in Brewster whose mission focuses on assisting individuals who are behaviorally and developmentally challenged to achieve their potential, provides residential care, schooling and treatment to children with severe emotional and behavioral challenges. Latham Centers received a grant for Summertide, an experiential learning program designed to provide academic content integrated with vacation-like experiences for students. As the pictures suggest, students responded positively to this learning by doing approach.

Josel discovering crabs and minnows
Matty, enjoying the sunshine and the thrill of a boat ride on The Monomoy Excursion.
Nina searching for sunbathing turtles
Evie testing the water for salinity, nitrate levels, and dissolved oxygen.
Monomoy Regional Middle School’s 5th grade received a grant that supported the science students’ visit to the Wychmere Harbor Shellfish Lab in October, where they learned more about why shellfish are important and how aquaculture helps increase shellfish populations in local waters.

Ryan Birchall, of Nauset Regional High School, organized a community art exhibit sponsored by the Friends of Pleasant Bay. Here is the announcement and an example from the exhibit, which was impressive in the depth and accomplishment of the exhibits, across a wide range of art forms, all related to Pleasant Bay. We will post pictures from the exhibit on the FOPB website, /FOPB.org/.
Changes at Muddy Creek

Today, the name “Muddy Creek” unfairly masks the beauty and tranquility of a 1.5-mile kayak paddle from Pleasant Bay to the headwaters and back. At one point, as the Bay recedes and no houses can be seen, the marsh rises out of the shoreline, disturbed great herons squawk, and, with a bit of an imagination, you feel you have entered a prehistoric land.

The ability to easily access the Creek today is due to the $6 million+ restoration project that removed an embankment and culvert system that had blocked the mouth of the Creek for over 100 years, restricting the tidal flow into the marsh and upper reaches. Before the new bridge and channel system were finished in May of 2016, Muddy Creek had become a highly degraded marsh system. For millenia before the flow was blocked, it had been the site of bountiful shellfish beds, a throughway for migratory fish (herring and eel) and birds, as well as an important summer camp for generations of native peoples.

Water quality data collected over the past 18 years by the Pleasant Bay Alliance citizen volunteers shows that the upper reaches of Muddy Creek regularly contained 10 times the nutrients found in the outer Pleasant Bay waters. Algal growth, spurred by high nutrient levels from fertilizer run-off,

2018 Education Grants, cont.

_In addition to hearing from our grantees, from time to time we hear from parents, as well._

“I was thrilled and grateful to learn that every fourth grade student at Eddy Elementary School in Brewster would have the opportunity to discover and learn about Pleasant Bay; its history, its ecosystems, and the role it played in the life of Cape Cod’s indigenous people. . . . I know that there are quite a few children who have driven by the Bay hundreds of times but who have never walked the trails or experienced its unique beauty and wildlife by boat. This experience connected them to their Cape Cod home and taught them the importance of being good stewards of our Cape Cod treasures for future generations. Thank you so much . . . “

Eddy School students on the Bay
Changes at Muddy Creek

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Water quality data collected over the past 18 years by the Pleasant Bay Alliance citizen volunteers shows that the upper reaches of Muddy Creek regularly contained 10 times the nutrients found in the outer Pleasant Bay waters. Algal growth, spurred by high nutrient levels from fertilizer run-off, septic systems, and years of accumulated organic-rich mud, has caused large fluctuations in the dissolved oxygen levels. The decay of algae blooms periodically provided a rotten egg stench, as all of the available dissolved oxygen was used up. In such a stressful environment, it’s hard, if not impossible, for many bottom-dwelling organisms to eke out a living.

The latest Pleasant Bay Alliance (PBA) draft report finds that there has been a return of "near natural tidal exchange," with increased tide range of about two feet, where before it was about 8 inches! PBA’s preliminary findings during the first year also indicate that both the salinity and the dissolved oxygen amounts have increased, but the nutrient and bacteria data do not show conclusive changes. Nor have channels eroded due to changing hydrodynamics, although it is hard to not notice that the channel has lengthened and become more sinuous where the Creek waters enter Jackknife Cove. Further up, the channel appears stable. Yet to be completed are vegetation surveys. Casual observations over the last 3 years of summer canoe excursions by PBCB teachers and students suggest that a new “bathtub ring” can be seen at the waterline where marsh and shoreline trees and shrubs appear to be affected by the larger tidal range. The system is in rapid transition still, finding its new equilibrium.

The future looks bright. Exciting news came earlier this year when Harwich Conservation Trust, with the help of the Town of Harwich and the Chatham Conservation Foundation, voted to preserve a 17-acre tract of land in the Muddy Creek headwaters. FOPB also contributed to this effort.

continued from page 10
Kendrick’s 1791 Visit to Japan

On the stormy morning of April 29, 1791, John Kendrick’s Lady Washington and the brig Grace approached the rugged coast of southern Japan. Ahead, the steep rocky cliffs of Oshima Island appeared through the rain. Further north, rows of forested mountains on the Honshu mainland disappeared into the low clouds. For much of the past two weeks, Kendrick and Captain William Douglass had labored through foul weather with their two small ships. This morning was different. Excitement was running high, as they were about to undertake something historic.

Japan had been a closed nation for one hundred and fifty years. Under the strict rule of a samurai Shogun

continued on page 13

Captain Kendrick: An Introduction

John Kendrick is one of the most under-recognized figures in American maritime history. Born in East Harwich, close to Pleasant Bay, in 1740, he rose from crewman on local whaling ships to become a master mariner and navigator on the world stage. Circumnavigator Amasa Delano said Kendrick was the first American captain “who burst forth on the world” and taught other mariners how to navigate the broad Pacific. The Friends of Pleasant Bay can certainly claim him as one of their own. Harwich historian Josiah Paine said John Kendrick was born on or near the site of Edward Kendrick’s house (what was 75 Kendrick Road).

In October 1787, Kendrick left Boston harbor with two ships, bound on what would become a seven-year odyssey into the Pacific. His mission was to open trade with China from the Pacific Northwest coast, establish the new nation’s first outpost on the Pacific, and search for the mythical “Northwest Passage” that connected the North Atlantic and the Pacific.

Along the way he would contend with Spanish and British officials whose countries both claimed rights to the Pacific. He would also engage in a tragic clash with a group of Haida people, of the Pacific Northwest Coast. A dozen years before Lewis and Clark set out on their legendary trek, Kendrick purchased from native allies more than a thousand square miles of land along the coast of what would become Vancouver Island. He sent the deeds to Thomas Jefferson, then serving as Secretary of State under George Washington. Kendrick wrote that “many good purposes may be effected by the Union having possessions on that coast.”

Unlike other merchant captains focused on the bottom line of a single voyage, Kendrick had a long-term geopolitical outlook. He opened a gateway around Cape Horn for American captains and worked to establish an American presence in the Pacific. His visit to the closed nation of Japan illustrates just how far he was willing to go to achieve that goal.
and his regional warlords, only one Dutch ship was allowed to trade annually, at Nagasaki. The goods and stories that emerged showed Japan to be a regimented and mysterious realm of high art and riches. For Western countries, opening trade with the closed nation was the grand prize in the Pacific. Both the British and the Russians were planning attempts to trade. Kendrick wanted the Americans to be first, but approaching the coast was fraught with danger. Any Japanese who communicated or traded with foreigners could be banished or executed. Foreign ships could be seized and their crews imprisoned indefinitely.

On shore, a lookout in a watchtower on Kashinozaki Point peered through the wind and rain and saw the two ships approaching. He soon realized that they were not Japanese. Climbing down, he ran to the headman at Kashi-
no village who sent an alarm that quickly spread through the coastal villages.

People gathered on a high hill to watch as the two strange ships came slowly, “almost drifting” into the bay. The Washington and Grace were taking no chances, carefully sounding the rocky bottom for hidden ledges. Unsure of what they would encounter, they were heavily armed and carried a total of about fifty crewmen, a mix of Americans, Chinese, Filipinos, Brits, and a few men of African descent.

Although this meeting would be considered the first contact between the United States and Japan, what happened over the next ten days has been long regarded as an event that would remain shrouded in mystery. What came down through the generations were second hand sailors’ tales and a fragmentary record in Japan.

continued on page 14
continued from page 13
As the 225th anniversary of the event approached, the town of Kushimoto, which hosts an American-Japanese friendship museum dedicated to Kendrick’s visit, wanted to organize an event. Based on a book I had written about Kendrick, I was asked if I could find any documents or artifacts related to the visit. After chasing down several dead ends, I was fortunate to discover a 225 year-old ship’s log that was written in part as Kendrick sat at anchor in Kushimoto. It held a description of what had occurred day-by-day during the visit and helped to organize the fragmentary Japanese record. continued on page 15
continued from page 14

A few small boats came out in the wind and rain, and the men on board stood off at a distance trying to wave the ships off of the anchorage they had chosen. Kendrick’s men then went ashore on Oshima Island, looking for wood and fresh water, noting men with long spears watching them from the top of a high cliff. Fearing the consequences of this surprise arrival, village headmen sent messages to the local warlord at Wakayama Castle, a few days’ journey away.

The record shows that for a time, Kendrick quelled the fear, uncertainty and confusion that he encountered. The log contains the first exchange of gifts between the Japanese and Americans and a later raucous celebration in the inner harbor.

Although only ten days out of seven years of voyaging, Kendrick’s daring visit to Japan is an event that still has resonance. Kushimoto Mayor Katsunaga Tashima sees this first contact as offering a broader perspective on the start of U.S.-Japan relations. It presents a picture very different from the traditional story that centers on Commodore Matthew Perry forcing Japan to open to trade with gunboats more than sixty years after Kendrick’s visit. In the tattered 225 year-old ship’s log and the fragments of Japanese records is the kind of shared history that helps to bind people and nations. It’s a provocative legacy from someone who grew up sailing the waters of Pleasant Bay.

This focus on Captain John Kendrick is written by Scott Ridley. See his Morning of Fire for more about Captain John Kendrick.

In Memory of:

- William S. Beinecke
- Betty Clapp
- Helen Cochran Dicke
- “Cool Dude” Josh Gordon
- Dick Lovis
- Helen “Honey” McClennen
- Hugh Pershing
- Gary Stephens
- Peter Stephens
- Avis Voorhes
- Mielke Vos
- Christina Vos

Photo courtesy William H. Hayes Photography, stageharobr@icloud.com

In Honor of: Tony Davis, Herb Heidt & Eliza McClennen, David & Jane Murray