



55th Annual Blessing of the Fleet
Provincetown Portuguese Festival 2002

THURSDAY, JUNE 27 - SUNDAY, JUNE 30, 2002

PROVINCETOWN



A Very Important Presence ...by Betty Costa

Although much has been written about the makeup of Provincetown, and the diversity of its citizens, there is a group of people that is seldom mentioned, and yet, has always been a part of its history. The U.S.Coast Guard has been a quiet, but, very important presence throughout the years.



History

On August 4, 1790, the U.S. Congress, with Alexander Hamilton as the driving force, authorized the building of ten cutters to guard the coastline of the thirteen states against smugglers and violators of customs laws. In 1915, the Revenue Cutter Service and the Lifesaving Service were merged to become the U.S.Coast Guard. In 1939, the Coast Guard absorbed the Lighthouse Service and, in 1942 took over the Bureau of Marine Inspection.

Over the years, the role played by the Coast Guard has changed as dramatically as the boats it has used for its work. In the very beginning, when there was no U.S. Navy, the Coast Guard

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Chief Alfred Volton

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Cutters were the only warships available. They served honorably and acquitted themselves well and, in the interim between conflicts, took on the formidable task of controlling pirates, smugglers, and slavers. Until 1864, the heavy keeled schooners, armed with guns performed valiantly. Next, came iron cutters, to be followed by motor surf boats, buoy tenders, picket boats, "ducks", ice-breakers, and present day craft.

In 1902, there were thirteen lifesaving stations on the lower cape: Wood End, Race Point, Peaked Hill Bars, High Head, Highland, Pamet River, Cahoon's Hollow, Nauset, Orleans, Old Harbor, Chatham, Monomoy, and Monomoy Point. Today, this would seem like a duplication of services, but with no radar, radios, or phones, sea travel was far more dangerous than it is now. Although the original purpose of the Coast Guard

was the protection of the coastline, national and world events would play a major role in changing or altering this purpose.

World War I brought the Coast Guard side by side with the U.S. Navy against the Germans at sea. The Guardsmen towed in crippled ships, chased submarines, and rescued survivors. During this war, the Coast Guard suffered more loss of life in proportion to its strength than any other branch of service.

After the war, and during the time of prohibition, the difficult task of trying to prevent the bootlegging of liquor fell to the Coast Guard. With limited personnel, and an aging fleet of cutters, it was often a study in frustration. Certainly, there were sighs of relief from all sides, when the eighteenth amendment was repealed. Perhaps the Years of World War II, were the most memorable

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in the annals of this branch of service. The Coast Guard sank 12 submarines, rescued 4243 survivors, and took part in almost every amphibious landing in both the Atlantic and Pacific theaters.



Provincetown Guardsmen

The U.S. Coast Guard was a career choice for many local men, particularly during and after the depression. These men were deployed to stations throughout Cape Cod, as well as to lighthouses, cutters. And ice-breakers. Life at the stations and aboard ship fell into a predictable routine. There was the constant chipping and painting to keep everything ship-shape. These men kept their homes and proper-

ties in the same condition, it was often noted. There were lifeboat drills and breeches buoy practices. Beach patrols were important particularly during stormy weather and at night. Wartime brought a heightened awareness and dogs were used by the men patrolling the beach. With the exception of a couple of men, all the Provincetown members of the Coast Guard served at sea or overseas.

After the war, there were many changes. Boats were decommissioned, reservists released, and stations closed. During the 1950's, the only stations in operation were at the Cape Cod Canal, Chatham, Nauset, and Race Point. With the coming of the National Seashore, many former Coast Guard facilities became part of the new entity. Today, at Race Point, visitors may tour the Old

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Sea Level Cuisine

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Harbor Station which was floated over from Chatham.



The Coast Guard Today

The Coast Guard is the only federal law enforcement agency with jurisdiction in both United States waters, and on the high seas. As such its focus is on conducting multi-agency counter drug operations,

The Coast Guard is the only federal law enforcement agency with jurisdiction in both United States waters and on the high seas. As such its focus is on conducting multi-agency counter drug operations Interdicting illegal immigrants and contraband, protecting living marine

resources, and helping to stem weapons proliferation. In 1999, the Coast Guard confiscated more than 111,000 pounds of cocaine, keeping 500million "hits" with a street value of \$4 billion dollars off our streets and out of our schools.

The U.S. Exclusive Economic zone holds some 20 percent of the world's fishery resources and supports an industry valued at more than \$25 billion dollars. Boarding and inspection of foreign and U.S. flagged fishing vessels have increased greatly and served to help in the rebuilding and maintenance of fish stocks.

The Coast Guard is involved in the protection of our maritime frontiers from an onslaught of illegal aliens. This is more important than ever in light of recent events. Operation New Frontier is the Coast Guard's latest counter drug initiative

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that combines cutters, armed helicopters and Over the Horizon Cutter Boats into a single force package that can be used to counter the "go fast" vessel smuggling threat. These forces have been deployed three times since their inception with outstanding results. Six boats were encountered on these patrols and were successfully stopped- a success rate of 100 percent.

Today, the Coast Guard in Provincetown operates out of a modern facility on Commercial Street with its own pier. This means that the time of response is much quicker than in the days when boats had to be hauled from boathouses and launched. Race Point Station is maintained by the National Seashore and Race Point Light is open to visitors who make reservations to stay there.

From my earliest recollections until I was a grown woman with a child of my own, the Coast

Guard was a part of my life. There are many memories, but the following article from The Standard Times sums up the career of my father. It is with great pride, that I share it...



Dedicated Coast Guard Chief Retires Saturday

A tall, weather beaten "sea dog" will walk up to the quarterdeck off the Coast Guard cutter Frederick Lee Saturday. He will shake hands with his shipmates, turn, and salute the colors, then leisurely walk down the gangway for the last time.

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The last request for permission to leave the ship by Chief Alfred Volton, 58, of Provincetown will bring to a quiet end a 32 year career of devoted and distinguished service.

The Coast Guardsman retired Saturday in special exercises aboard the Lee conducted by his commanding officer Lieutenant William E. Fuller.



Plans To Relax

For a man. Who received the Silver Lifesaving Medal in saving 20 lives, the Bronze Star Medal for meritorious action in Combat, and numerous letters of Commendation for other medal-worthy rescue

attempts, Chief Volton's manner belies his remarkable achievements.

Quiet and unassuming, the veteran mariner sees nothing noteworthy "in the line of duty,"

The chief said he had no immediate plans for the future; "I'm just going home to Provincetown and relax."

Chief Volton enlisted in the Coast Guard in 1926 at Provincetown, where he resided since moving there in early boyhood from Cambridge. In the Naval Reserve in 1917, he served until the end of World War I aboard the cruiser Birmingham.

He was stationed at the Wood End Lifeboat Station until 1937 where he took part in the rescue attempt of the ill-fated submarine S-4, which sunk in a collision with a loss of 40 men.



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the storm," the official said, "but Volton's leadership of men during rescue work actually brought about the rescue of 20 men from drowning"

Describing then his work during the storm, Chief Volton said he and two of his men set out in a 35-foot motor lifeboat to rescue two fishermen who were stranded on a small neck of land at Nashawena Island after their rowboat had been forced ashore by turbulent waters.

"This was our first job," he said, "but we didn't realize how important it was until less than 15 minutes later after we removed the fishermen the neck was completely covered with water."

Three other fishermen in distress in Cuttyhunk Harbor were rescued by Volton and his men when their boat was forced ashore on

the lower part of the island.

Working with extreme difficulty Volton and his men also rescued several fishermen either stranded in small boats in Cuttyhunk Harbor or forced ashore on dangerous-ground by heavy seas and winds.



10 Men Rescued

The major rescue was that of 10 men marooned on a pile driver which was washed from its moorings in the harbor.

Transferred to the Highland Lifeboat Station, Chief Volton was commissioned an ensign in

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1942. Assigned to amphibious operations, which during the war were handled largely by the Coast Guard, he became deck officer aboard LST (landing, ship tank) 27.

Chief Volton, participated in landings at Casa Blanca and Bizerte, Tunisia, in North Africa; Sicily, also at Anzio, Italy, and was aboard her when she participated in the initial assaults on Omaha Beach in the Normandy invasion on D-Day.

Becoming commanding officer of the vessel, upon promotion to lieutenant the Coast Guard veteran was cited for meritorious performance of duty as commanding officer LST 27 prior during and after the invasion of Normandy, France, June 6, 1944.

His tireless efforts and initiative were respon-

sible for his ship's successful participation in the initial landing of Normandy and later in 39 cross-channel trip transporting the necessary war materials and evacuating casualties and prisoners. He displayed outstanding leadership in maneuvering his ship through the narrow and heavily mined waters, under the hazards of adverse weather and the ever-present danger of enemy attack.



Returns To Provincetown

The Provincetown Coast Guardsman subsequently was assigned to command the Provincetown Boat Station and Light house

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PROVINCETOWN

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Group, the Race Point Boat Station and Lighthouse Group and later to the Cape Cod Canal Lifeboat Station.

In keeping with the post-war reduction of temporary wartime officer promotions, Chief Volton had the unique experience of being lowered in rank from lieutenant to chief warrant officer (temporary), to warrant officer (permanent) and to chief boatswain all in one day

He remained in charge off the Canal station until May 30, 1952, when he was assigned aboard the Lee here.

Married to the former Isabelle Perry of Provincetown, Chief Volton has a daughter Mrs. Elizabeth Costa of Provincetown a son, Richard M., pharmacist's mate 1st class in the U.S. Navy, and a grand child. □

ACKNOWLEDGMENTS

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Welcome to the Sixth Annual
PROVINCETOWN PORTUGUESE FESTIVAL
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OPENING NIGHT THURSDAY, JUNE 27, 2002



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FRIDAY, JUNE 28, 2002



10 am - Noon Captain Manny Phillips **Fishing Derby** at Fisherman's Wharf.

12 - 4 pm **Portuguese Soup Tasting** \$5/person at the Bas Relief. Entertainment

12 - 3 pm Music, Clowns, Face Painting on Ryder Street and featuring
 live music with **Abby Roderick & Company**



5 - 9 pm **Homecoming Clam Feed** at the Bas Relief \$15/person.

6 - 7:30 pm Entertainment by **Diamond** on Ryder Street



7:30 - 9 pm Music by **Nelia** on Ryder Street



10 pm - 1 am **Homecoming Club Night** (\$10/person cover)

Provincetown Jug Band at **THE SURF CLUB**
 plus more live entertainment at **THE GOVERNOR BRADFORD**



Saturday, June 29, 2002



9 am - Noon Kids' Games and **Cookout** at Motta Field.

10 am - 5 pm **Craft Fair** Location to be determined



11:30 - 7:30 pm **Food Court** at Bas Relief. Enjoy Provincetown's fine
 Portuguese fare and Entertainment.



1:30 - 3:30 pm Traditional **Portuguese Dancers** Performance. At Ryder Street.



5 pm **Festival 2002 Parade**. You won't want to miss it!

6 - 7:30 pm **Block Dance - Gerasons** (all Block Dance on Ryder Street)



7:30 - 9 pm **Block Dance - Katerina Avelar**

9:30 pm - 12 am **Block Dance - Samba Band**

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Sunday, June 30, 2002



11 am - Noon Mass at St. Peter's Church.

Noon - 1 pm Procession to MacMillian Pier.



1 pm **55th Blessing of the Fleet**

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 portuguese_festival](http://www.capecodaccess.com/portuguese_festival)

Portuguese Soup

The Moors Restaurant

— *Mylan Costa*

The Moors Restaurant was one of Provincetown's Finest and Oldest restaurants. From 1939 until the fall of 2000, the Moors was owned and operated by local residents. Founded by Maline Costa, then owned and operated by his son Mylan and daughter in law Jeanne Costa, and finally owned and operated by John and Kim Medeiros. At the time of it's closing, the Moors was the only restaurant in

Provincetown still actively promoted the service of traditional Portuguese food and wine. With the closing of the restaurant another era has ended in Provincetown's History but we will forever have the wonderful memories and incredible recipes.

The Moors' Portuguese Soup, a variation of the kale soup theme, uses cabbage instead of kale and only chourico, no sweet linguica. →

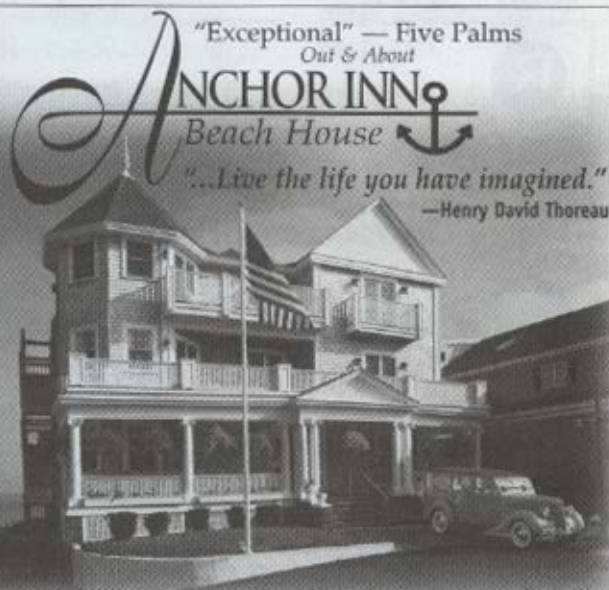


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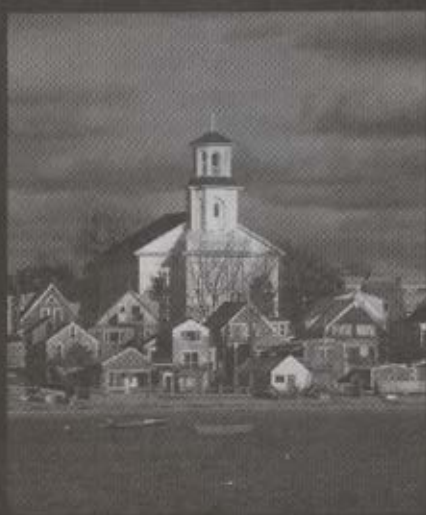
- 1/4 Cup olive oil
- 3 cups canned tomatoes, crushed in their juice
- 2 onions, diced
- 1 clove garlic, minced
- 3 carrots, peeled and sliced
- 3 potatoes, diced
- 1/4 to 1/2 medium cabbage, chopped
- 2 quarts brown stock
- 1/2 lb. Chourico (remove the casing and chop)
- 1/4 tsp. Cayenne pepper
- Salt and pepper
- 2 cups canned red kidney beans

Sauté the tomatoes and onion in just enough olive oil to cover the bottom of a soup pot. Add the garlic, carrots, potatoes and chopped cabbage. Cover with brown stock (beef bouillon may be used if more convenient) and simmer for 10 minutes. Add the chourico and cayenne pepper. Taste for salt and pepper. Cover and simmer 1 to 3 hours, adding the red kidney beans 15 minutes before removing the heat. More stock or bouillon may be added if the liquid gets low during the simmer. This soup gets better each day it is rewarmed.

Serves 8

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All Recipes reprinted from the Portuguese Festival Cookbook



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Captain Manny Phillips

A man of the sea ...By *Mary-Jo Avellar*

Provincetown lost one of its more successful, colorful and legendary fishing captains last May when Capt. Manuel Phillips died at the age of 83.

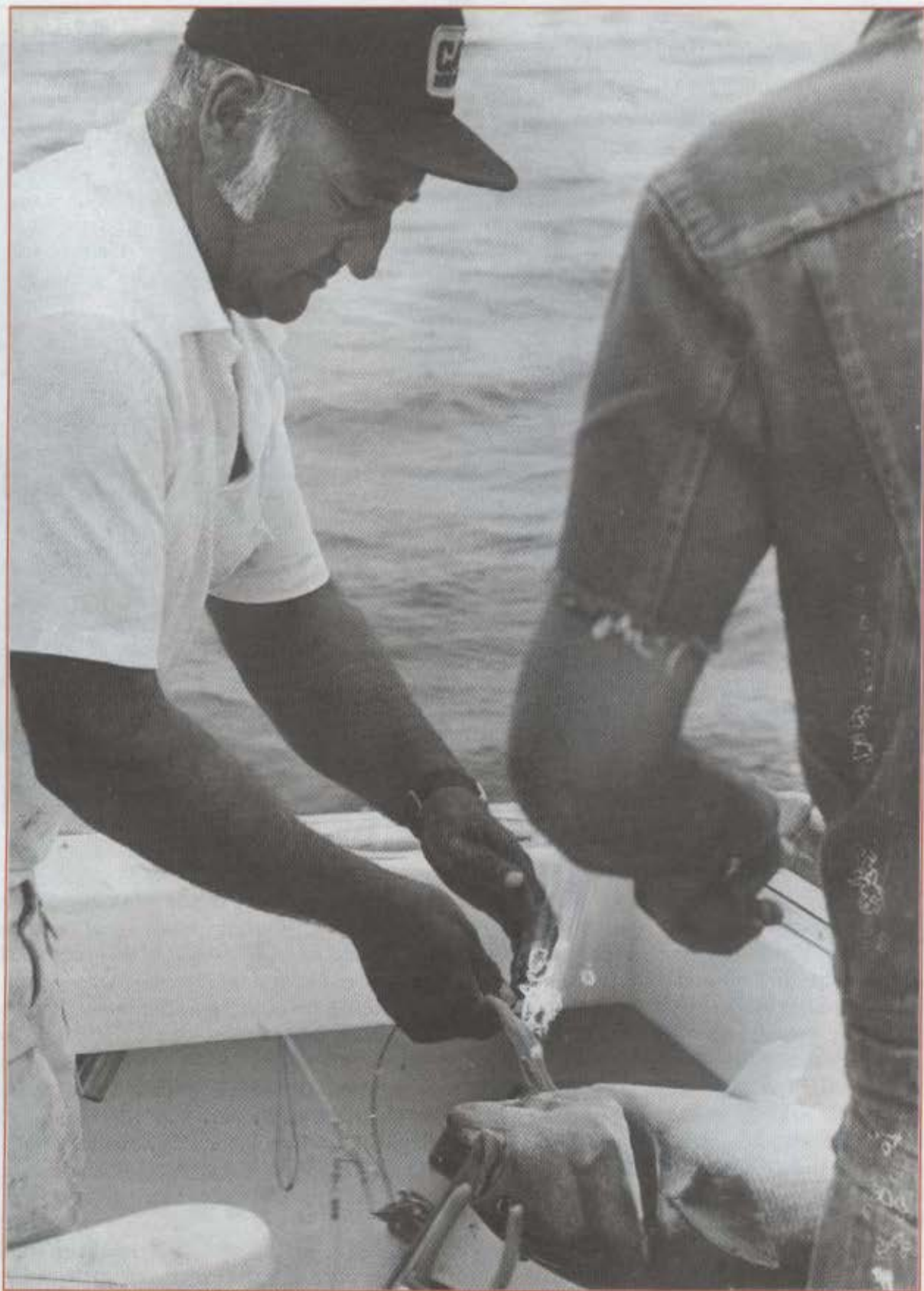
Capt. Manny, as he was known, was an extraordinary commercial fisherman. Later he became an extraordinary sportsfisherman. He adopted West Coast techniques in the 1950s to capture whole schools of the prized and highly valuable North Atlantic bluefin tuna. He learned to fly in order to spot the fast-moving bluefins and to direct his boat to make an intercept.

He would enclose whole schools of the tuna with a purse seine, drawing it to a close and filling

not only his boat, the Silver Mink, but all the others nearby, hauling staggering catches to MacMillan Pier, astounding everyone with his success and setting the town abuzz.

Those who knew him well knew that had not his gallant heart succumbed to the vagaries of old age, he would have been on the water in his beloved sportsfisherman Shady Lady for another season of hunting, this time with rods and reels, striped bass, bluefish and later in the season, the elusive and still valuable bluefins, which can bring thousands of dollars for one fish.

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Captain Manny removed many a hook during his incredible fishing career.



The crew of the Silver Mink work the nets as the Hindu sails by.

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Retirement was not part of Manny's life plan. Working on the sea, catching fish, was his pleasure as much as his vocation.

He truly loved the water. But if not on his boat, he was with his first love, his wife Germania, known to her friends as Jenny. They regularly went for drives with their pet Schnauzer in his lap, as most Provincetown people do, checking the boats at MacMillan Pier, keeping an eye on the fleet. He never missed a day.

Like so many other Portuguese boys of his generation, Manny quit school in his early teens to go fishing. Higher education, never mind a high school diploma, was not an option for Provincetown boys in those days. Large families needed to be fed. Manny's was no exception.

He was one of six children, born of immi-

grants from Olhão in the south of Portugal known as the Algarve. When his father said it was time to quit school and go to work, that's what he did. Work meant fishing. He was just a freshman at Provincetown High School.

A tough-minded, intelligent man, he embodied the stereotypical characteristics of the Portuguese, hard work and steely determination.

It was no surprise that he would eventually own his own boat, a dragger. Jenny said he fished to supply the Puss'n Boots cat food company in New Bedford. But Manny recognized other opportunities. He was, his wife said, an optimist — and very competitive.

For Manny, opportunity presented itself in the form of the bluefin.

"One of these days, Jen," he said to his wife, "someone's going to make a fortune seining tuna." He decided to be that person.

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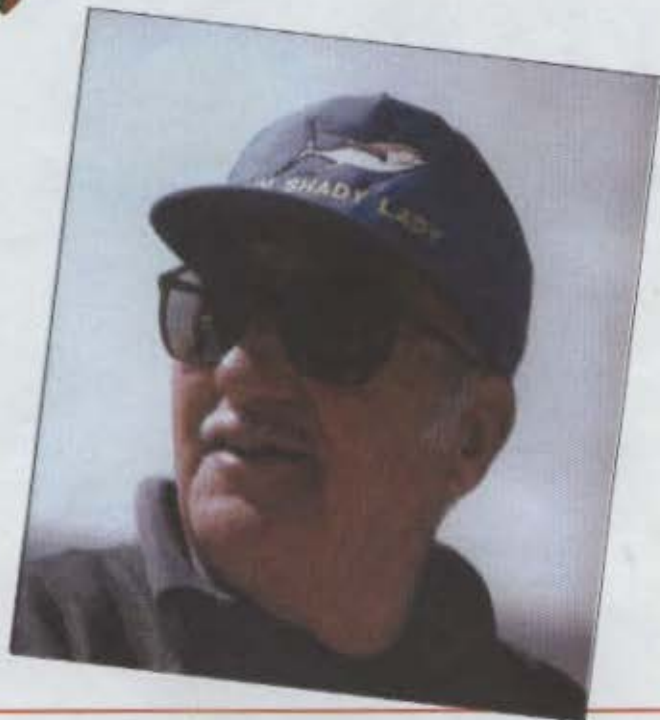
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"I think we will' was his motto. And we did," said Mrs. Phillips

Edward Veara, his son - in - law, said, "This was a guy who was innovative. He saw an industry before anyone else did and being Manny, he was going to learn the process from top to bottom."

Manny and his wife went to California to consult Capt. Tony Mascarenhas, another legendary Portuguese fisherman. Mascarenhas, introduced him to men he brought back to Provincetown to teach him everything he needed to know about purse seining bluefin tuna.

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Veara said his father-in-law was determined to know everything there was to know about the tuna industry, part of which was the technique of spotting tuna from the air. Manny, a middle-aged man, decided to learn how to fly.

“**H**e never graduated from high school,” Veara said, “but he learned the complicated math and logarithms necessary to learn to fly. He knew the tuna business from top to bottom and was very successful at it.”

Manny converted his trawler, the Silver Mink, which he had been fishing to supply mink farms into a purse seiner. He bought two planes and flew them himself. He purchased

the land, which is now Coastal Acres campgrounds, another one of his successful business ventures, in order to store his planes, equipment and nets.

It was said that sometimes the Silver Mink was so heavily laden with tuna as she landed at MacMillan Pier, she was up to her rails in the water.

Jenny Phillips has photos attesting to her husband's prowess as a tuna fisherman. By the early 1960s, Manny turned more of his attention to Coastal Acres.

He and his wife began this new venture with the same energy and zeal that had made him such a successful fishermen. Typical of Manny, he set out to learn about the business by visiting

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campgrounds up and down the coast.

Coastal Acres became an overwhelming success, but it was taking its toll on Manny's health. He began experiencing severe anxiety, which was attributed to missing the water.

"The doctors told him to get a deck under his feet," Veara said, and business number three, the sport fishing business, began.

As in all of his other ventures, Manny's acumen and prescience paid off. For him there were no half measures. Manny, Jenny and their friends Eva and Edward "Babe" Carreiro went sport fishing in Florida, to see how those businesses operated.

"Manny became obsessed," Jenny said.

He bought his first sportfisherman. Not sat-

isfied, he shopped around until he finally got the boat he wanted. He named her the Shady Lady, arming hers with state-of-the-art electronics, fish finders, sonar, loran and GPS. The Shady Lady and Manny twice won the Governor's Cup, awarded to the fisherman who lands the biggest tuna with rod and reel.

"Manny and his toys," said Jenny. "He was a master of electronics. With a little education, he would have been dangerous."

But his son-in-law said it best.

"Here was a guy, in his 70's and 80's, with George Adams, another guy the same age, catching tuna on rod and reel? What more can you say than to be lucky enough to love what you do and become successful?" □

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In the West End - Open Nightly

Catfish Vinho D'Alhos

Joyce Perry Strong

Vinho D'Alhos is Provincetown's most popular Portuguese Main course. Literally, wine for the garlic, vinho d'alhos is a powerful marinade for either pork or salt water catfish. The ocean catfish is really wolf fish and is not to be confused with freshwater catfish. Wolf fish is a hideous fish with a very firm white flesh the soaks up the marinade without turning mushy. Traditionally, the pork chops are pan fried, but thick chops can be grilled. The fish however is always deep fried.

- 1 - 16 oz bottle of cider vinegar
- 1 cup pickling spices
- 1 clove garlic, sliced

- 2 tbsp. Onion powder
- 1 cup water
- 2 tbsp. Saffron or tumeric
- 4 lbs. Catfish, skinned, filleted & cut into pieces
- Flour
- Vegetable oil for frying the fish

Mix all the vinegar, pickling spices, garlic, onion powder, water and saffron in a bowl and add the fish. Refrigerate, stirring once a day for at least two days so the fish will marinate evenly. Remove from the bowl and drain on paper towels to remove any spices left on the fish.

Toss each piece of fish in flour and deep fry in 2 cups of oil until golden brown on each side. Drain.

Serves 12

All Recipes reprinted from the Portuguese Festival Cookbook

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Things change...

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This was no ordinary life; this was a life well lived, well loved and a life that will be deeply missed. Till we meet again Gary, until then Goodbye.

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Hats off to Geno Haggerty, that master of music and mayhem who held court with the original Provincetown Jug & Marching Band at the Surf Club for nearly three decades. From his gravelly vocals, jug-tootin', washboard-scratchin' and trombone playing to the ever-present twinkle in his eye, he was one of the most beloved Provincetown entertainers of all time. We won't see his likes again. ♣

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Burgers, Vegetarian and more!*

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A very special thank you to all the folks

at Seamen's Bank and Karen, Pam,

Carl, Cathy and Tracey at BY&D



*Cover art Portuguese Bakery and above fishing boat
courtesy of Steve Katz, artist and owner of
Norma Glamps Rubber Stamps/Memories of Provincetown Gallery*

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Sweet Potato Pastries

TRUTAS - *Edith Codinha*

In Portugal, truta means trout. In Provincetown, trutas are the fried sweet potato crescents that are always made at Christmas. No one can explain why they are called trutas. All I know is that trutas, the pastry, are scrumptious.

Dough:

5 lbs. All purpose flour
12 oranges, squeezed for the juice
1 lb. Butter
1 lb. lard
1 jigger of whiskey

Melt the butter and lard together. Make a well in the flour and pour in the shortening mixture. Then add the juice and a good sized jigger of whiskey. Blend well, set aside and make the filling.

Filling:

4 - 1 lb. Cans of sweet potatoes
4 cups of sugar
2 tbsp. Cinnamon
Mix all of the ingredients together and set aside
Shortening for frying

Roll the dough out in small batches until very thin. Cut into circles, about three inches in diameter. Place a spoonful of filling in one half of each circle. Fold over the other half of the circle and seal the edges with water. Be sure the pastries are tightly sealed.

When all the pastries are made, fry them in small batches in very hot vegetable oil or shortening. Turn once when browned.

Drain on paper towels. Sprinkle with the confectioner's sugar or honey.

Makes 6 dozen.

KNIGHTS OF
COLUMBUS

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C.P.A.

∞

Provincetown
508 487.1020