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Gaspee Point in Warwick, Rhode Island, is a windswept, triangular piece of land which projects into Narragansett Bay from its western shore. The Point is approximately five miles south of the head of the Bay and less than a mile by water from Bullock's Point on the east shore of the Upper Bay. Gaspee Point lies just west of longitude 71° 22' 30" and south of latitude h1° 45' 00".

The historic Point is adjacent to Occupasnetuxet, now Spring Green. which was settled by John Greene, "Surgeon," in 1642--the second colonial settlement on the west side of the Bay. Initially known as "Namquit Point." it is part of the original 620-acre farm which was bought by John Brown, "Merchant of Providence," from Greene descendants, and it remains today in Brown family ownership.

Definition of Gaspee Point is as follows: อว่าเป็นสะเภา

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Beginning at a point on Passeonkquis Cove which forms the northern boundary and running easterly for approximately 3600', then making an acute interior angle and running southwesterly for approximately 2025' along a sandy beach to meet the edge of the "salt-marsh" immediately south of the entrance road; the western boundary of the triangle is defined by following the "top of slope" contour which begins 50' west of the 'salt-marsh" and runs irregularly north until its meets the point of beginning on Passeonkquis Cove. (See Town of Warwick, Plat 305, Lot 58.) The area so designated "Gaspee Point" includes approximately acres.

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The terrain of Gaspee Point is a combination of sand, marsh-grass, beach-grass, small trees and scrub growth. The "salt-marsh" is found in the middle section of the triangle. Access to the Point is by a narrow dirt road running north-easterly down to it from Namquid Drive. Namquid Drive, which forms an arc along the western bounds of the Point, is lined with summer cottages built on leased land; approximately 289 such houses are crowded into this area. Spring Green Corporation holds title to all of this land, including Gaspee Point.

Approximately two-thirds of the Point lies under water. Today, a dredged ship channel designated "Bullock Point Reach" passes approximately 500 yards off the eastern tip of Gaspee Point and permits easy passage to the port of Providence. Water depths indicated on the U.S. Department of Commerce's Coast and Geodetic Survey Chart No. 278, titled "Providence River and the Head of Narragansett Bay," show one- to five-foot depths in the flood plain of Passeonkquis Cove, one- to seven-foot depths along Gaspee Point Beach, and only one- to four-foot depths in the flood plain of Occupasnetuxet Cove. The tidal currents off Gaspee Point are extremely swift, and all recreational swimming there is prohibited. Shoal water lying off the submerged Point has created a hazard for shipping for over two hundred years.

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For Rhode Islanders, the burning of H. M. S. <u>Gaspee</u> on June 9/10, 1772--and not the Boston Tea Party--was the "First Blow for Freedom" which sparked the American Revolution. Certainly a wave of patriotic fervor swept the colonies after the <u>Gaspee</u> incident, which was a major act of rebellion.

The <u>Gaspee</u>, an armed British Revenue schooner, entered Narragansett Bay in March, 1772, "to protect shipping and prevent smuggling." In effect, she began forced inspection and harassment of all offshore commerce, and the colonists, furiously resentful after the recent imposition of the Stamp Act, reacted. Deputy Governor Darius Sessions, writing to Governor Joseph Wanton at Newport, complained, "She suffers no vessel to pass, not even Packet boats or others of an inferior kind, without a strict examination and where any sort of unwillingness is discovered, they are compalled to submit by armed force."

Twice the Governor asked Lieutenant Dudingston, commander of the <u>Gaspee</u>, for proof of his commission and authority; twice the lieutenant refused, and Admiral Montague, commanding all British naval forces in New England, wrote to Governor Wanton that if Rhode Islanders interfered, "I will hang them as Pirates."

High tension continued along the coast until the sloop Hannah, commanded by Captain Benjamin Lindsey of New York, set sail from Newport harbor for Providence on June 9, 1772. The <u>Gaspee</u>, in an attempt to overhaul the <u>Hannah</u>, ran aground in the shallow water off Namquid Point in Warwick. Word spread quickly through the streets, and a group of patriots led by John Brown, "Merchant of Providence," and said to include John Tillinghast, who owned the packet line employing Benjamin Lindsey, met at Sabin's Tavern at South Main and Planet Streets in Providence to plan its destruction.

About fifty men--led by Captain Abraham Whipple, who was an experienced privateer (and would become a commander in the American navy in the war to come), including Ephraim Bowen, a partner of Obadiah Brown; Benjamin Page, a close business associate and prominent shipmaster; Captain John B. Hopkins, nephew of Stephen Hopkins, later Governor of Rhode Island and Signer of the Declaration of Independence;

(See Continuation Sheet.)

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## 8. Significance.

John Mawney, physician; Turpin Smith, shipmaster; and Joseph Bucklin, Providence businessman (who wounded the <u>Gaspee's commander</u>)--left Fenner's Wharf in eight longboats after dark. A boat from Bristol under direction of Captain Simeon Potter joined in the plot.

Just after midnight, the group boarded the <u>Gaspee</u>, took its complement by surprise and put them ashore in Warwick. They then sacked the ship and set her afire; as heat approached the magazines, their powder exploded and completed destruction of the vessel.

Lieutenant Dudingston, presumably recovered from his wounds in the on-board scuffle, later returned to face a court-martial in England; he was acquitted. Rewards offered by an irate King George--which included L 500 for the two leaders of the raid, L 500 for information about those involved in the burning, and L 500 plus amnesty to any member of the party who would identify the leaders--were never collected. A special commission held in Newport on January 5, 1773, to investigate the burning found it impossible to produce any evidence in support of prosecution.

The British contended that the burning of the <u>Gaspee</u> was an act to protect interests of Rhode Island merchants. Certainly, John Brown and the other merchants, who had built their livelihoods and wealth upon maritime activities, had every reason to resist the British imposts and Navigation Acts. However, the burning of the <u>Gaspee</u>, as a first blow for freedom, has far larger significance as a symbol of the entire move for independence which subsequently spread throughout the colonies.

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UNITED STATES DEPARTMENT OF TH NATIONAL PARK SERVICE		Rhode Island	
NATIONAL REGISTER OF HISTO	RIC PLACES	Kent	
PROPERTY PHOTOGRAPH F	DRM	FOR NPS USE ON	LY
(Type all entries - attach to or enclose	with photograph)	ENTRY NUMBER	DATE
1. NAME			<u>I</u>
COMMON: Gaspee Point		-	
AND/OR HISTORIC: Namquid (or Namquit) P	oint		
2. LOCATION			
Reached by Namquid Drive			
CITY OR TOWN: Warwick			
Rhode Island	CODE COUNTY:	Kent	003
3. PHOTO REFERENCE			
PHOTO CREDIT: Elizabeth S. Warren			
DATE OF PHOTO: April, 1972		and the second se	
NEGATIVE FILED AT: Rhode Island Histori			2006
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Form 10-301 (July 1969)	UNITED STATES DEPARTMENT OF NATIONAL PARK SERVI	CE		Rhode Island	
	NATIONAL REGISTER OF HIST	CES	Kent	,	
	PROPERTY MAP FO	FOR NPS USE ON	ILY		
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2. LOCATI					
STREET	Reached by Namquid Drive				•
CITY OF	Varwick				
STATE:	Rhode Island	CODE 44	COUNTY: Ke	ent	CODE 003
3. MAP RE	FERENCE				
SOURCE	U.S. Geological Survey				27
SCALE:	1: 24,000 1957				
A. REQUIR					
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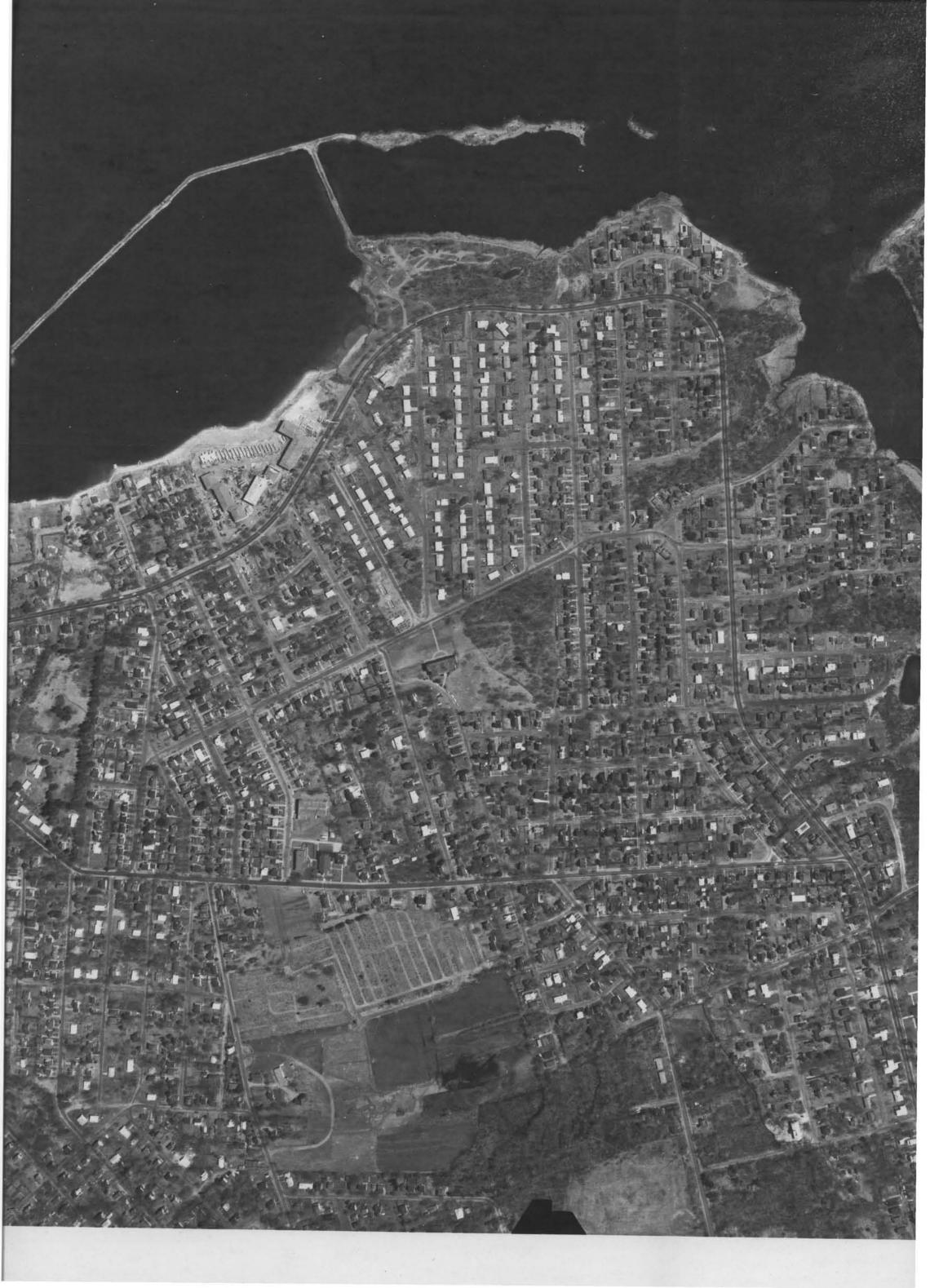
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## DATE OF PHOTOGRAPHY APRIL 6, 1965











	UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE	Rhode Island	
	NATIONAL REGISTER OF HISTORIC PLACES	COUNTY Kent	r
	PROPERTY PHOTOGRAPH FORM	FOR NPS USE ON	LY
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NEGAT	IVE FILED AT: Rhode Island Statewide Planning Pro 265 Melrose Street, Providence, Rho		
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