

The History of Newburyport Recreational Boating

The World History of Recreational Boating

Today it's common to see roads, docks and marinas bustling with people taking their family, friends and boats out for an afternoon on the water. Many enjoy anything from snacks to a full dinner and drinks in the comfort of their boat as they take a break from water skiing, swimming, fishing, racing or sailing. While it's an investment for us to purchase from the boating industry, the history of boating shows us that boats are much more accessible now than they were in the past.

The beginnings of ancient boating can be traced back to pre-history, however, at that time boats were primarily used for work. Using boats for pleasure — what we know as the recreational boating industry — didn't develop until much later. When recreational boating began, it was a sport for kings and the socially elite. The industry has quite a history.

Many accounts claim the history of boating for sport can be traced back to the 1600s — (and some to the first century Rome!) and once the United States was formed much of the boating industry has risen and fallen with key points of American history.

Where it all started – The Playground of the Wealthy

The earliest history of recreational boating begins with kings and royal regattas on the Thames River in the mid-1600s. Charles II of England is recognized by many as the world's first yachtsman. Before he took the throne in 1660, he spent ten years in exile in Holland. When he returned home to take the throne, he was welcomed with a generous gift of a yacht and a crew. King Charles II spent time sailing on the Thames. You might say he was a serious recreational boater — many historians estimate he went on to build 20 yachts throughout his life.

His passion for pleasure boats sparked interest from many others and can likely be traced to another monumental point in pleasure boat history — the first sailing club. Imagine a time without marinas or boat clubs. While boating became an activity enjoyed by many of the elite members of society, there was no formal space for them to gather. Eventually, in the early 1700s, many of these yachtsmen came together and formed the first sailing club in the world — a significant part of the history of sailing.

What was the name of the first boaters' club? Many believe it was The Water Club of the Harbour of Cork on the southern coast of Ireland — however, others claim the Neva Yacht Club in Russia was first. Either way, this was a key point in the history of recreational boating.

The Evolution of Recreational Sailing

Recreational sailing and boat racing were first mentioned in the fourth poem of the Roman poet Catullus around 54 BCE to 84 BCE.

Catullus poetry revolved around the lifestyle of wealthy Romans. Even in the past, recreational sailing was a sport for the wealthy!

The word Yacht itself comes from the 16th-century Dutch word “jacht”. From around the 1600s, Dutch People became the pioneers behind modern recreational sailing.

When Dutch people dominated the sea, they chased around pirates and enemies on fast “jachts”. To celebrate their naval prowess, they sailed out on their yachts just for fun.

It became fashionable to entertain friends on these fast boats. Going outings at sea on a boat became an event of entertainment for the rich.

Sailing was costly in labor and materials

Sail was slowly replaced by steam as the method of propulsion for ships over the latter part of the 19th century – seeing a gradual improvement in the technology of steam through a number of developmental steps. Steam allowed scheduled services that ran at higher average speeds than sailing vessels. Large improvements in fuel economy allowed steam to progressively outcompete sail in ultimately all commercial situations, giving ship-owning investors a better return on capital.

Up until this point in history, boating was synonymous with sailing or rowing. It was a lot of work — and much of the work was done by a crew hired by the wealthy individual who owned the boat.

This left those who could afford it, an opportunity for the pure joy of recreational sailing, and from it came a drive for sail racing. Day-sailing usually means no destination is required. It is an opportunity to share the experience with others. A variety of boats with no overnight accommodations, ranging in size from 10 feet (3.0 m) to over 30 feet (9.1 m), may be regarded as day sailors.

Racing blood!

Parallel with the rise of day sailors came the impulse to competitively race with other boats.

In the mid 17th century, Charles II, the king of Scotland was sent to Holland on exile. He spent about 10 years in Holland where he witnessed the Dutch love for recreational sailing.

Ten years later he was restored to the English crown. To celebrate his return to his homeland the Dutch presented him with his own luxury yacht called *Mary*.

After his return, his love for recreational sailing was passed on to his brother James, the Duke of York, who also became a devoted yachtsman.

With two people in the family loving sailing, a fierce rivalry started. This ultimately led to a competition to find out who owned the fastest boat.

In 1661, the two brothers held a yacht race amongst themselves. Charles had already built his new boat, *Katherine*. *Katherine* was competing against James's shiny new *Anne*.

The 40-mile race took place on the Thames. Charles in command of his *Katherine* won the race. That was the start of Yacht racing, a sport still loved today.

Other wealthy individuals wanted to attain the prestige of owning yachts and to be able to race against their own rivals. The first one named Cork Water Club was formed in Ireland. By the late 1700's, yacht clubs began to spring up across the UK.

The American wealthy catch the fever

During the 1800s, yachting gained popularity across the Atlantic. Many wealthy merchants owned their own yachts that made trips across the ocean to Europe.

The earliest American yacht owner was said to be George Crowninshield from Salem, Massachusetts. He was a wealthy merchant "prince" who lived a luxurious life.

During the mid-1810s, he built *Cleopatra's Barge*. This boat was the largest private yacht during its time. The boat was often spotted on the ports of Europe and America.

Wealthy merchants like Crowninshield had the wealth to spare. They enjoyed many luxurious sports and became expert yachtsmen. They raced their fast and fancy boats against each other on every occasion they could. Shifting the focus to domestic history, in the United States, the first boating club was founded in 1839 in Detroit, followed just six years later by one in New York state.

In 1844, the first American yacht club named New York Yacht Club was formed in New York City. The founder, John Cox Stevens invited a few friends over to his private boat. He made a proposal to build a fast boat that can cross the Atlantic and compete in races in the UK.

The schooner named *America* was built and it made its way across the Atlantic in 1851. It took part in an impromptu race and won it with fashion, scaring off all other contenders.

America finally participated in a free for all race held by the famous Royal Yacht Squadron. After winning the prize, this competition was renamed America's Cup. It's one of the oldest trophies still in existence.

Trickle down pleasure

It wasn't long when Americans with an increasing leisure time but not fabulously wealthy wanting to participate in recreational sailing. Yacht clubs were organized across the nation where bankers, businessmen and average citizens could congregate and enjoy day-sailing and racing. It was at this time period in the late nineteenth century that the American Yacht Club was formed in Newburyport, making it one of the earliest in the nation.

The Internal combustion engine changes the World

But all of that changed in the late 1800s when Gottlieb Daimler, a German engineer and inventor, created an improved version of the internal combustion engine — not only for automobiles but boats, too. This engine completely revolutionized the industry, as it took a lot of the hard work — or the need to hire a crew to do the hard work — out of boating.

Of course, with motorboats, came racing. In 1903, the world came together for the first international motorboat race of its kind, the Harmsworth Cup, formally known as the British International Trophy for Motorboats. An Englishman won, racing his motorboat at a speed of 19.5 miles per hour.

By 1910, outboard motors were manufactured, making it possible for boaters to put the engine on their boat, remove it for service or transportation, and then reattach it or attach it to another boat. This new versatility led to making recreational boating more accessible and economical to the public.

Just a few years later, the recreational boating industry sped up when American inventor John L. Hacker created a boat known as the Kitty Hawk. For those who recognize the name — yes, he knew the Wright Brothers. This cutting-edge boat became the first boat to travel at a speed of 50 miles per hour.

Modern History of Recreational Boating

1920's AND 1930's — Boating Industry begins to organize.

With motors, (even sailboats had some); the recreational boating industry was now available to anyone who cared to invest in the sport.

At this time, The National Outboard Association and the Marine Trade Association were both created. The merger of a few companies in the outboard motor business came together to form the Outboard Motors Corporation. Despite these marine organizations

and businesses forming, pleasure boats were still primarily for the wealthy. There are a few big reasons why — the Great Depression had a significant impact on the economy, and these boats weren't being mass-produced yet. So, the industry was made up of expensive, mostly custom-built, mahogany-hulled runabout models with larger engines.

This is also just after the "Big Three" automobile companies emerged, and the sale of automobiles began. Many who may have wanted a boat couldn't transport it, as the automobile industry was just beginning to take off. Obtaining a car was now the primary dream of the average American and many of these vehicles were inadequately powered to tow these heavy wooden boats to the water's edge.

1940's — The War and Introduction of Fiberglass Boats

For the first half of the 1940's, the industry was consumed with World War II. Resources were limited, and the boating industry was focused on building boats for the military. There wasn't much time or money for recreational boating.

Perhaps due to the developments in military boats, the beginning of this decade is credited with introducing perfected fiberglass boats to the market in the United States. They were affordable, durable, and low maintenance, making them a hit.

By the end of this decade, the economy began to return to normal — as it grew, so did boating usage and profits. The 1940's shaped the industry and resulted in high sales, new companies entering the industry and technological advances that created a boating experience that was easier, more accessible and, many would argue, more fun.

1950's — Boating Industry Booms

The boating industry boomed, like many other industries, after the war. To give some perspective on just how big the boom was — in 1950 The Boating Industry reported there were just under 450,000 registered motorboats in use. By 1959, the industry was selling that many boats in just one year. The challenge for the boating industry became keeping up with consumer demand — from a workforce and supplies standpoint.

Up until now, hulls had been made of wood or metal — now fiberglass hulls became more common. Volvo released the first sterndrive of its kind, known as the "Aquamatic." Boats continued to evolve throughout this decade, showing off the newest features through an increased number of boat shows across the country. The first initiative of boating safety standards also began with the first meeting of the American Boat and Yacht Council with a mission to "to develop and make available recommended practices and engineering standards for improving and promoting the design, construction, equipage and maintenance of small craft concerning their safety."

Thunderbird, one of the companies that would grow to be a part of Formula Boats, was founded in 1956. Two years later, Vic Porter — from the same Porter family that owns

Formula Boats today — began building and selling small fiberglass runabouts under the business name Duo, Inc.

1960's — Boating Becomes The Top Family Sport

Despite a dip in the economy at the end of the 1950s, the January 1960 issue of *The Boating Industry* cites boating as the nation's top family sport. Boat engines continued to improve. Shortly after Volvo's introduction of the "Aquamatic," Mercury introduced the MerCruiser engine. Modern versions of both of these engines are a part of many modern boats today. Various companies began a competition for market share that continues to this day.

Production thrived, expanding overseas. Honda built the first mass-produced four-stroke engine. Innovation continued as Ski Nautique introduced the boat-trailer combo.

1970's — Waves in Speed and Energy

Believe it or not, the world record for the fastest boat was set at 317.58 miles per hour in 1977 and has yet to be broken. At the same time, concerns about energy efficiency began to rise, partially as a result of rising gasoline prices, leading to some negative perceptions about a lack of energy efficiency. Perhaps as a result of the focus on energy efficiency, a new, smaller watercraft known as the Kawasaki Jet Ski entered the market and became the first commercially successful personal watercraft.

Two important industry associations were created — the Marine Retailers Association of America, with more than 50 boat dealers represented, and the National Marine Manufacturers Association (NMMA), formed by the merger of two previous associations. Both of these marine associations showed continued interest in improving the industry as a whole through professionalism and best practices. Associations helped the industry in the midst of the negative energy efficiency attacks by providing "Boating Energy Conservation Kits" for dealers to use in promoting boats in this new energy sensitive society.

1980's — Boating Industry Faces Challenges

Energy prices didn't get any better — in fact, they continued to rise in the early 1980s. Unemployment and inflation were also high, leading to a challenging economy for recreational boating. The federal government only made things worse when the Department of Energy discussed a new initiative to save gasoline — ban weekend boating.

At the time the outlook seemed so dim that in 1980 NMMA Executive Vice President Frank Scalpone said, "This year is pretty much beyond redemption for most of the companies. It will probably be one of the worst years ever." In an attempt to help the

industry, the NMMA launched a campaign to share the story of boating from an economic standpoint — at the time, the industry was responsible for 700,000 people.

The financial hit to the industry translated to cuts and mergers. Chrysler sold its boat manufacturing division while Sea Ray and Bayliner merged with Brunswick, becoming the world's largest boat and boat engine manufacturer. Fortunately, it wasn't all bad. Volvo created new products as well as an independent subsidiary dedicated to the cause — Volvo Penta. Yamaha became a player in the outboard market. Chris-Craft catamarans got back in the powerboat racing market — eventually becoming a part of Outboard Motors Corporation. Mercury introduced cutting-edge technology — electric fuel injection.

1990's — Eyes on Washington

Despite the few silver linings to the state of the industry in the 1980s, the impact was devastating. Estimates showed the price of boats being cut in half — sales were even worse. According to the Marine Retailers Association of America, of the boats sold with a price tag of over \$100,000, sales dropped 77 percent.

The federal government was yet another cause of the industry getting off to a slow start in the early 1990s when it passed a luxury tax — if you paid more than \$100,000 for a boat, you were charged an additional tax of ten percent. Thankfully, the tax was repealed in 1993, but not before several bankruptcies were filed and countless jobs were lost. The boating industry had its eyes set on Washington, which led to the creation of the Congressional Boating Caucus — a bipartisan group that would concentrate on boating issues in government.

Again, the end of this decade found the boating industry climbing back, slowly but surely, from a significant hit. The jet boat market began to surge, and jobs began to return to the United States.

2000's — Economic Turmoil Causes a Downward Spiral

While the 2000's began strong, the global economy began to weaken as the political unrest in the Middle East grew, and the World Trade Center was attacked on September 11. War broke out, natural disasters struck and the economy took a turn downward.

Despite the negative shifts, in 2005, 12.94 million registered recreational boating vessels were recorded — the highest in history. Unfortunately, the early downward spiral at the beginning of the decade only led to more suffering for the economy in the late 2000s, and it had quite an impact on the boating industry. Jobs were lost, so was available credit. Consumer spending plummeted, and any unnecessary spending was cut — as a result, boat manufacturers and dealers struggled. At one point, Boating

Industry Magazine estimates that possibly 40 percent of all United States dealers closed their doors.

On a brighter note, the 2000's was a busy decade for one particular company, Formula Boats. Their boats won the Mercury Constructor's Cup, twice. Several of their boats were recognized, and their 240 Bowrider was named Powerboat Magazine's Boat of the Year. They also introduced their own company's first luxury yacht and expanded their manufacturing plant.

Recreational Boating in the 2010's— On the Rise

The 2016 Recreational Boating Participation Study showed that an estimated 142 million Americans went boating in 2016 — that's 36 percent of households in the United States. The majority of them — 62 percent — have household incomes under \$100,000. The average age an individual has their first boating experience is 12 years old. We've come a long way from the early history of recreational boating when it was meant for kings and society's elite.

The industry continued to grow and showed no sign of stopping. In 2017, 11.96 million recreational boating vessels were registered in the United States — higher than the previous three years. The total value of recreational boats sold in the United States hit a new record of almost four billion dollars.

Covid, Inflation, Rising Cost of Fuel & Climate Activists

The COVID-19 pandemic which swept the world in 2020 ground everything to a halt, but at the same time never before has boating seemed as alluring as it did in the wake of the pandemic. Escaping the crowds, whether on your own boat or a yacht charter, has seen newcomers flock to experience boating for the first time, and holidays took on a new level of appreciation.

Recreational boating though definitely took a hit. Because of the rising cost of fuel, many owners switched to smaller crafts which were more susceptible to weather changes and boat swamping, especially in ocean conditions. Increased government regulations in the recreational boating industry have also caused many to be discouraged to invest in boating. Electric boating has been a bright spot when it comes to fuel efficiency but it has been slow to take hold.

A Bright future awaits!

With "Drill, baby drill!" becoming the new mantra, and dropping inflation; the future of recreational boating looks to expand rapidly.

Recreational boating is ingrained in our society and the marinas with their gently bobbing yachts and oceans cruised by boats big and small are more a part of our

culture than we may realize. Whatever the future holds, a glance back through the past century shows us that the boating industry always makes a comeback. Today it is riding high, with boat shows drawing visitors in their tens of thousands, sales of new boats and used boats skyrocketing and innovation surging forward at a rate of knots.

Newburyport joins the Yacht Clubs

The American Yacht Club located at the foot of Lime Street was officially established in 1885 by a group of prominent Newburyport residents. When formed, the America Yacht Club (AYC) chose a location at the foot of Federal Street for its new location. Today this area is occupied by the Massachusetts Electric Company for Newburyport's Electric infrastructure. The cost of the new 20'x40' clubhouse was \$1,000. The top floor was one room and the lower floor held seven lockers. It also had a 15'x80' floating stage moored along the waterfront.



The AYC prospered. It hosted several annual regattas that were attended by yachtsmen from across Massachusetts. At the time, the regattas drew as many as 60 entries and the AYC became known as one of the most hospitable clubs along the East coast. Its largest event, "Newburyport Day", started in 1890 and was held through the early 1950's. This annual event was so popular that it was virtually a holiday in the city's factories and businesses closed for the day. The races drew an

estimated 3,000-5,000 spectators and included music, an evening dance, and fireworks.

In 1896, the growing AYC voted to build a new clubhouse. It entered into a 20 year lease for land at the bottom of Lime Street for its new location. The old clubhouse's pilings were sawed off and the house blocked up for its short water trip aboard a scow that delivered the old building to its new location down river. The old clubhouse was used for storage.

The second American Yacht Clubhouse was finished in August 1896, just prior to that year's Newburyport Day. It was a larger 30' x 50' structure designed by architect Richard G. Adams and built by contractor Arthur J. Brooks at the cost of \$5,000. The new clubhouse was a two story, Queen Ann style building with an observation tower on the north end. It had 10 large windows overlooking the river and observation decks. The first floor of the new building included a billiard room large enough for two tables plus a recreation and reading room. There were also meeting spaces, a kitchen, lockers, shelves and closets. The entire second floor was one large hall with a stage used for the club's popular dances.

Unfortunately, on May 29, 1907, the AYC made front page news when a two-alarm fire totally destroyed its headquarters. The fire started in the locker room from an unknown source. The neighboring Edward Perkins Lumber Co. narrowly escaped the fire thanks to favorable winds, the quick action of lumber yard employees, and hard work by the fire department. The building was less than 10 years old and only partially insured.



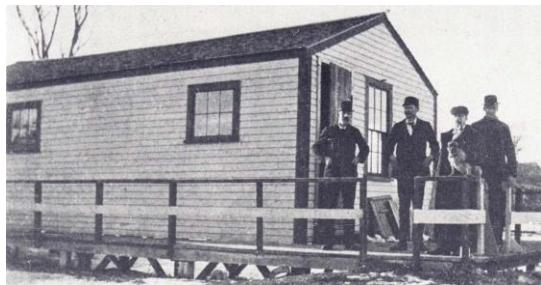
On June 18, 1907, Edward Perkins, in consideration for “one dollar and other valuable consideration” officially deeded the land of its current location to the American Yacht Club. William G. Perry, local architect and member of the American Yacht Club, designed the club’s new structures including a locker house and the main clubhouse. The bungalow-style clubhouse

boasted a large fireplace with chimney nooks, a lounging room, a ladies’ room, kitchen and a large bay window.

The 1908 AYC building still stands in 2025 with few changes from its original design. As of today, the AYC has about 400 lifetime and current members and a fleet of over 150 boats. It provides “learn to sail” programs for youth and adults and continues to host racing regattas.

The next time you are walking along the rail trail, stop at the American Yacht Club and imagine the crowds of people lining the clubhouse to watch a regatta on Newburyport Day.

The Working-man's Yacht Club



Fourteen founding members chartered the North End Yachting Club in 1895 to promote yachting and sports in the area, a mission that endures today. Over the years, the membership roster has reflected a diverse array of professions. In 1913, members included ice dealers, engineers, machinists, silversmiths, shoe-cutters,

undertakers, carpenters, cabinet makers, boat-builders, bakers, and painters. True to its origins, the North End Boat Club was considered a “working man’s club.” While the professions have evolved, the club’s sense of history and community remains steadfast.

Situated along the Merrimack River, Its land was once home to the Eben Manson Shipyard, which ceased operations in 1875. Following the shipyard’s closure, the property briefly housed a silver factory. A few years later, the North End Boat Club was

established, acquiring the land from the factory, which was subsequently demolished. To connect Merrimac Street to the waterfront, Manson Road was constructed.

In 1963, the original clubhouse was destroyed by fire but was rebuilt, resulting in the structure that stands today.



The North End Boat Club embodies a rich history, a strong sense of community, and a shared passion for the water. In doing so, they have upheld the club's legacy as a vibrant and welcoming community—a cherished institution that remains an integral part of Newburyport's rich maritime heritage.

Present-day Newburyport is very enticing to all types of Recreational Boating

Perched on the shores of the mighty Merrimack River, Newburyport has seen a lot of changes in the past 250 years. It looks pretty good these days, especially from the water!

Newburyport's past is defined by the mighty Merrimack River, which pours from the New Hampshire mountains and empties into the Atlantic at the northern end of Plum Island. Initially a trading hub that saw its first commercial wharf built in 1655, Newburyport has served, at one time or another, as a hideout for privateers who plundered enemy ships in the early 1800s; a mill town dotted with tanneries and steam-powered mills in the mid 1800s; and a shipbuilding center famous for its schooners and clipper ships. After falling on hard times in the early 1900s as the mills and shops were shuttered, Newburyport became a dingy and disreputable place for many years.

However, like Portsmouth and Portland to the north, the city wisely invested in the revitalization and preservation of its historic downtown in the late 1970s, pulling itself from economic slumber by promoting its best asset—the waterfront. Today, restored Victorian homes, brick Federalist mansions, and tidy townhouses line the streets just outside the bustling downtown on High Street, and are well worth the walk for architectural aficionados. And history buffs should be sure to check out the Custom House Maritime Museum on Water Street.

Newburyport Restaurants

Newburyport is now appreciated by boaters and terrestrial travelers alike. In early spring, tourists and residents eager to take advantage of long-awaited sunshine pack



the brick sidewalks. Outdoor seating at many Newburyport restaurants and cafés is in high demand. Fortunately, there is no shortage of dining options.

The Black Cow and Michael's offer waterfront dining, while dozens of other restaurants and bars throughout the city serve everything from Chinese and Indian to Korean to Mexican and Italian fare. If you want a real taste of local flavor, be sure to check out The Grog on Middle Street—a favorite watering hole that usually features musical entertainment. The Firehouse Center for the Arts in Market Square offers a great lineup of music, theater, and visual art exhibits.

Completed Waterfront, Boardwalk and Boutiques

As you stroll along the riverside boardwalk or stroll along the now completed and expanded waterfront park, check out Oldie's big red barn, a decades-old mecca for flea market fanciers. At the entrance, a life-sized cow statue beckons shoppers to explore the cool, dimly lit stalls packed with colored glassware, movie posters, vintage clothes, records, furniture, and endless knick-knacks.

For those with more refined shopping tastes, a quick walk to Market Square, as well as State and Pleasant Streets, will lead you to everything from gourmet provisions to luxury pajamas. Local boutiques offer the finest fashions for the whole family, pets included. Just like the Merrimack, the streets of Newburyport flow with a strong current of people enjoying the beautiful New England summer and fall afternoons.

Newburyport Beaches and Boating

Speaking of strong current, it's the reason many boaters decide to bypass Newburyport. The Merrimack's narrow inlet can be notoriously challenging as 177 miles of water charges into the Atlantic between Plum Island to the south and Salisbury to the north. Conditions get particularly hairy when the ebbing tide meets a strong easterly wind or swell. It's one reason the Coast Guard has been stationed at Plum Island for more than 100 years, and more than a few boats have capsized in these turbulent waters during that time. However, the prudent mariner who pays attention to his chart and monitors the inlet conditions should be just fine.

The Merrimack is a very accommodating river.

Once inside the river, the visiting boater can tie up along Waterfront Park for up to three hours for a reasonable fee, payable via the harbormaster's office. City-managed moorings are also available for overnight stays. Or you can always secure transient accommodations at one of Newburyport's six private marinas and its venerable yacht club.

No trip to Newburyport is complete without at least a day spent at Plum Island, a sprawling barrier beach only four miles from downtown and within easy biking distance.

The northern part of the island is home to a community of tightly-packed beach cottages and a fleet of party boats and whale watching vessels, while the southern end is part of the Parker River National Wildlife Refuge, which hosts more than 800 species of birds, plants, and animals at some point during the year. The beach is pristine but beware of the riptides if you're tempted to take a dip and the surf is up.

Perhaps the best way to enjoy the beauty and serenity of the Parker River is to take a guided tour with Plum Island Kayak. And be sure to stop by Mass Audubon's Joppa Flats Education Center on the way to the island, so you can learn which bird species to look for as you paddle through the marshes. Right across the street is the Parker River Wildlife Center with exhibits and staff to aide in guidance.

Links to Boat & Yacht Clubs:

[American Yacht Club](#)

[Newburyport Yacht Club](#)

[North End Boat Club](#)

List of Marinas

Newburyport Harbor Marina

Marina

51 Water St, Newburyport

978.462.3990

Hilton's Marina

54 Merrimac Street Newburyport

978.465.9110

Windward Yacht Yard

58 Merrimac St, Newburyport

978.462.6500

Bridge Marina on the Merrimack River

179 Bridge Rd, Salisbury

978.465.1153

Cove Marina

8 Friedenfels St, Salisbury

978.462.4998

Ring's Island Marina

16 1st St, Salisbury

978.465.0307

Newburyport Boat Basin

newburyportmarinas.com

346 Merrimac St, Newburyport, MA 01950

978.465.9110

Marina at Hatter's Point

www.hattersmarina.com

60 Merrimac Street, Amesbury, MA 01913

978.388.7333

Full Information on Yacht Clubs

Newburyport Yacht Club

300R Merrimac St, Newburyport

978.463.9911

North End Boat Club

282 Merrimac St, Newburyport

978.465.9752

American Yacht Club

115R Water St, Newburyport

978.465.9053

Freedom Boat Club Newburyport

386 Merrimac St, Newburyport

508.443.6800

Location of Boat Landings

Cashman Park Boat Ramp

Sally Snyder Way, Newburyport

978.462.3746

Public Boat Launch

207 Water St, Newburyport

Harbormaster for queries: 978.462.3746

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<https://nbptpreservationtrust.org/american-yacht-club/>

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<https://neboatclub.org/history/>

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