

Something Interesting about Wychmere Harbor



Wychmere Harbor 1964 (photo credit Richard Kelsey)

dotted by day with white sails of vessels on their course around the Cape—the most continuous fleet at any point north of Cape Hatteras—and by night with twinkling lights of seven lighthouses and lightships.

THE MERE (OR WYCHMERE HARBOR).

This little pleasure harbor at Harwich Port is itself a very attractive feature, unique along this coast, consisting of a little land-locked basin, about one-third of a mile across, upon which these cottages look down. It contains, not fresh or brackish water, but pure salt water, constantly renewed twice a day through an open Inlet from the ocean outside. Surrounded on all sides by bluffs, grassy and wooded slopes, its waters are rarely more than ruffled by the wind, and, on account of its depth, its area remains nearly the same, at any time of tide, *no mud flats being left exposed*. Its beach deepens gently for a few yards from the shore, and is therefore both safe and attractive for children; for here, at ebb tide, a narrow strip of sandy gravel, all around the MERE, is crowded with soft sea clams, quohaugs, and oysters, whose steadily increasing numbers testify to the purity of the waters. The little fishermen also find shrimps and little fish swarming along the shores.

The mouth of the Inlet was protected by the State of Massachusetts during 1900, at an expense of \$5,000, by means of substantial jetties of granite and heavy piling. The entrance of drifting seaweed and its decay within the MERE have thus been prevented, and a satisfactory depth of water obtained in the Inlet for passage of sailboats, steam launches, and small yachts.

BOATING.

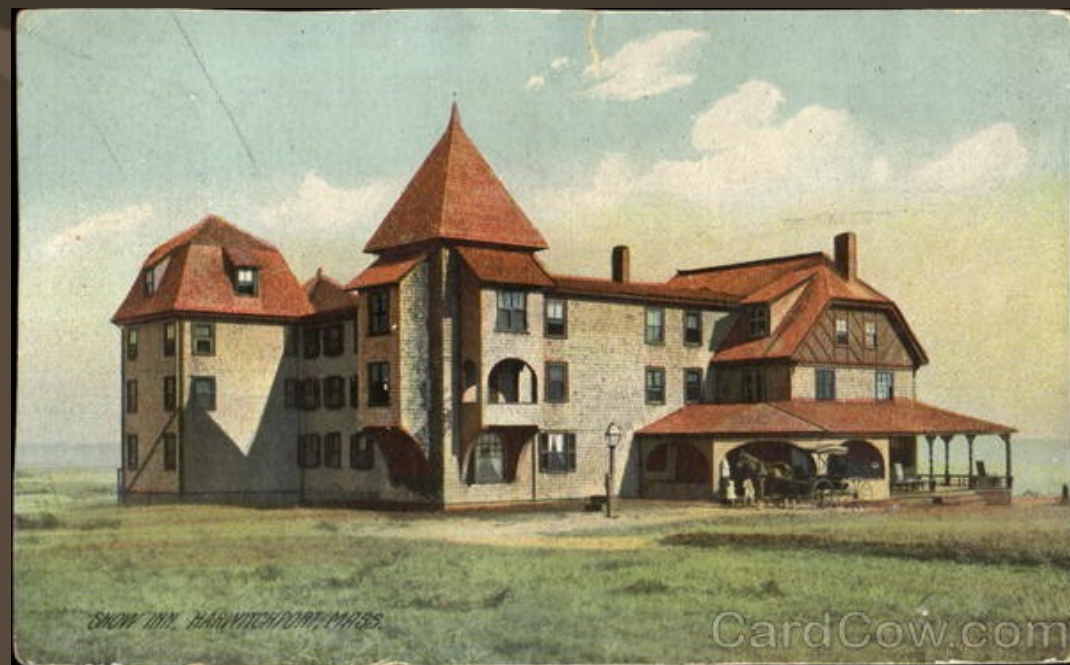
Both rowboats and catboats can be hired within the MERE, and this little circular sheet of quiet salt water, about a mile in circumference, sheltered from strong





Edric Snow and Frank H. Thompson.







Entrance to Wychmere Harbor, Cape Cod, Mass.

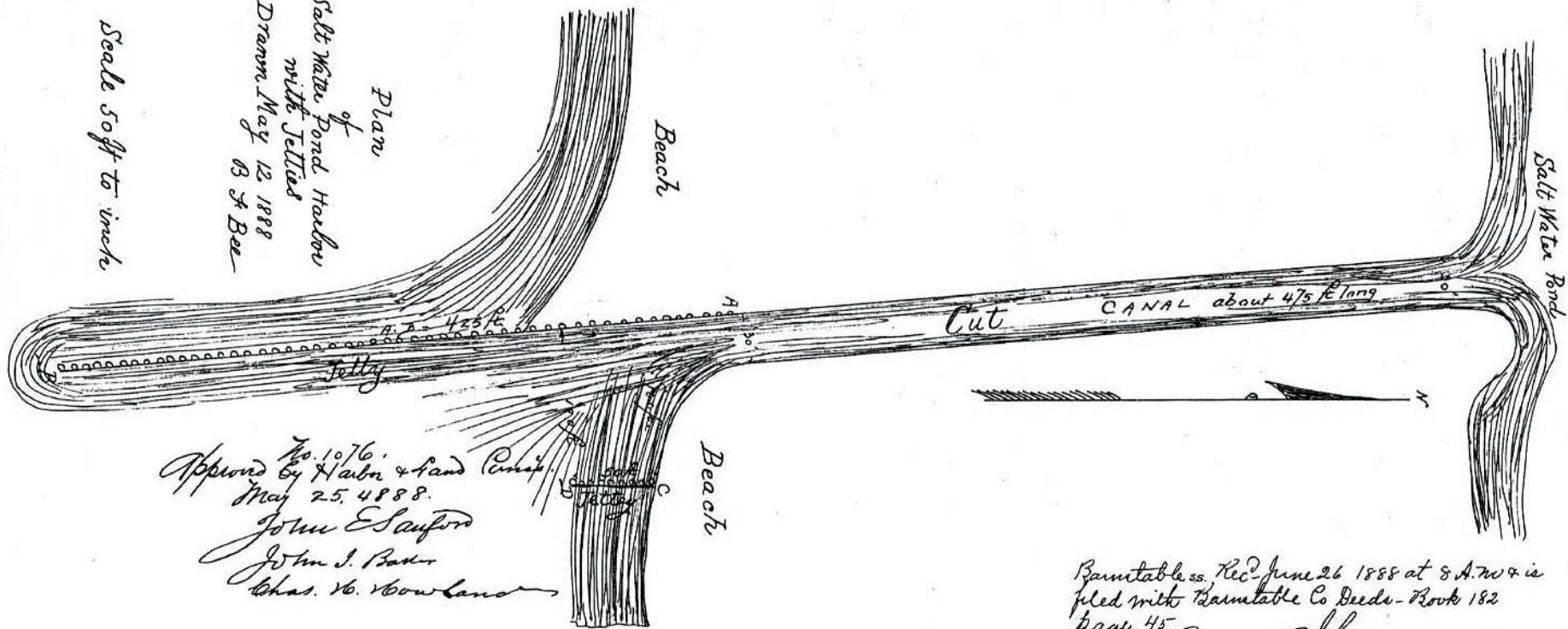
WYCHMERE, HARWICH PORT, MASS.



28-115-f1

Plan
of
Salt Water Pond Harbor
with Tides
Drawn May 12 1888
B. J. Bee

Scale 50 ft to inch



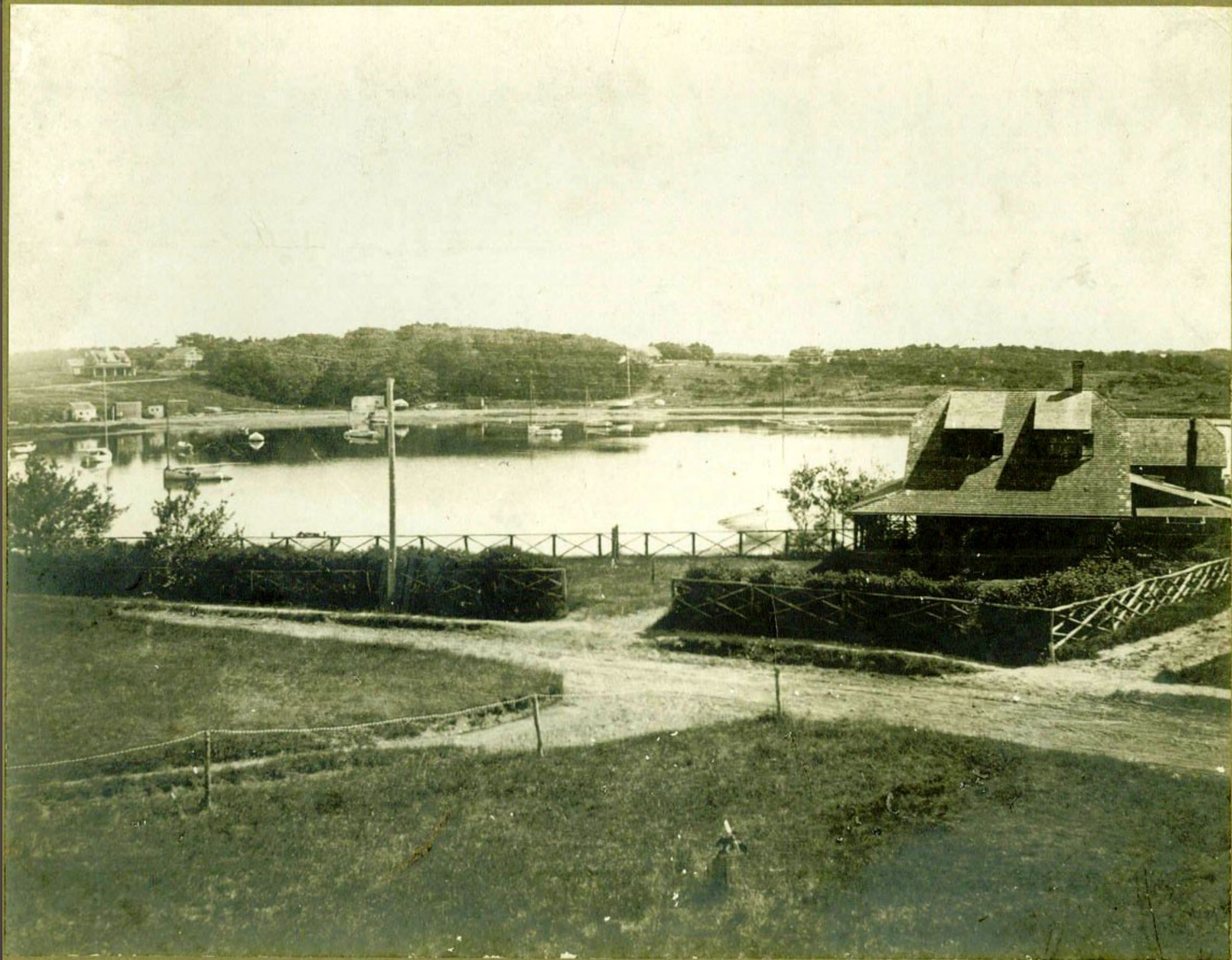
Approved by Harbor & Land Comm.
May 25, 1888.
John E. Sanford
John S. Baker
Chas. W. Howland

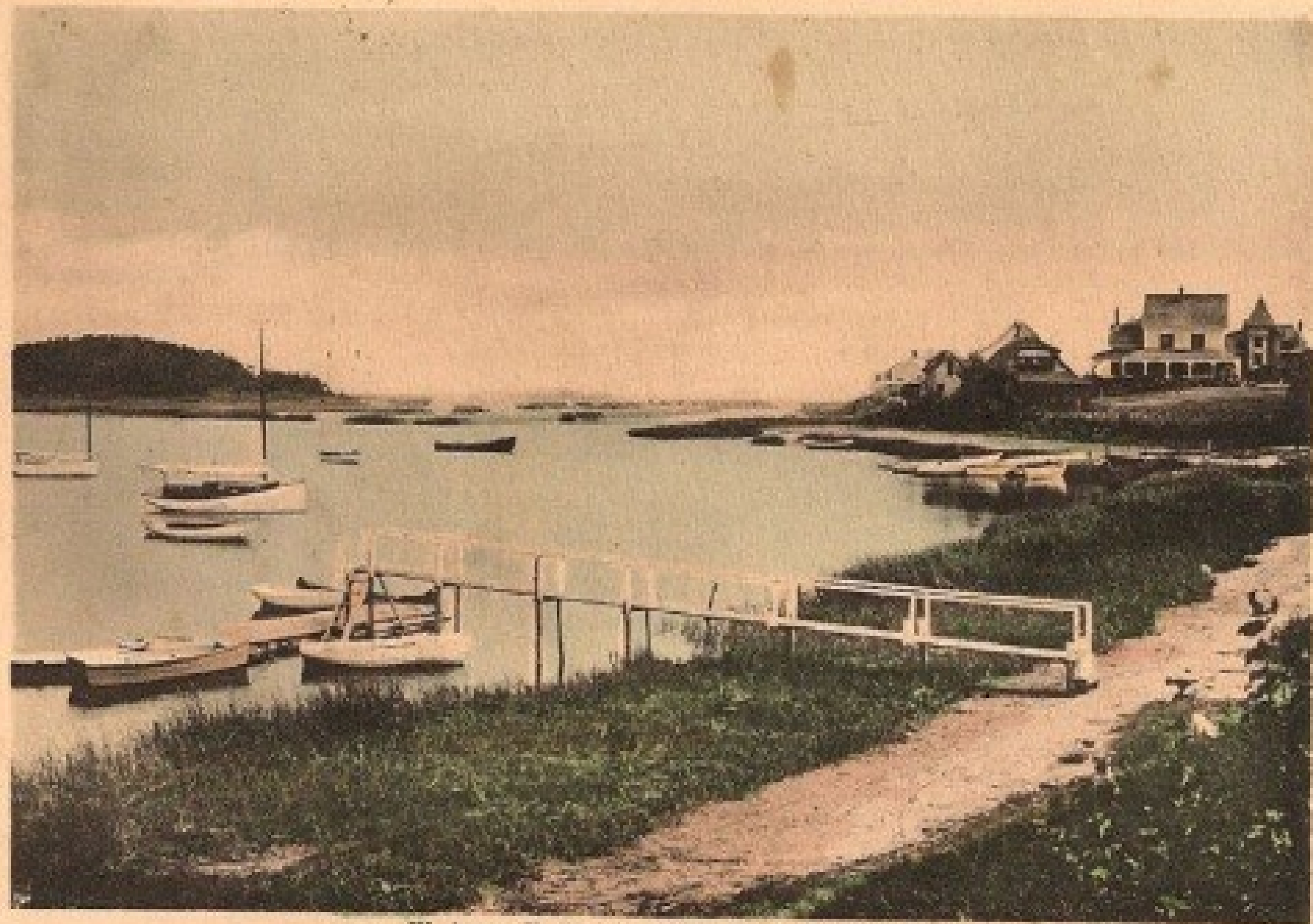
Bainbridge ss. Recd June 26 1888 at S. A. W. & is
filed with Bainbridge Co Deeds - Book 182
page 45

Attest Andrew P. Sherman Register

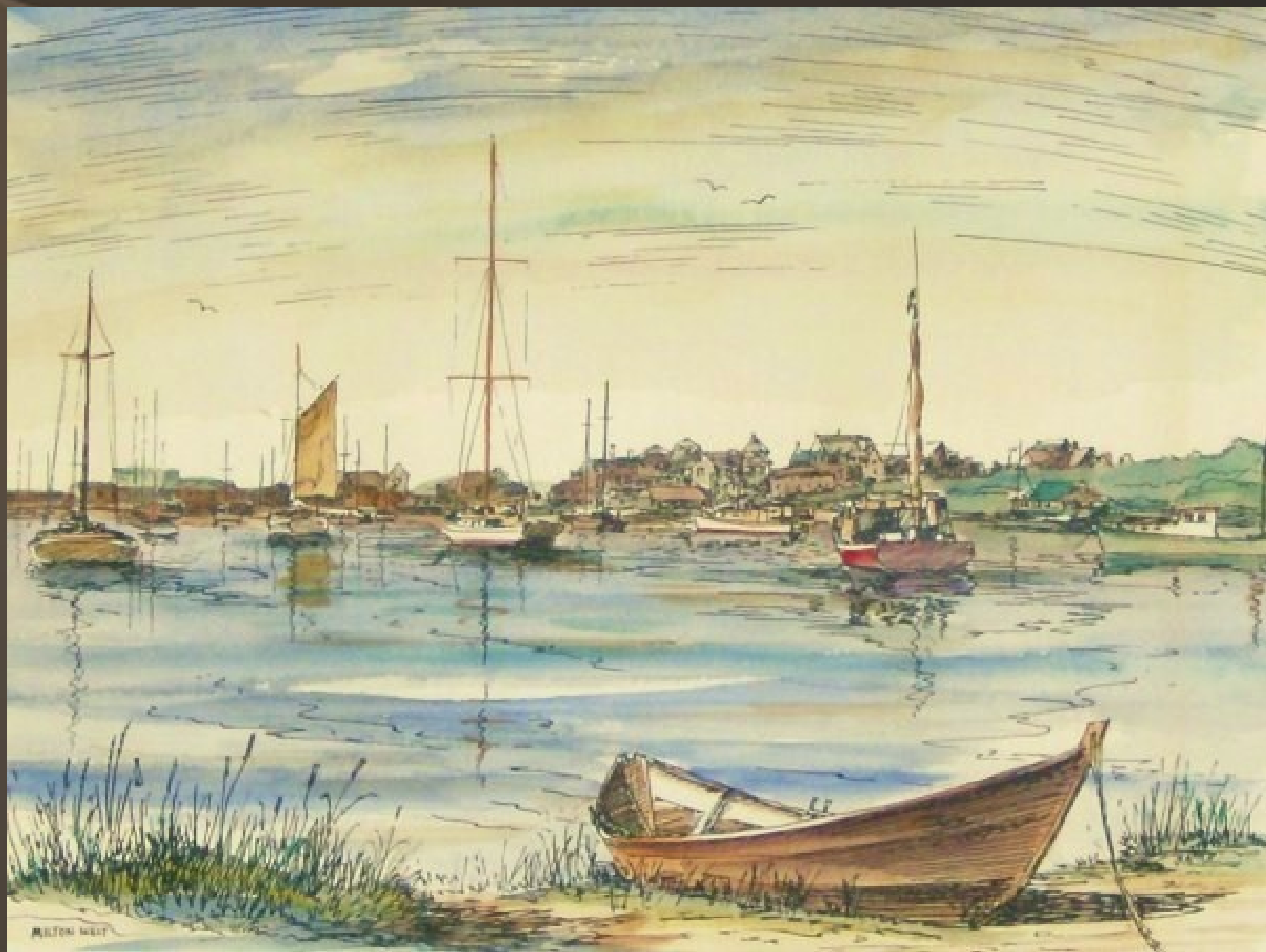
The Race Track
Charles D. Cahoon
1888







5037. - Wychmere Harbor along West Shore, HARWICHPORT, Mass.



WYCHMERE LANDING, HARWICHPORT, MASS.





that arrangements for meeting with conveyance at Harwich Station, dinner, etc., may be entirely satisfactory. The spring schedule of the railroad allows a stay of three or four hours between arrival, about noon, and departure by the afternoon train.

Circulars, prices of lots, cottage rentals, photographs, and maps may be obtained by application to the WYCHMERE TRUSTEES,

WILLIAM GILFILLAN, M.D.,

98 Remsen St., Brooklyn, N. Y.

STEWART CHURCH, M.D.,

236 Clinton St., Brooklyn, N. Y.

ALEXIS A. JULIEN, PH.D.,

N. Y. City.

MAP OF WYCHMERE,

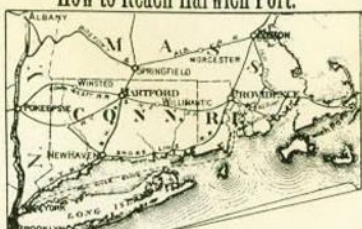
—AT—
HARWICH PORT,
Barnstable County, Mass.,

ON CAPE COD,
Surrounding the MERE or Salt Water
Pond, on the shore of

VINEYARD SOUND,
Fronting the Atlantic Ocean.

From the Survey by A. L. WEEKES, Harwich, Mass.

How to Reach Harwich Port.



For Renting of Cottages or Purchase of Lots,
APPLY TO TRUSTEES:
William Gillilan, M. D., 98 Roman St., N. Y.
Stewart Church, M. D., 236 Clinton St.,
Alvin A. Jones, Ph. D., 71 E. 87th St., New York.

Livery Stable

ROAD TO HARWICH CENTRE & STRITON

ROAD TO CHATHAM

ROAD TO BONNIVIEW

ROAD TO LAKENEST

ROAD TO THE ANCHORAGE

ROAD TO THE GLEN

ROAD TO THE MERE

ROAD TO THE BEACH

ROAD TO THE BATHING BEACH

ROAD TO THE SNOW INN

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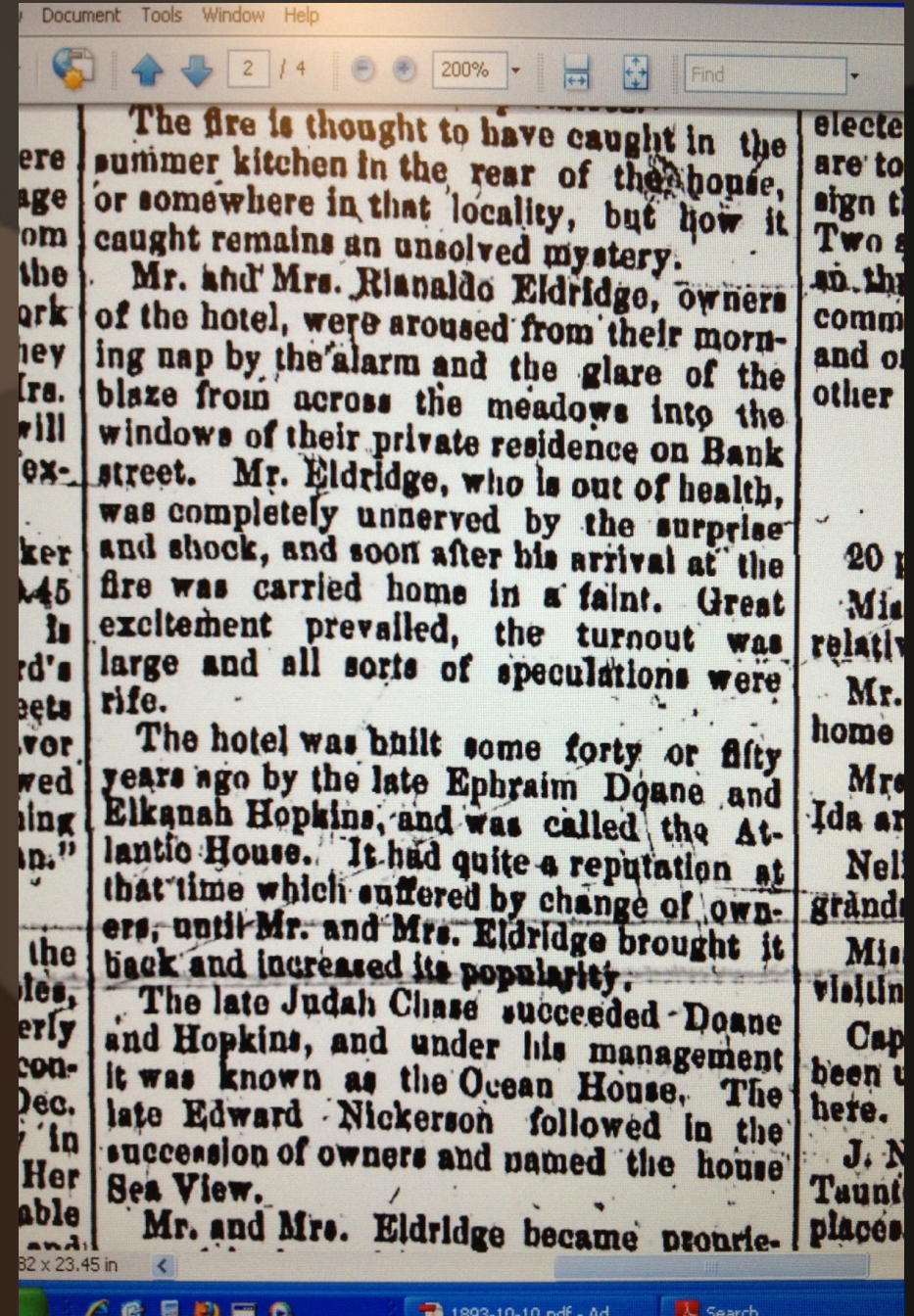
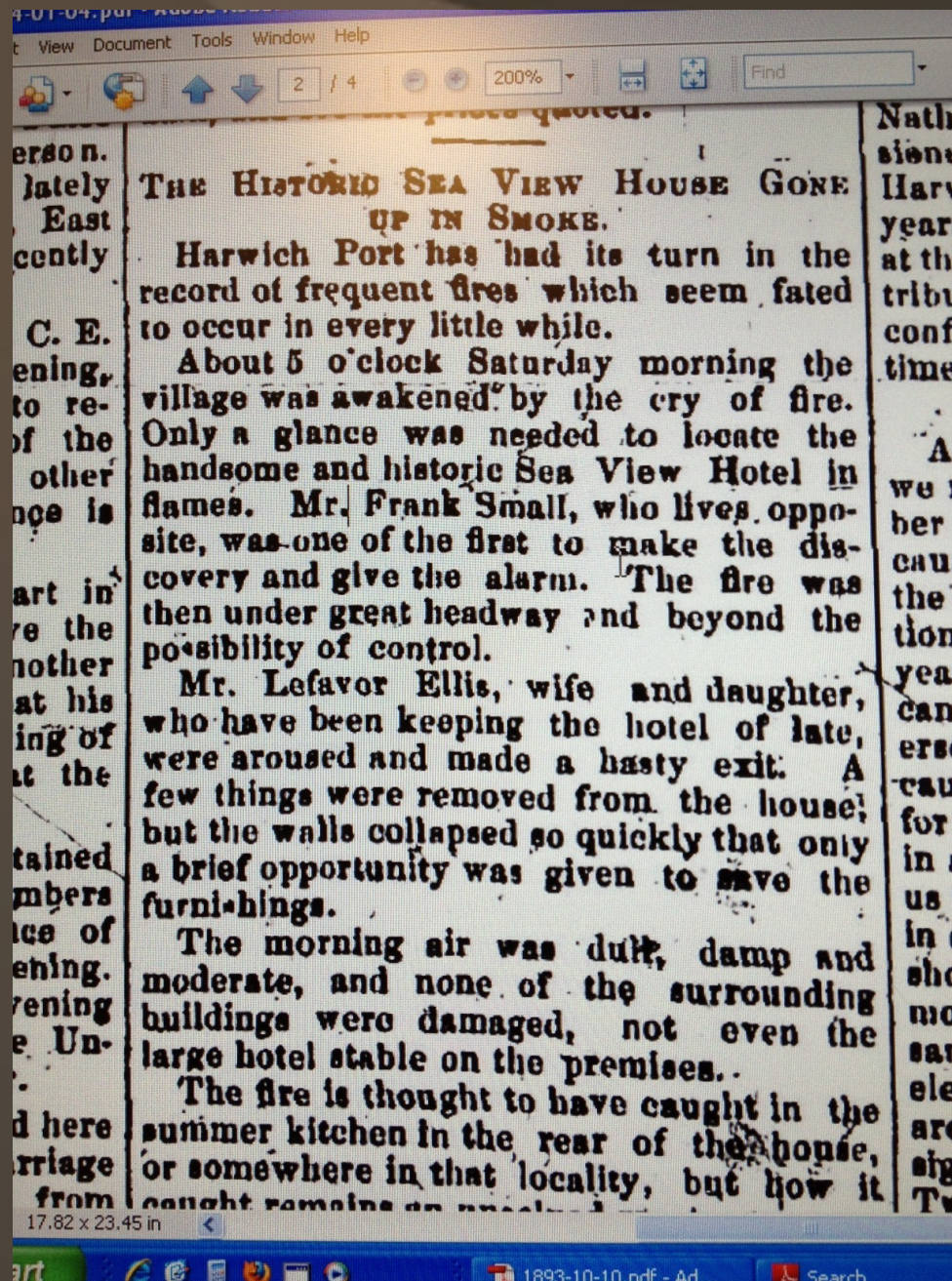


Courtesy the Harwich Historical Society

Sea View House Hotel
Charles Cahoon

Wychmere Harbor
Harwich Port, Mass
circa 1885

Seaview Hotel Fire 1884



Seaview House
Snow Inn
Harwich Port, Mass
1983

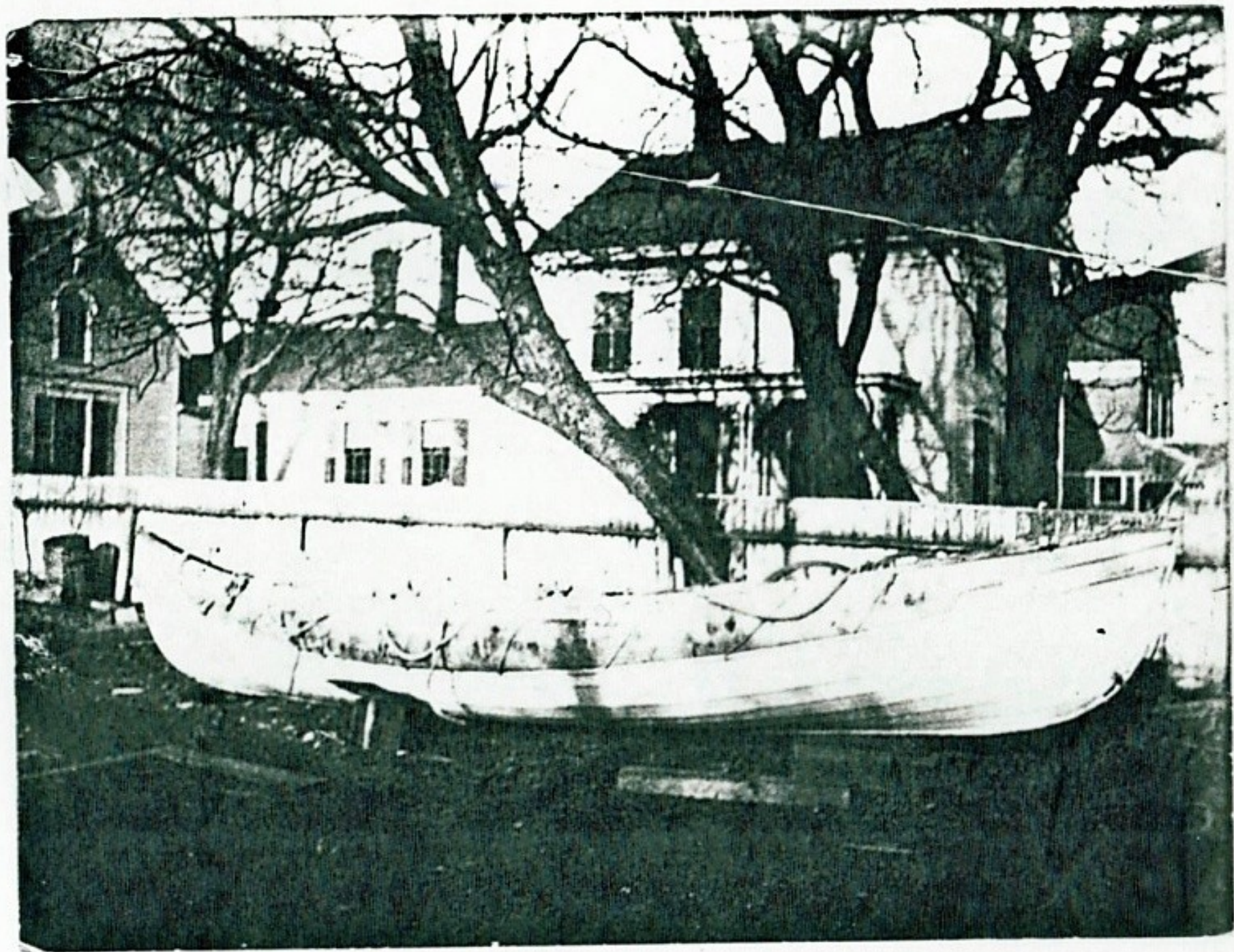




The Monomoy Lifesaving Boat which capsized in the Monomoy disaster in 1902 taking the lives of the entire lifesaving crew except Seth Ellis. It is very likely this is the only photo we have of Charles Jenkins (right) builder. House is 623 Main St.



Jenkins Boatshop Harwich Port (before 1904)







1905



Capt. Ensign Rogers onboard the WYCHMERE and Capt. Benjamin Doane aboard ATHLETE at Wychmere Harbor 1894. Both vessels were built by Charles Jenkins of Harwich Port and launched at the same time.



CATBOATS 1880-1920, HARWICH, MASS

Vessel Name	Owner(s) Name	Captain	Type	Length	Beam	Built	Builder	Where seen
Addle	Harry Cahoon/Wm Rogers (Chatham Port)	Harry Cahoon	power catboat					Wychmere 1916
Addonls								Town Cove (enroute to Harwich) 1888
Athlete	Benjamin Doane					1894	Charles Jenkins	Wychmere
Betsey Babbitt		Benjamin Eldridge (E.Harwich)						P.Bay 1878,1890
Caper	Edward G. Unitt	Edward G. Unitt		23.6'	11.1'		Charles Jenkins	Larchmont YC 1895
City of Chicago	J.F. Crosby of East Brewster	Joseph Rogers (S.Orleans)		28' sloop rigged		Harwich	Flavius Nickerson	P.Bay 1890
no name given	Flavius Nickerson sold his boat to NY parties	Carl Martin Chase						C.M.Chase drowned Nantucket Sound 1891
Cyrena		William Pierce						P.Bay 1878
Dauntless	Ambrose Miles (Chatham)	Nathanial Robbins	Jenkins fastest catboat					P.Bay 1874, 1878
David Crocket		D. or Z. Crowell						P.Bay 1878
E.W.S. Higgins		Uriah Rodgers						P.Bay 1878
Echo								P.Bay 1880
Etta		Eddie Eldredge (N.Chat)						P.Bay 1890
Fannie Davis	T.T.Nickerson					1883	Charles Jenkins	
Ha Ha	Walter LaBau, Joe Robbins, Washington Robbins	Joseph Robbins				1890		1889, 1890, 1897, 1900
Hattie		Ed. Ellis						P.Bay 1878
Hero	T.Ellis, T.B.Baker, E. Rodgers	Theodore Ellis						P.Bay 1878, Wych 1885
Helen A.	James F. Chase	James F. Chase				1897		Natucket Sound 1897 capsized/rescued
Hettie		Collins Clark						P.Bay 1878
Laura	Amos Eldredge					1897		
Little Brave		W.S.Rodgers						P.Bay 1878
Lone Star								
Madge and Muriel		S.H.Robbins						P.Bay 1886
Maggie and Emma		J.H.Nickerson						P.Bay 1878
Magic		Alfred Cahoon						P.Bay 1878
Mary A. Clyde		I.L.Kendrick						P.Bay 1878
Mattie	Nathan Smalley	W.J.Nickerson				1880	Charles Jenkins	P.Bay 1878
name?	William Tuttle					1880	Charles Jenkins	
Mischief		B.B.Nickerson						P.Bay 1878
Molly Swash		Thomas K. Nickerson						P.Bay
Moodyne	Nathan Smalley	Nathan F. Smalley				1887	Nathan F. Smalley	Wychmere
Neptune		William Tuttle		26'	10'	1884	Wm Tuttle & Jenkins	Wychmere

and 45 seconds. In the season of '87 she took the first prize of the Cape Cod Yacht Club and second in '88. The Iris, built by Crosby, took first prize this year.

We next visited Harwich Port, where the Globe found all three of the regular cat-boat builders busy turning out the craft as fast as possible for the coming season's work. Nathan Smalley put into the waters a fine 24 foot 6 inch cat-boat which, though it had no close competitors when launched, showed excellent speed, and will no doubt make things warm for the Osterville and Chatham boats.

Charles Jenkins is the oldest boat builder in Harwich Port, but of late years has not built many fast cat-boats, although he has turned out some lively skippers. His reputation for building boats for three-masters is everywhere known and is acknowledged to be unexcelled. In fact, he has built boats for New York and Philadelphia parties. He launched the other day a life boat built exclusively for Captain Tuttle and his brave crew at Monomoy life saving station.

Edward Jenkins, a brother of Charles, is another busy boat-builder in Harwich, and when we called had two boats in process of construction. Mr. Jenkins may be called a mechanic in every meaning of the word, and can "whittle" a model of beautiful lines and symmetric dimensions. We are led to believe that he has in his shop about the finest cat-boat ever turned out on Cape Cod. It is being built for Mr. Walter Labau, a brother of Mme. Labau, who, by the way, is a sister of the Vanderbilts and a regular summer visitor at the Sea View House, Harwich Port, where the Globe man was most hospitably entertained during his visit. The boat is 29 feet 6 inches, water line, 11.3; beam made of the very best material, with water-tight cabin, standing room and deck. She has considerable brass work about her, latest improved steering apparatus, and has all the modern improvements for comfort and convenience. Her model is such that expert yachtsmen predict as being a fast sailer, and one that will undoubtedly give the Cape boats a good brushing. The estimated cost when completed will be in the neighborhood of \$1500.

HARWICH PORT.

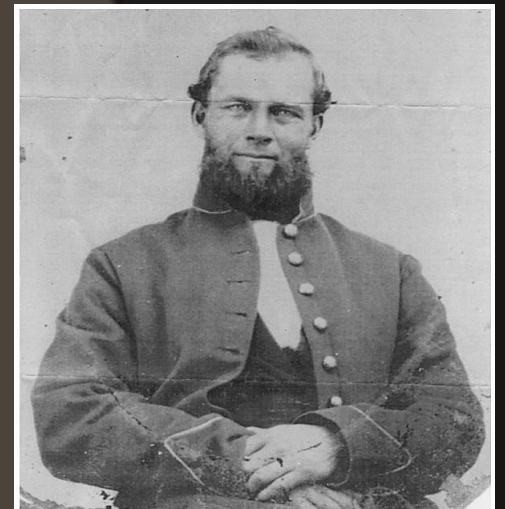
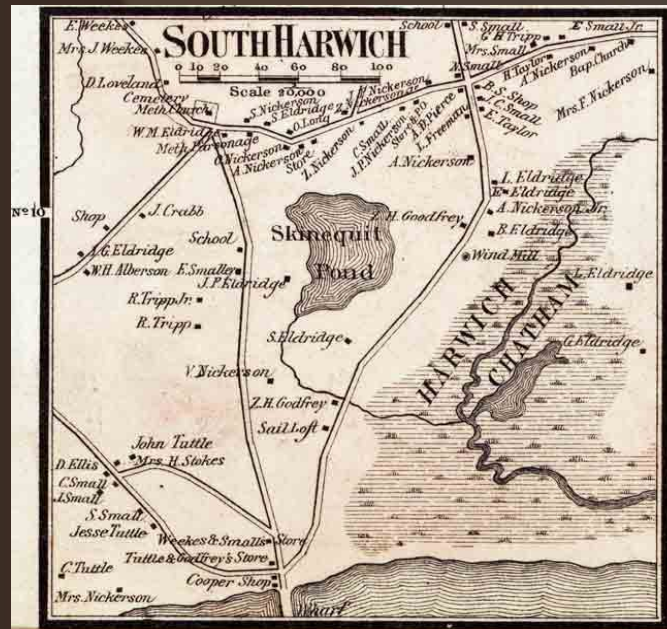
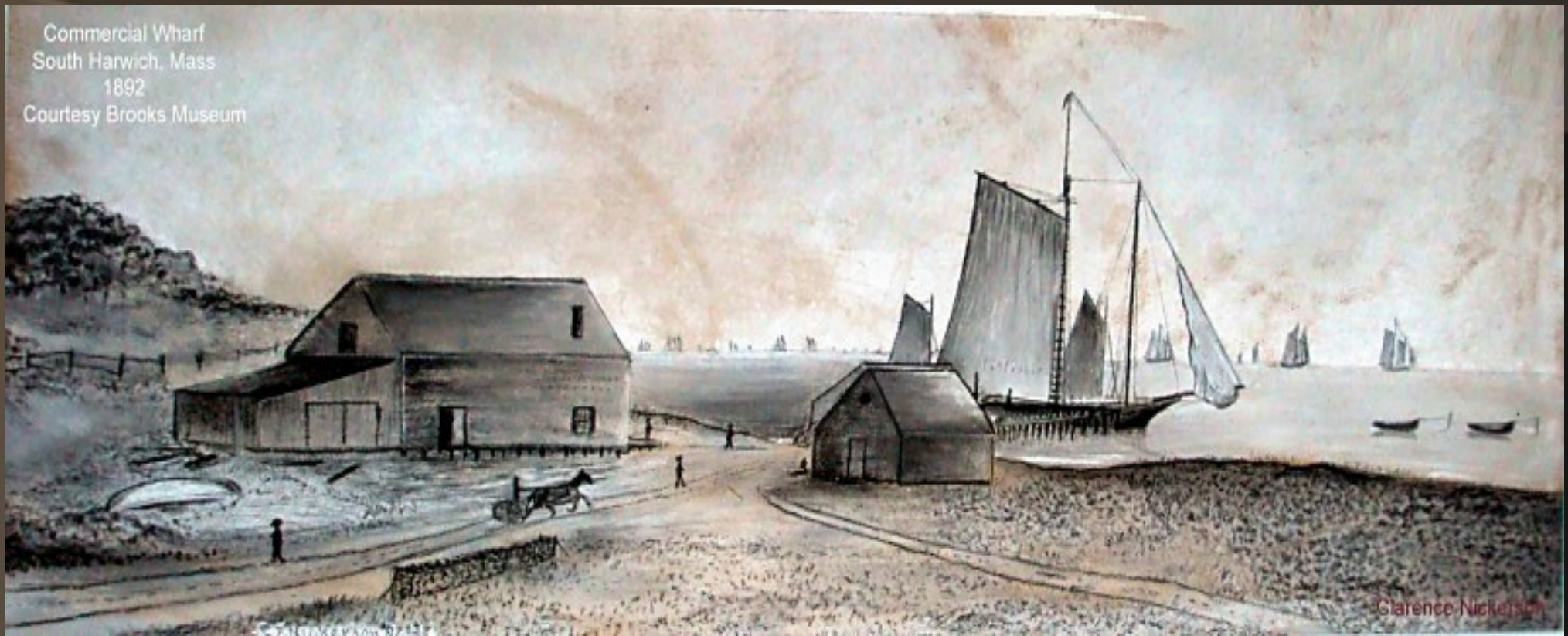
Charles Jenkins, Esq., boat builder at this place, has just completed a beautiful specimen of a boat expressly for the Humane Society. She is a lap streak boat, with a flat floor, sharp stern and copper fastened. Her length is 28 feet, width 6 1-2 feet, and depth 2 feet and 3 1-2 inches. She was built under the supervision of Capt. Jona. Snow, of East Orleans, the agent of the Humane Society at that place. Capt. Snow has rendered much valuable aid in his position, and is a very able and truly efficient officer for the society. The boat is to be placed in the society's wreck house at East Orleans, where are all the modern appliances for saving life and property. Mr. Jenkins has under contract three boats of similar model, size and dimensions for Capt. Snow and others at East Orleans. He has also under contract a 21 feet boat for Capt. Browning Baker, Jr., of West Dennis, who is having a three-masted schr. building at Bath, Me. a 22 feet boat for Capt. Eleazar Crowell of Dennis, who is having a vessel built at Newburyport, Mass; a 22 feet boat for Capt. Thomas Snow, who is having a vessel built at East Boston; and a fourteen feet boat for Capt. Asa Baker.

S.

THE AMERICAN YACHT LIST, 1896.—SAIL YACHTS.

NUMBER	YACHTS' NAMES, ETC.	RIG.	OFFICIAL		DIMENSIONS.			BUILD.		OWNERS.	PORTS BELONGING TO.	CLUBS.	RACES SHOWING STARTS AND RESULTS. 1895.
			NUMBER INTER- NATIONAL CODE SIGNAL LETTERS.	TON'GR GROSS. NET.	Length. Depth.	Water Line. Draught.	Breadth.	Designers. BUILDERS. WHERE BUILT.	Launch'd				
633	CALLISTO	CB. Sloop.	—	—	30.7 27.7 12.9 — 3.0	—	—	Crosby. — Crosby. Osterville, Mass.	1882	Asa A. Raymond.	New York.	—	—
634	CAMILA	CB. Schr.	125,825	10.61 10.08	35.0 33.0 12.4 3.5 —	—	—	Wall. Cleveland, Ohio.	1879	J. G. White.	Cleveland, Ohio.	—	—
635	CAMILA	CB. Cutter.	126,724	8.81 8.37	39.6 29.11 11.0 5.6 5.4	—	—	Edward Burgess. Geo. Lawley & Son. So. Boston, Mass.	1890 June	Robert Saltonstall.	Beverly, Mass.	29.84	—
636	CAPER	CB. Cabin Cat.	—	—	23.6 22.0 11.1 2.0 2.0	—	—	Jenkins. — Jenkins. Harwichport, Mass.	1892	Ed. G. Unitt.	New York.	63.118	Club 63; June 15 (0) " 63; July 4 (0) " 118; " 9 (2) " 139; " 20 (3) " 118; Aug. 24 (2)
637	CAPRICE	CB. Sloop.	—	—	38.0 33.0 13.6 — 4.6	—	—	J. F. Mumm. J. F. Mumm. South Brooklyn, N. Y.	1874	Wm. M. Walton.	Newark, N. J.	70	—
638	CARA	K. Sloop.	—	—	38.0 25.0 9.0 5.6 6.0	—	—	Read Bros. Read Bros. Fall River, Mass.	1895	G. Edward Ide.	New York.	63.118	—
639	CARIBOU	CB. Cabin Cat.	—	—	23.0 20.0 10.0 — 3.0	—	—	Jefferson Borden. W. K. Pryor & Co. Boston, Mass.	1889	A. S. Jackson.	Providence R. I.	51	—
640	CARINA Formerly RITA.	CB. J. & M.	—	—	31.6 21.0 9.0 — 2.8	—	—	Waterhouse & Chesebrough. McIntyre & Kirk. Quincy, Mass.	1894	James Otis.	Hyannis Port, Mass.	—	—
641	CARITA	K. Cutter.	126,620	8.49 8.07	40.0 31.10 10.0 7.7 7.6	—	—	Z. S. Crooker. J. B. Loring. Rockland, Me.	1890	W. Brown.	New York.	10	—
642	CARLOTTA Formerly ARMELITA.	K. Schr.	126,272 K. D.Q.S.	43.97 41.78	81.0 65.0 16.4 9.0 10.0	—	—	A. C. Smith. J. J. Driscoll. Greenpoint, N. Y.	1885	R. B. Carpenter.	New York.	10.121	—
643	CARMITA Steel.	Fin. K. Cutter.	126,946	27.48 26.11	70.0 45.10 12.6 6.7 11.0	—	—	Waterhouse & Chese- brough. Geo. Lawley & Son Corp. So. Boston, Mass.	1893 May	Wm. W. Caswell.	New York.	1.143	—
644	CARRIE Formerly LIZZIE V.	CB. Sloop.	127,019	8.48 8.04	33.10 31.3 13.4½ 4.0 4.0	—	—	— Port Jefferson, N. Y.	1885	E. Hill.	South Norwalk, Conn.	100.142	—

Commercial Wharf
South Harwich, Mass
1892
Courtesy Brooks Museum



Capt. John B. Tuttle (born in Haverhill 1824-1899) of South Harwich Civil War hero wounded at Petersburg serving as second lieutenant with the famous Massachusetts 59th Infantry. He was appointed lightkeeper of Monomoy Point Light for four years before Asa Jones. He earlier owned and ran a store Tuttle & Godfrey's at Deep Hole Wharf, South Harwich, Mass

Two images of Neptune taken separately. William Tuttle must have been in the habit of leaving an oar on the port side.







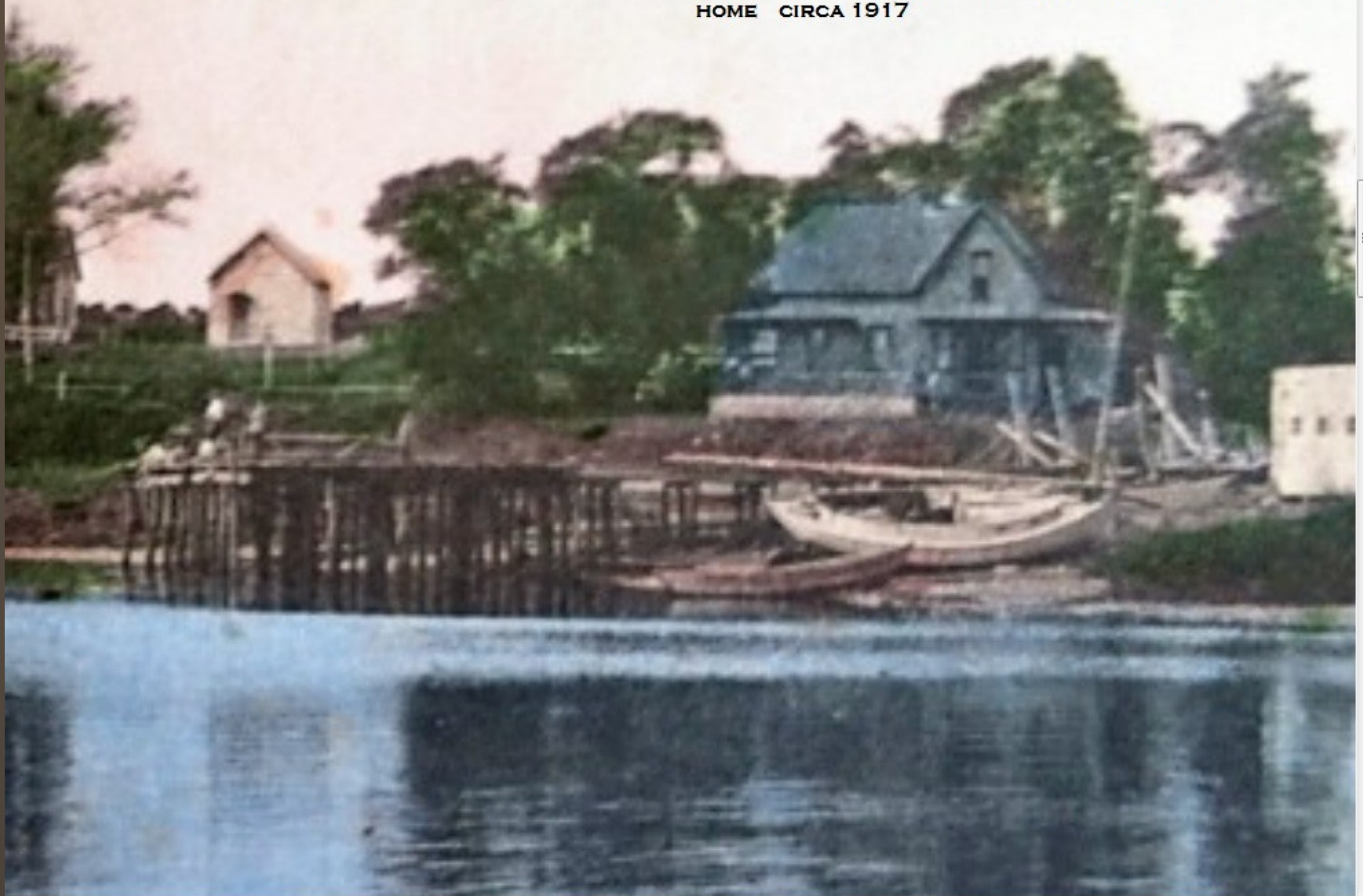
JENKINS BEACH 1940



HARWICH PORT YOUNGSTERS TAKE THEIR FIRST DIP IN NANTUCKET SOUND



**HARRY CAHOON DOCK AND RAILWAY WYCHMERE
HARBOR OFF FREEMAN STREET AND F. NICKERSON
HOME CIRCA 1917**



Freeman is a "Jack of all Trades"

(June 14th, 1887)

Mr. EDITOR : -

I have read with much interest the letters recently printed in your columns from the pen of the Hon. George D. Smalley, in regard to the salt-water pond opening, and as I think there has been nothing said in relation to the new enterprise that has been started on the shore of the pond, near the Sea View House, by one of our enterprising citizens, Mr. Thomas Freeman - I refer to the Marine Railway, built for the purpose of hauling up boats of almost any size for repairing, painting, or anything in that line. I am pleased to announce that on Thursday, June 2d, 1887, the new boat, Moondyne, built and owned by Mr. Nathan F. Smalley, of Harwich Port, was successfully taken up out of the water on the new railway, it being the first attempt. The performance was witnessed by some thirty persons. It is understood that the compensation for hauling up a boat is very trifling, and it is expected that many, boatmen will avail themselves of the opportunity for repairs, and in addition, to show the model, as the Moondyne looks beautifully out of the water as well as in it.

It is hoped that Mr. Freeman will drive a successful business in this line, as well as in others, in which he has already proved himself competent, he being a good specimen of Yankee ability, to do almost anything that he may take a fancy to do. For instance, after he has hauled the boat up on the railway, if the owner of the boat has a nice watch that he wishes to have cleaned or repaired, Mr. Freeman can take it to his blacksmith's shop, and put it at once in running order. If, while he is at work on the watch, anyone comes to the shop that wishes to have his horse shod, or a wagon tire set, he can lay the watch aside for a while and attend to that duty.

If a manufacturer should come, and want an engineer to run his engine, Mr. Freeman can do that, and if he finds that there is not water enough to run the engine, he can at once drive a well, and put in a pump, and get a full supply of water; and while he is at work on the well, should the Harwich Brass band come along, he could at once drop his tools, fall into line, and make as much music any one of them. And in conclusion, we will use the saying of the Turks "May his shadow never be less."

ELIAS NICKERSON



TOM
LEACH

Notice to Mariners 1917

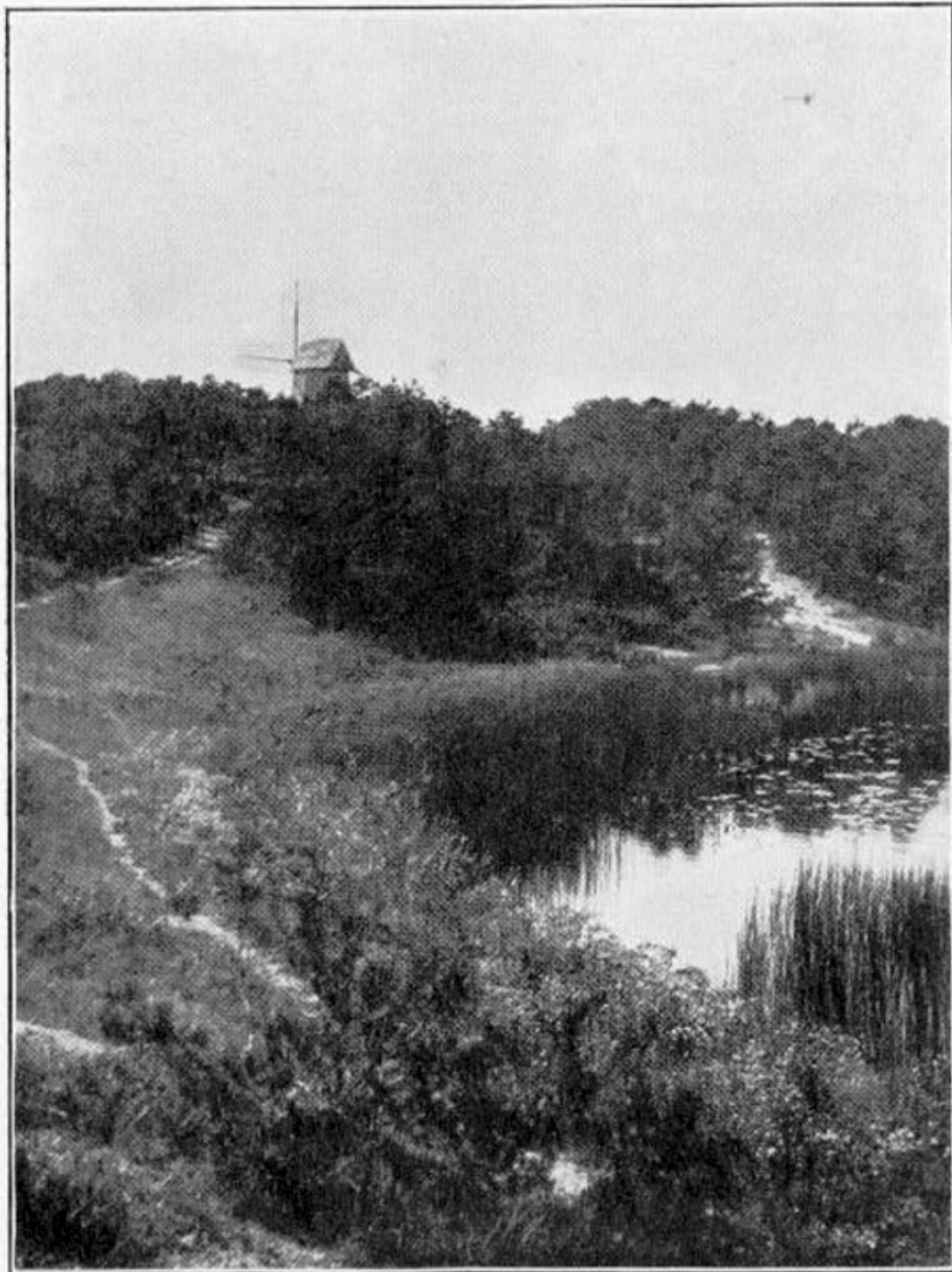
Vessels approaching Chatham Roads from southward should pass westward of Handkerchief Shoal and the extensive shoals along the eastern shore. From westward they can pass on either side of Bishop and Clerks and southward of Kill Pond Bar. When in the entrance of Chatham Roads, a 63° true (ENE $\frac{7}{8}$ E mag.) course with Stage Harbor and Chatham lighthouses in range will lead to the perpendicularly striped buoy at the entrance to Stage Harbor; anchorage may be had northward of the buoy in about $4\frac{3}{4}$ fathoms, soft bottom.

Bucks Creek, lying $1\frac{3}{4}$ miles northwestward of Stage Harbor lighthouse, is used only at high water by boats of local fishermen. Its entrance is 100 feet wide between two jetties, and has been dredged to mean low water.

Wichmere Harbor, $3\frac{3}{4}$ miles westward of Stage Harbor lighthouse, has an entrance 100 feet wide between jetties. A channel 30 feet wide and 6 feet deep has been dredged to a small pond with general depths of 5 or more feet, but due to considerable shoaling and a heavy growth of grass in the channel, only 2 feet at low water could be carried through in 1917. Harwich Port is a village on the pond; gasoline and a small quantity of provisions can be had. A church spire a little west of the entrance is prominent.

Allens Harbor, 1 mile westward of Wichmere Harbor, can not be entered.

Herring River, 6 miles westward of Stage Harbor lighthouse, has an entrance between two short jetties. A channel 60 feet wide and 5 feet deep has been dredged through the bar at the entrance, but had shoaled to about 2 feet in 1917. Dennis Port is a village just inside the entrance. A white hotel on the west side of the entrance is prominent.



ural cure for nervousness, insomnia, or impaired digestion.

For those who prefer surf bathing, that of Monomoy Beach is but a few miles away and easily reached by boat.

WALKS AND EXCURSIONS.

Country full of rural beauty, with wooded hills and lovely views. On the property, and for miles around and across the Cape, are extensive groves of pine and oak, reaching down to the very shore of the sea and MERE. The peculiar charm of this region is due to endless contrasts between this abundant forest with its heavy shrubbery, glittering ponds, dark-green cranberry meadows, rolling farm lands, and constant broad glimpses of the sea and of salt-water inlets cutting through the woodlands. Several ancient windmills still remain in Harwich, and countless



OUR OWN CAPE COD HAS A PICTURESQUENESS AND QUAINTESS ALL ITS OWN

April 1922

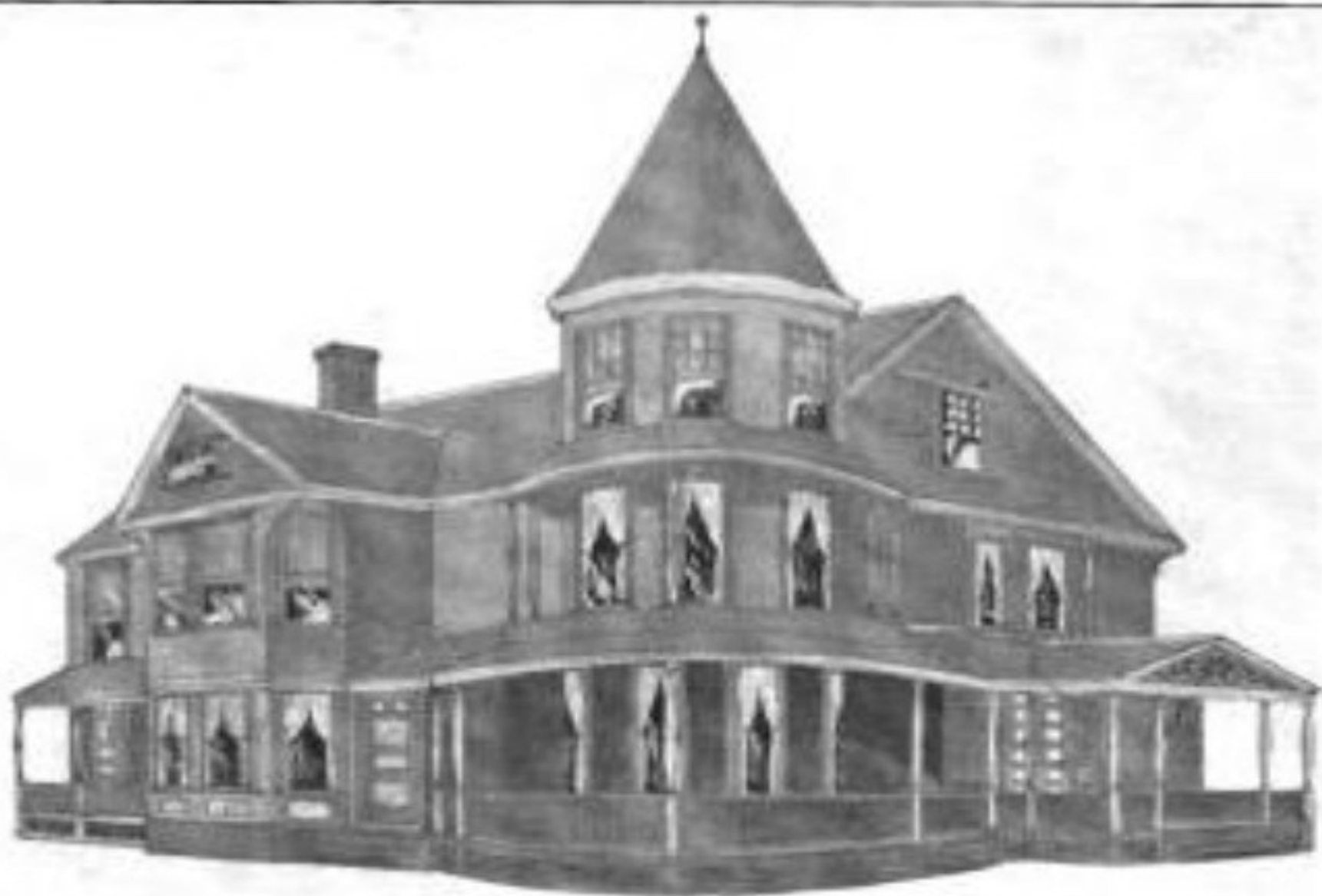
This Charming Camera Gem of Harwichport, "Down on the Cape," Is the First of a Series of Remarkable Cape Cod Pictures in Which the True Spirit of This Fascinating Bit of Country, Famous Throughout the World, is Ever Uppermost. In the Past Thousands of Pictures Have Been Taken in the Cape Towns, But Few of Them Have Caught That Quaint Spirit Which is Ever Present in the Hearts and Minds of Those Who Know and Love This Community. Everybody Will Find This Series of Pictures a Real Treat. They Were Taken by Allen N. Hoxsie of East Greenwich, R. I., and Are Copyrighted by Him.





NO 59 MAIN ST HARWICHPORT MASS



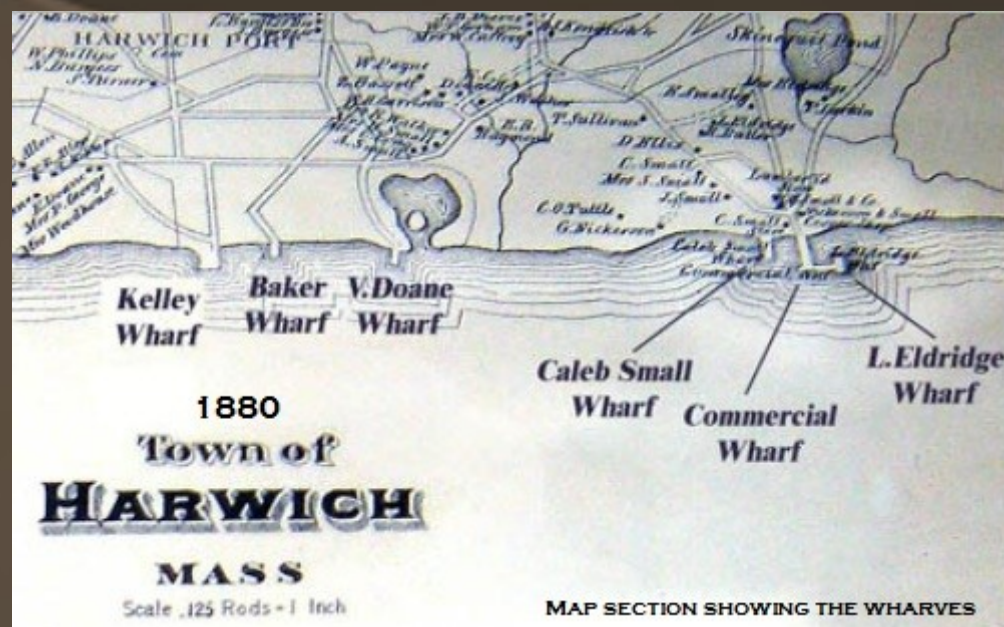


Residence of the Hon. A. N. Nickerson, Harwichport.

1899



TOM
LEACH



VALENTINE DOANE JR. Valentine Doane Jr. inherited the fortune made by his father, who had been a sea captain before investing in Harwich's first wharf and purchasing interests in several ships. In the mid-1850s, Doane built a large home facing his father's on Harwich Port's main road.



OCEAN GROVE 1910





In 1848, Mr. Pillsbury came to town for a four-day anti-slavery convention, held in the a Harwich Port grove. Some 4,000 people were there on the final day, and things got out of hand. A sea captain who had promised a runaway slave safe passage to New York, but then had him arrested and collected a reward from his owner in Norfolk, was the center of attention.

An abolitionist, Steven Foster, noted that the double-crossing captain was a member in good-standing of the Baptist Church. Some churchmen went after Foster, others rushed to his defense and all hell broke loose. Later, Mr. Pillsbury wrote that in more than 40 years of preaching the cause of freedom and humanity, he had never seen a mob more "fiendish" than the one in Harwich. "The scene baffled all description--mobocrats--howling and yelling in their rage--filling the air with demonic screams which were heard at the distance of more than a mile."

Ben Robbins was in the grove that day, and he thought some people behaved badly.

6. Folks referred to North Harwich as **Deer-field**.





Harwichport - Beach Lodge
 Dock - the athlete
 note! Mr. Fiermons old house
 (now Kay Davis's)
 2

Harwichport
 Beach Lodge
 our dock

POST CARD
 CORRESPONDENCE
 ADDRESS HERE
 # RDW's boat Picaroon
 1920



1983

WYCHMERE HARBOR CLUB

ON SNOW INN ROAD
HARWICHPORT, MASS.

Telephone 617—432-1000

1983

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