

Boathouse circa 1933 (courtesy of Richard Tupper)

Tupper Boathouse at Conscience Point
1976 North Sea Road, North Sea

May 21, 2013 (revised)

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Précis

The Tupper Boathouse is a bridge connecting the historical marine economy with the establishment of a newer cultural economy of the late 20th Century for Southampton Town that is now widely recognized worldwide as part of “The Hamptons”.

The Tupper Boathouse at 1976 North Sea Road is located adjacent to Conscience Point, North Sea, one of the most historic areas of Southampton Town. As the place of landing for the Southampton Plantation, it was also an early port area and a place for the first expansion of the settlement in the 1650s, giving rise to an early period of scrambling for its real estate.

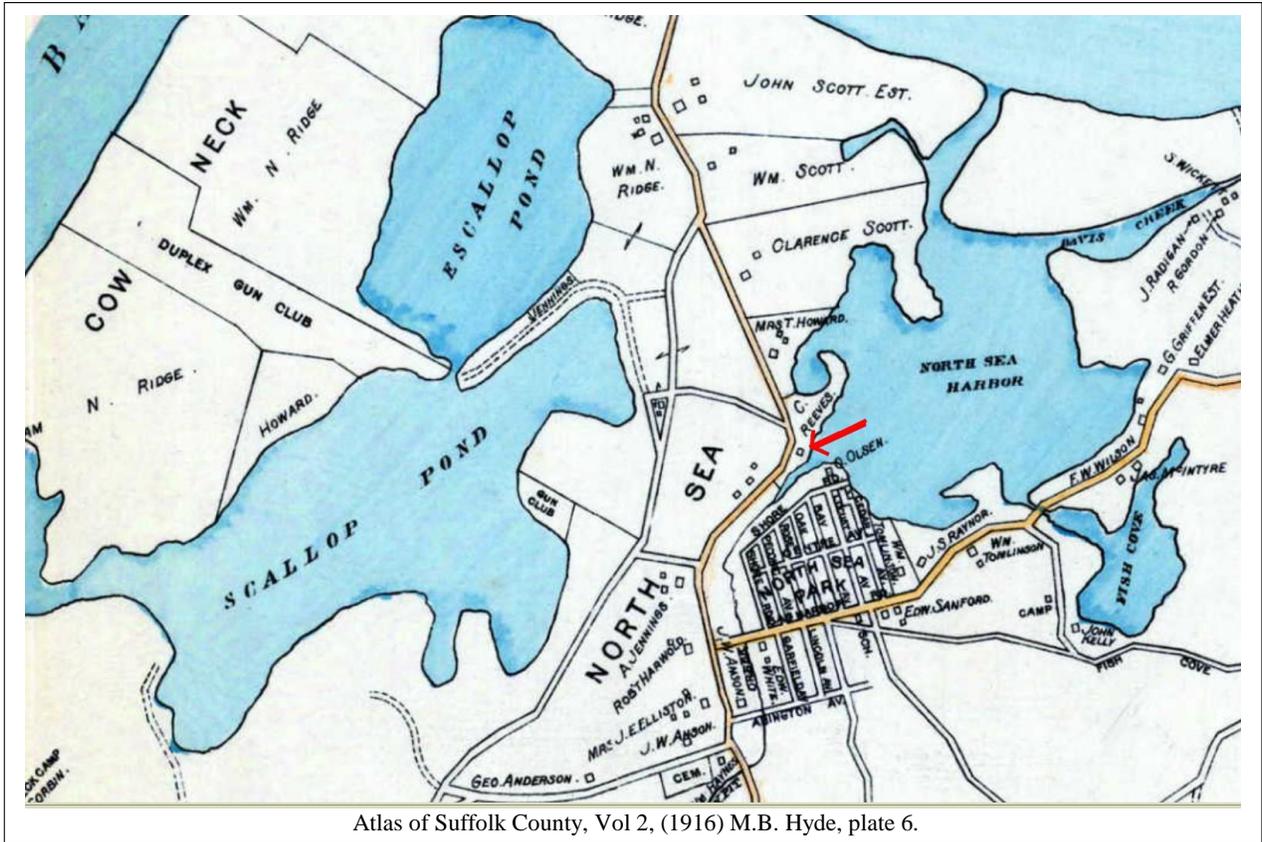
The Boathouse site is referenced in old deeds from 1750 to the 1900s as “the boat lot” indicating its long and familiar use in the Town's history. Located on North Sea Harbor, the site provided boat owners access to the waters of Peconic Bay and its rewards.

Both Conscience Point and the site of the Boathouse locations were once commonly owned for almost 200 years by the Reeve family, following in part earlier ownership by the Jennings family.

Historic Maps of Reeve Family Ownership



Atlas of Long Island, New York. From recent and actual surveys and records., F.W. Beers (1873), p. 188



Atlas of Suffolk County, Vol 2, (1916) M.B. Hyde, plate 6.

The Boathouse was constructed by Frank and son Edwin Tupper 1929-30.¹ The site, previously hosting a house which Jacob Fedderson and Charles Reeve occupied at one time, had been purchased in 1928. This was during a transformative economic and cultural period known as the “Roaring 20s”. Real estate in Southamptown Town and North Sea was undergoing a period to investment and speculative buying.

The boatyard was operated by Edwin “Ned” Tupper until it was sold in 1959. During that period, sailing and motor craft of wood were constructed, sold into, stored and repaired for Southamptown Town's commercial and recreational marine economy of the time. After 1960, the building was used for a number of dining and entertainment establishments serving local and seasonal residents. With a highly fickle market of tastes of a society culture changing into something of a celebrity culture, the dining and entertainment ownership went through numerous reincarnations under different owners and managers.

It was purchased in 2003 by the Town of Southamptown for a public marina and park area for \$3.15 million.

1 Microfilm copies of the Southamptown Press for the 1930-2 period were not found in a Rogers Memorial Library search; a search of other local and Long Island papers turned up no reference date. Date is determined from a 1930 aerial map and Edwin Tupper letter found in Appendix D.

Post 1640 Ownership History of the Site²

1650	John Ogden, Town grant to a second tier settler into Southampton from the 1643 Hempstead Plantation. (Appendix A)
1746	William Jennings to heirs, August 27, 1746. (Appendix B) Heirs are part of the North Sea Proprietors who order division of undivided North Sea lands (1753). Son John Jennings sells to Bethuel Reeve (1758).
1758	Bethuel Reeve (1723-1782; wife, Mary Haines) Southampton shoemaker (cordwainer) & tanner; either a Southampton or Southold Reeves descendant (Appendix C)
	<p>Joel Reeve (1755-1831; wife, Anna Wines), the eldest son of Bethuel, was a farmer; he consolidated holdings from this brothers.</p> <p>Jeremiah Reeve (1806-1884; wife; Maria Fournier), son of Joel, was a farmer. For ten cents in 1890, he deeded over to the Trustees of Southampton Town a strip of land adjacent to the Tupper Boathouse site <i>“as a public landing place for all the inhabitants of the town of Southampton forever and for no other purpose”</i>.³</p> 
	Charles Reeve (1844-1923) shellfisherman and bayman, son of Jeremiah Reeve. Sold to the Southampton Colonial Society the land for the Conscience Point Monument.
1923	Robert Rogers et al. N.B. Minutes, Town Board, Feb 21, 1923. <i>“Resolved. That Mr. Fanning and Town Supt. of Highways Downs are hereby appointed a Committee to locate a public landing at North Sea, on Towd Harbor, conveyed to the Trustees for the benefit of the Town by Jeremiah Reeves and Maria F. Reeves by deed made January 2nd, 1880.”</i> ⁴
1924	Edward B. and Marjorie Lubkert. Edward Lubkert was a stockbroker with a firm that opened a Southampton office about 1920 and thus moved from New Jersey to Southampton for his firm. He invested in North Sea real estate as well.
1928	Frank E. Tupper; Tupper Motorcraft Corp.
1930	Edwin 'Ned' Odell Tupper, eldest son of Frank, builder/owner Tupper Boathouse
1959	Don-Lou-Rube Corporation - Lessee: “L'Oursin” nightclub (1963-70)
1965	Talisman Properties Incorporated
1970s	Southampton Marina Incorporated - Lessee: “Captain's Hideaway” Restaurant
1981	Conscience Point Realty Corporation

² 20th Century deed research by Sally Spanburgh

³ Suffolk County Deeds, Liber 245/Page 305-6.

⁴ Printed Town of Southampton Records, Vol 8, p 489.

1982	KGR Realty Assoc, KGR Realty Inc -	Lessee: "Conscience Point Inn"
2003	Town of Southampton	

South Side Signal December 18, 1909 pg 2

The Southampton Colonial Society has elected these officers for the ensuing year: L. Emory Terry, president; first vice president, Edward P. White; second vice president, Mrs. Henry F. Herrick; third vice president, Mrs. Charles A. Jaggar; fourth vice president, J. W. Fletcher Howell; fifth vice president, Mrs. Gilbert H. White; secretary, Mrs. Edward P. White; treasurer, Edgar A. Hildreth. Steps have been taken towards the purchase of Conscience Point on North Sea Harbor, where the society recently erected a monument commemorating the landing of the original settlers of the town there in June, 1640. The title of the present owner of the Point has been searched by Lawyer H. H. Chatfield, who found that it has been the property of the Reeves family more than 200 years and had descended in the direct line to Charles Reeves who now holds it and has given an option on it to the society. Mr. Reeves wishes to reserve the shore privilege of gathering seaweed and cutting sedge, which is entirely satisfactory. The sale will carry with it the right of way through Mr. Reeve's land from the highway. A vote on the purchase was taken, the society voting unanimously for such action.

Sag Harbor Express April 5, 1973 page 2

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Reasonable Rates—Gas—Ice
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COURTEOUS SERVICE
"The Captain's Hideaway" Restaurant and Lounge
OPENING APRIL

1976 North Sea Road, Southampton, N. Y.
(516) 283-5051

Tupper Family History in North America

The first Tupper arrived from Sussex England in the Plymouth Massachusetts colony about 1635. After several generations, Tupper's were to be found in Massachusetts and Connecticut. At the close of a series of conflicts in the early 1700s between England and France to establish domination of the coast of the North American continent, a military expedition was sent by the governor of the Massachusetts Colony northward to the mouth of the St. Lawrence River to take French fortifications and expel the some 3000+ French speaking Acadians from the strategic location and establish a loyal English plantation. The expelled population, leaving behind houses, shops, farms and lands dispersed to Louisiana and Maine. In return, in 1651, along with dozens of other New Englanders, two Tupper brothers were awarded lands (666 acres apiece) as part of the original Cornwallis plantation and later followed by approximately 2000 loyal English settlers into what is now known as Kings County, Nova Scotia.⁵ It is from this lineage that Frank E. Tupper and oldest son Edwin O. Tupper originate.

⁵ The History of Kings County, Nova Scotia; Heart of the Acadian Land, Arthur W.H. Eaton, Salem Press Co., 1910, pp. 58-78; pp. 845-849.

Frank Edwin Tupper

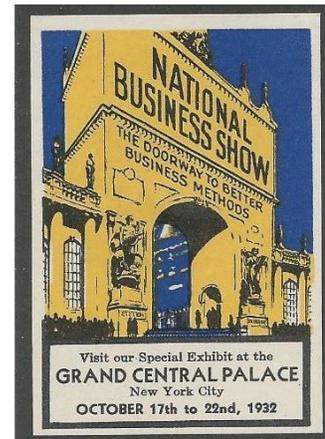
Frank Tupper was born in 1880 in Truro, Colchester, Nova Scotia. He migrated to New York City about 1900 and initially engaged in trade reporting of the pharmaceutical industry.⁶ In 1908, he became acquainted with the developing technologies for office equipment by reporting on that trade. He joined a business equipment enterprise call the National Business Show in New York City⁷ which provided for exhibitions of the dynamically emerging equipment technologies for office work in an economy of fast-growing and large-scale corporate organizations. During the prosperous period from 1910 to 1932, the success of his enterprise provided the financial basis to purchase a home with his wife Maude (neé Pugsley) in upscale Montclair, New Jersey, send his four sons to elite schools and colleges (Choate and Cornell)⁸, fund the business activities of his two oldest sons, and acquire real estate in the Shinnecock Hills and lots and cottages in the North Sea area of Southampton Town. The Depression hurt his and the family's finances through the decade of the 1930s requiring sacrifices on the part of Edwin O. Tupper to assist his father's business. Eventually, the growth of New Deal government agencies and their offices renewed the interest in modern business technologies and equipment and restored economic vigor to the exhibitions of the National Business Shows. Frank Tupper retired and sold the business in 1951. Media reports of the time testify to his entrepreneurial style and shrewd promotional techniques for his business.



Of the real estate he acquired, some of the Shinnecock Hills property was acquired by Suffolk County to relocate the present path of County Route 39 in 1934.⁹ In the early 1920s, Frank Tupper owned two summer cottages on Cedar Crest Road on the east side of the North Sea Harbor, one of which was used for inviting extended family, New Jersey friends and business associates for stays.¹⁰ Other North Sea lots acquired in the roaring 1920s were sold off through the 1950s.

It was Frank's financial wherewithal by which he was able to purchase "the boat lot" site in 1928 from the Lubkerts and build the Tupper Boathouse circa 1932.

He died in the then Todd Nursing Home in Southampton in June 1964 at the age of 84.¹¹ He has grandchildren and great-grandchildren currently living in North Sea and Hampton Bays, while other descendants are located elsewhere.



6 Critic & Guide (Medical), July 1904, p. 26.

7 The *New Yorker* magazine frequently reported on the exhibitions: Nov. 2, 1929, Oct. 31, 1936, Oct. 09, 1937, Nov. 05, 1949, Nov. 01, 1952, Nov. 7, 1953, Apr. 29, 1961, Nov. 6, 1965, Feb. 12, 1966, Nov. 24, 1975. Magazines like *Time* and newspapers in various cities also frequently covered the events.

8 New York Evening Post, April 8, 1927, p. 27.

9 Suffolk County News, July 6, 1934, p. 11.

10 Guest Book, Archive held by Richard Tupper, Hampton Bays, NY.

11 New York Times, June 26, 1964, p. 57.

Edwin "Ned" Odell Tupper

Edwin O. Tupper was born in Montclair, New Jersey in 1906, eldest of four sons of Frank and Maude Tupper. He graduated from Cornell University Mechanical Engineering College with an interest in automotive mechanics in June 1930. In 1929, just prior to his graduation, his father Frank formed the Tupper Motorcraft Corporation headquartered in Southampton. Edwin Tupper was made president and was financed in establishing a short lived Ford automotive agency under Tupper Motorcraft ownership in Sayville, LI a month after his graduation.¹² Just about the same time, he married Katherine Congdon of New Jersey. They were to have two children, Frank and Ann, who later attended Southampton public schools while the family lived in the Tupper Boathouse residence.

The Ford Motor agency was sold by Tupper Motorcraft in April 1932 and Edwin Tupper and his wife moved from Sayville and took on the operation of the boatyard in North Sea.

During the Depression, Edwin "Ned" Tupper continued to work and live part time away from the Boathouse operation in the business equipment annual exhibitions under the auspices of the National Business Show in New York and Chicago and other cities as shown in correspondence in a Tupper family archive.¹³ During World War II, family oral tradition reports he worked on secret Navy projects in a Sag Harbor location.

After the war and into the 1950s, boat construction continued but new materials technologies began to shift boat construction into new directions, particularly the widespread utilization of fiberglass. Wood construction and lapstrake style boats declined in popularity and the boatyard suffered economically. In 1957, wife Katherine died at Southampton. The decision was made in 1959 to sell out after 27 years of operation. While still retaining property in North Sea, widower Ned Tupper moved to Huntington, LI and in December 1960 remarried to Mrs. Jeri F. Stevens of Milford, Connecticut.¹⁴ He died in Southampton in October 1972.

Family photographs of the 1950s show the Tupper Boathouse residence as a center of some community activity;

12 Suffolk County News, July 25, 1930, p. 1.

13 Archive held by Richard Tupper, Hampton Bays, NY.

14 Bridgeport Sunday Post, Dec. 11, 1960, p. B15.

Suffolk County News July 25, 1930
Page: 1

NEW FORD AGENCY

**Buyers Riviera Park Corner and Begins
Work on Big Building.**

The Tupper Motorcraft Corporation of Southampton has purchased the northeast corner of Riviera Park on West Main street and construction was started on Wednesday on their new building which will house their Sayville Ford sales and service. The contract for the construction of this building was let to Van Wyen & Boogertman, Inc., of West Sayville, on Tuesday evening. The new Ford agency expects to be in operation here by July 15th.

The Tupper Motorcraft Corporation is a well-established Ford concern with agencies in Easthampton and Southampton. They plan to install a fully equipped service plant here. The building is to be 44 by 130 feet, constructed of concrete block with a brick front. It will be one story in height. It is understood that Mr. Tupper, manager of the corporation, plans to make his home in Sayville.

Suffolk County News (September 21, 1934 Page: 1

Former Sayville Resident Rescues A Drowning Man

Edwin O. Tupper, of Southampton, a former resident of Sayville, rescued Oltmore Gassner, an employee of the Tupper Motorcraft Association, from drowning last week when Gassner fell from a boat in North Sea Harbor. Gassner was working on the motor of an outboard craft when the accident occurred.

Mr. Tupper was working in the boat house and happened to look across the harbor just in time to see Mr. Gassner struggling in the water a considerable distance away. He ran to a small outboard motor boat anchored at the dock. The boat, fortunately, started immediately but before he could reach him, Gassner's heavy clothing had dragged him under. Tupper, on his way across the harbor, had the presence of mind to remove his outer clothing and shoes. He dived for Gassner but experienced the greatest difficulty in bringing him to the surface, as Gassner is a much heavier man. Finally, after repeated desperate efforts, he managed to pull Gassner up on his shoulder. By that time two other men, seeing the accident, had come to Tupper's aid. An ambulance had been summoned and Mr. Gassner was removed to the Southampton Hospital.

Katherine hosting neighboring homemakers in sewing circle afternoons and family and neighborhood children at sports. Much activity portrayed in the family amateur photography is also directed toward boating, swimming and waterside entertainments including fishing.

Ned Tupper, according to the North Sea Fire Department history held the first organizational meeting at the Boathouse residence and he was chosen to be the first chief of the department:

“On April 21, 1934, a group of 17 residents met at the home of Edwin O. Tupper to discuss the formation of the North Sea Fire Department. Chief Robert Hubbard of the Southampton Fire Department was present and gave some helpful advice. Chief Parsons of the Amagansett Fire Department was also present and gave the firemen four knapsacks - their first fire equipment.

“Edwin O. Tupper was the first Chief, Royce Bennett was the First Assistant Chief and Charles E. Raynor was the Second Assistant Chief. Chief Tupper donated a Cadillac chassis and the first pumper was built by the men from the ground up. A small amount of money was raised for parts but most of the parts were donated. John Tureski donated the pump, Sag Harbor Fire Department donated a hose reel, the Riverhead Fire Department gave an axe and the Conservation Department added a pair of extinguishers, knapsacks, a quantity of shovels and a water tank. Everyone donated their labor to the cause.

“In April of 1935 the North Sea Fire District paid Southampton Fire Department \$500.00 for fire protection. At the insistance (*sic*) of Chief Hubbard, they generously donated the money back to enable North Sea to purchase additional equipment. At that time, the new Fire Department also owned a Model T Ford truck with a 157-gallon water tank, a gift from the Hampton Forest Conservation Association and an air tank for the fire alarm donated by Adolph Guldi. All of the equipment was housed in a two-car garage on Chief Tupper's property.”¹⁵

The Boathouse

The Tupper Boathouse was constructed in a post and beam manner allowing for large interior and unobstructed space. Along the walls were workbenches and machinery used in the trade. The post and beam construction also allowed for the hanging of hoists for boats and engines in the construction and repair functions. It was clad in wooden shingles and had roof dormers that allowed light into the working areas of the building. Windows on the two stories carry wooden shutters with a crescent moon cutout in them.

On the east side, there were five bays with swingout doors leading to the shoreline. Post Tupper era renovations led to the construction of a patio and decking on this side which masks the old door feature in the photo to the right.

Installed under ground on



¹⁵ Feb 16, 2013 link www.nsfid.org/history.asp.

both east and west sides of the boathouse were fuel tanks for meeting boat and equipment needs. On the west side was one large set of swingout doors through which trailers or platform trucks could load boats.

Before the modern construction of bulkheads on the east side shoreline, and sometime after the initial construction of the boathouse, the main central bay had installed a set of rails leading into the building from the shoreline upon which a rail carriage, with winches installed on the east side, could pull large craft into the building.



West elevation of Tupper Boathouse, circa 1954 (Photo courtesy of Richard Tupper)

An unusual feature of the boathouse is the attached cottage found on its south side. Reminiscent of some agricultural building in New England where farmhouses were joined to barns and other farm structures, Ned Tupper could walk out his cottage door and ten feet to the boathouse door where he worked.

Patchogue Advance July 28, 1955 Page: 9

Dr. and Mrs. Frederick Cowan of Livingston road had a four day cruise on their 28 foot skiff, the Seoma, last week. They stayed overnight at North Sea at the boatyard of Edwin O. Tupper, where the Seoma was built. Richard Tooker, who runs a boat yard in Brookhaven, had a major part in building this cruiser. The Cowans also stayed overnight at Greenport and the Shinnecock canal.

The cottage was economically built from examining photos of its interior. It possessed a fire place. Rooms were smallish. There was a cottage cellar with exterior Bilco door entry. Whether family or business related, a need was found to convert a loft area on the south end of the boathouse proper adjoining the original residence into living space. Because some

larger craft involved complicated design and building techniques, Tupper would contract with experienced and skilled builders from elsewhere. The loft area may have been temporary quarters for such persons.

Post Ned Tupper Era

After the Tupper Boathouse was sold, the structure hosted a number of dining establishments in conjunction with marina operations.

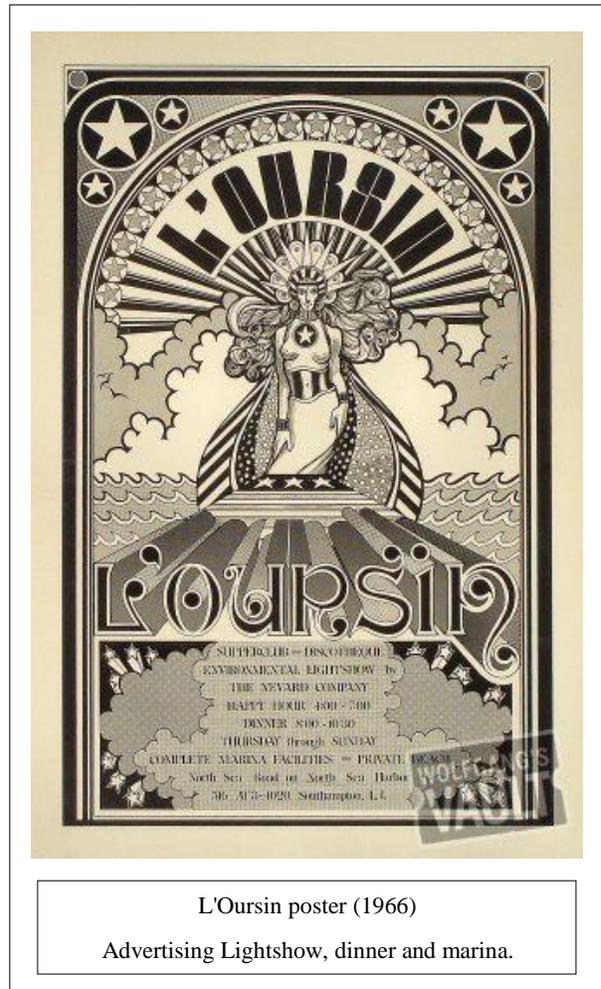
The 1960s brought cultural and social change following upon the era of economic prosperity of the 1950s.

In 1963, Olivier Coquelin with fellow investor Borden Stevenson (son of former presidential candidate and Governor Adlai Stevenson, Illinois), opened in the converted boathouse “L'Oursin” (French for 'sea urchin'), a dining and nightclub. The captions of pictures on society pages of the time indicate a somewhat staid clientele and marketing:

Serena Russell, granddaughter of the Duke of Marlborough is deep in conversation with Bill Grangu of Manhattan, at Black and White Ball in L'Oursin. Listening is Romulo Aquirre of Buenas Aires, Argentina. Newsday, September 4, 1964, pg 46.¹⁶

AT THE BALL. Mr. and Mrs. Robert C. La Borde of Manhattan, above, guests at Shaggy Dog Ball in L'Oursin, Southampton, sit out a dance. At right, Mrs. Johannes Schiefer of Southampton, chairman of the ball, discusses program with entertainment chairman, Mrs. Carey C. Joliffe. Newsday, July 23, 1963, pg 33.

In 1966, without the success of their NYC clubs, they yielded to another set of investors who installed a multimedia and lightshow program of NYC artist Bob Goldstein's “Lightworks” (now Bobb Goldsteinn) that brought cutting edge, psychedelic culture into the Hamptons. The area was experiencing a new cycle of discovery by urbanites for seasonal home ownership, recreational opportunities and status seeking based on the affluence they newly possessed. Newspaper and entertainment media broadcast the news of the cutting edge art and an aura was created that fed the club's success for some years. With music, singing, slides, and lights, it was ballyhooed as the first 'multimedia' exhibition ever and arguments still rage about whether it installed the word 'multimedia' into English and other global languages. A member of that 1966 “Lightworks” group recently

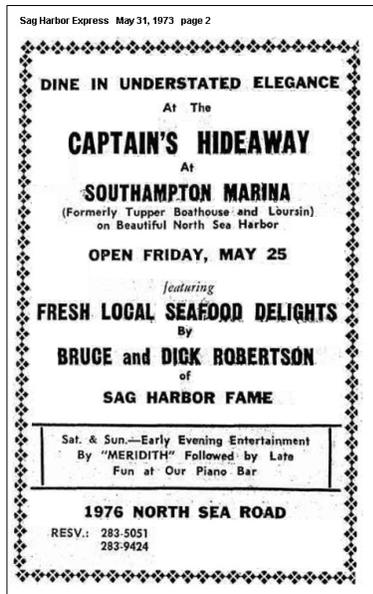


L'Oursin poster (1966)

Advertising Lightshow, dinner and marina.

¹⁶ Aquirre was an investor in L'Oursin and other establishments in the Westhampton (The Barge) and NYC restaurant trade.

performed a lightshow at the November 2012 opening of the Parrish Art Museum indicating how this cutting edge art form, world premiered at the converted Tupper Boathouse in 1966, has become mainstream in the past 45 years. (Appendix D)



By early 1971, L'Oursin had run its course as a cutting edge culture institution and moneymaker and the building was left hosting a nonprofit experimental Responsive Theater.¹⁷

A more mundane and less flashy successor to the L'Oursin nightclub was the Captain's Hideaway Restaurant operated in conjunction with the Southampton Marina which operated from the mid 1970s.

By 1983, the restaurant was operating as the Conscience Point Inn, “serving fresh grilled seafood,, meat, local vegetables. Brochette specialties.”¹⁸ In 1986, dining and dancing were advertised for the establishment.

Year 1987 saw another reported change. “Tension? A possible split? Not between Jack Nicholson and Angelica Huston. Not at the opening of the renovated Conscience Point Inn in Southampton, in any case. The happy couple flew in for the debut of the place, owned by the couple's good buddy, Tommy Baratta, who also owns Marylou's in Greenwich Village. Also spending time in the spot are the celeb likes of Rob Lowe and Duran Duran's Simon Le Bon and John Taylor.”¹⁹

The late 1990s saw the emergence of trendy nightclubs at the site that emulated the concepts of the contemporary club scene of New York City and other urban venues: expensive, exclusive, waiting lines, 'A' lists of celebrities, publicity seeking, and providing platforms for excesses of behavior in fashion, drugs, and alcohol.

In a 1993 reincarnation, “The Country Club at Conscience Point Inn, with its perch on the Peconic Bay and expansive lawn and patio, promises to be more legitimately alfresco. The fledgling restaurant-club bows on Friday, but expect the yacht-powered A-list - everyone from Prince Dimitri of Yugoslavia to radio sexpert Dr. Judith Kuriansky - to dock at the next night's "grand opening soiree.”²⁰

About 1997, Noah Teppenbergh and Jason Strauss were the New York City born twenty-something entrepreneurs involved in raising the nightclub intensity of the Conscience Point Inn.²¹ The clientele was often twenty-somethings and single.

In 2001, there was an incident with the daughter of a New York City notable involving a vehicle hitting and injuring 16 persons in a crowd at the club and leading to 47 days served of a 60 day sentence of prison time two years later. Media followed the lawsuits and their

17 Newsday, August 25, 1971, pg 9A.

18 New York Times, July 31, 1983, pg LI 19.

19 Newsday, July 20, 1986, pg. 6.

20 Newsday, May 27, 1993, pg. 94.

21 New York Times, September 2, 2010, Sec. E, pg 8.

settlements through 2008. Notice is still given to the event in New York City and Long Island media in 2012. The club had become a standing neighborhood nuisance of some years and the incident led to the final closing of the structure as an entertainment venue and its purchase by the Town of Southampton for \$3.15 million in January 2003.

To date, the structure has been utilized partially for storage by the Department of Parks and Recreation. It presently contains substantial nostalgia paraphernalia and memorabilia of undetermined value as well as the most recent Conscience Point Inn business records with potential interest to historic societies and archives.

Appendix A

First Grant of Land – North Sea Boathouse Site

“It is granted by the major part of this towne that Mr. Ogden and his company shall have Cow Neck and Jeffries Neck for their owne proper right, also that they shall have for their planting land in either or both of said necks three hundred 24 acres, provided they settle upon it, and upon the same grant they are to have all the meadow betwixt the brooke by the Sachem's house and Hog neck spring, for their proper right provided it bee a mile from the sea side, upon these conditions following that they must pay to all common rates of the towne at the rate of 9 hundred pounds according to the taking up of those men that dwell there, 2ndly that hee shall place there six families that shall live there and have their abode, 3d that in the case that the whole bounds of the town come to be stinted for a cattle that they must be stinted also as they are that live at the town by the same rule. In common rates as aforesaid is alsoe included the ministers meenes.” September 3, 1650²²

²² Printed Town of Southampton Records, Vol 1, p 48.

Appendix B

Jennings Family Ownership of Land

“In the name of God, Amen. I, WILLIAM JENNINGS, of the town of Southampton in Suffolk County, Gent., being not well in health. I leave to my wife Mary the use of all lands, tenements, meadows, buildings and Commonage, during her life or widowhood; Also one bed with the furniture. I leave to my son John Jennings my now dwelling house and lot, and orchard, and barn; Also all my meadow on the east side of the highway, “commonly called ye Pitle”; Also my lot and orchard that was my father's, and also a piece of meadow and upland “lying at the place called Conscience Point”; And also a lot of meadow or sedge at Holmes Hill, on the east side of the highway, And all my piece of land and meadow at the end of Scallop pond, and also all my land lying on the west side of Cow Neck, and also all that part of the Inn meadow that I bought of Captain Scott; Also a piece of meadow and the upland joining to it on the Island Neck, that was my father's; Also 1/3 of all that land that fell to me in the last Great Eastern Division; Also a lot of sedge meadow at the Thorn tree that was my father's. I leave to my son William my whole lot of land and meadow at the place called Towd, on the east side of the highway; And all my meadow on the east and west sides of the Fishing Cove, on the Wading place island; And also all my land and meadow, at the place commonly called by the name of Towd Point neck; Also 2 lots of sedge at the Thorn tree, No. 1 and No. 2; Also my point of sedge at Little Nayack, and 1/3 of all the land that fell me the last Great Division. I leave to my son Thomas all my meadow, south of the Wading place island, east of the highway, which goes to Towd, And also all my land and meadow on the Island Neck, that lies south of my brother Samuel Jenning's land and meadow; Also a lot of land on the west side of the road that goes to Cow Neck; Also 1 lot and 1/3 of a lot of land at Jeffries creek in the little Neck; And also my whole right of land called by the name of the Bridge, on Cow Neck; Also my meadow at Holmes Hill cove, on the west side of the highway; Also 1 lot and 1/3 of land lying at the west end of George Harris home lot; And also one lot of sedge at the Thorn tree No. 3; Also one lot and 1/3 of a lot of sedge and meadow at the Thorn tree, in the lot with Thomas Stephens; Also 1 lot and 1/3 of a lot on the Island Neck; Also 1/3 of all the land that fell to me in the last Great Division; Also all the meadow that lies in the lot where his house stands. I leave to my daughter Mary 1 cow. To my grand son Elnathan Hudson, £10, when of age. I leave to my 3 sons all my Commonage in the town of Southampton, and in the North Sea bounds. All the rest of my estate I leave to my son John, and I make him executor.” Dated in Southampton, May 6, 1745.²³

²³ Abstract of wills on file in the Surrogate's Office, City of New York (Volume IV. 1744-1753), pp. 97-99.

Appendix C
Reeve Family Ownership of Land

[Abstract.] Bethuel Reeve, sells to Anthony Haines, A certain piece of land at North Sea, being part of one of the Home lots, bounded east by highway, south by John Haines, west by highway, north by said Bethuel Reeve. 4 acres. May 3, 1758.²⁴

[Abstract.] John Jennings sells to Bethuel Reeve, cord winder, a messuage and tract of land at North Sea with house barn &c 26 acres bounded W as the fence now runs, N by road or highway, E by road or highway, S by John Haines, also a piece of meadow called the pittle lying east from said house bounded W by highway, S by John Haines, E by creek as the creek now runs, N by water 1 1/2 acres, **also a lot called boat lot** bounded S by fence, W by highway, N John Hudson & widow Lane, E by water 1 acre, **also the land and meadow called conscience point** and cedar point bounded S & W by road N & E by water, 20 acres, also piece of land at Cow neck gate bounded S by highway, West by Scollop pond, N & E highway, 9 acres, also a peice of land on Cow neck called the west side, boulded E by Henry Hariss, S by land of Samuel Jenings, W by cliff, N Thomas Lupton and highway 12 acres.

Deed is signed by John Jennings Mary Jennings, Elisabeth Jenning Jr John Haines, price 306£ April 14, 1758.²⁵

[Abstract.] Stephen Jennings sell to Bethuel Reeves, shoe maker, 1 1/2 acre at N W corner of said Reeves lot, bounded N & S by common land, E by said Reeves, W by me, Oct 26, 1762.²⁶

“In the name of God, Amen. I, BETHUEL REEVE, of Southampton, Suffolk County, shoemaker and tanner, being infirm of body. I leave to my well-beloved wife Mary, two thirds of my lands and buildings; to be improved by her three years after my decease, then the improvement of one half of my lands and buildings to be improved by her while she is my widow; Also, one third of all my moveable estate; one feather bed with a reasonable furniture. Unto my eldest son, Joel, one third part of my lands and buildings; to improve the same from the last of next March to the term of three years following (if he improves it personally) and then the improvement of one half my lands and buildings as long as his mother remains my widow; otherwise, to be void; and further, on consideration of these above improvements fulfilled, then I give to him the one half and one sixth part of all my lands and buildings. Unto my two sons, Jeremiah and Silas, all the lands and tenements remaining, in equal shares. If they should ever sell they are to give their brother Joel the first offer. Unto my other two sons, Daniel and Zebulon Reeve, £20 each. Unto my two daughters, Keturah and Bethiah Reeve, £20 each. I make my son Joel and David Haines Foster, of Southampton, executors.” Dated July 25, 1776. Witnesses, John Lum and David Lum, David Haines Foster, of said county, yeoman. Proved, July 3, 1782.²⁷

²⁴ Printed Town of Southampton Records, Vol 6, p 48.

²⁵ Printed Town of Southampton Records, Vol 3, p 180.

²⁶ Printed Town of Southampton Records, Vol 3, p 180.

²⁷ Abstracts of wills on file in the Surrogate's Office, City of New York (Volume X. Oct 23, 1780-Nov 5, 1782), pp. 282-3.

Appendix D

The Era of the Tupper Boathouse



Newly constructed
Tupper Boathouse at center
and Conscience Point at top

1930 Aerial Excerpt
Suffolk County Regional Planning
Board Map sc193012g2
Air Corporation of America
via
Stony Brook University Digital Library

**Transcript of Letters of 22 year old Ned Tupper
to father Frank Tupper initiating boat business²⁸**

Monday, January 23, 1928

Dear Frank:

Selling boats seems like a very good idea. There is nothing that I can think of that I would like to do more. Except maybe to make them as well as to sell them. Or to do the same with airplanes. Open air, something new, and plenty of motion.

²⁸ Letters supplied by Charles R. Tupper, Col USAF (Ret)

However, if I sell boats next summer, I want to do it myself. I want to do my own planning and managing. I would borrow the necessary money and then do with it as I saw fit. Of course all help and advice would be appreciated. And the advice might be followed. I won't go in as a partner or as employee. I would like to go as a son.

I would try to get some shop as nearer the center of Southampton as possible. Get about ten outboard sea sleds and a couple fast hydroplane racers on order at least. Set up a small testing outfit so any motors could be tested for comparison or for adjustment in a very definite and accurate manner. Erect billboards in Quogue, Hampton Bays, Southampton, Bridgehampton, Sag Harbor. Along the Bay roads, etc.. At the beginning of summer I would try for publicity by running with aquaplane on fine days in front of all the ocean beaches from Quogue to Easthampton. On bad days I could run in the Peconic and Shinnecock Bays with the sea planes to demonstrate seaworthiness. Be around the races in Quogue on Saturdays and Sundays. Quick turns, lots of spray, and all stunts possible. A few outfits should be sold right after the start of the season. The more that were sold, of course, the less the need for demonstrations. And the more need for service at the shop. All displays should be changed weekly. Maybe the billboards should be changed as often. Displays might be just of boats and motors, or might be novelty attraction such as model boat running around in tank similar to National Cash Register display and show in ten or so years ago. Might set a motor up in window with water pouring over it for a week without stopping or something like that. Might connect a motor up with a bunch of junk similar to Rube Goldbergs cartoons where a man kills a chicken by stepping on the tail of a dog who jumps and knocks over a bottle of milk which attracts a cat which scares a mouse who etc., until finally the axe falls on the chicken. Something crazy to attract attention, in other words. Some newspaper and magazine advertising, maybe, but not very much. Too expensive when compared to methods such as doing stunts in front of the bathing beaches, and billboards. There is a good opening for a regular boat store selling canoes, rowboats, paddles, oars, anchors, and other things Herrick usually hasn't got. In time I might get enough money to get a real store. But there must be a shop somewhere, right at the start, for spare parts, repairs, storage, and display. And for a place to display a 28' sea sled sedan. One or two sales on those would fix the whole summer up. As would a couple Gar Woods.

I should get the billboards up by May first. Should have a definite address for shop by then too, and something in the window. The shopkeepers talk quite a bit. I might be able to take a weekend or so off and go down and give Walter Corns, Mr. McGurn, Mr. Hildreth, or whoever I could get, a ride or so. Get interest started right away. If I had a big sea sled to put on display I would not want it until about July 1 so that the great passage thru the town could be properly noticed. Might get the Sea Sled Co to put an ad in the New Yorker announcing the opening of a salesroom in Southampton. Might at least get them to pay for the cuts. Same with Johnsons, but not so hopeful. However, something extensive like that would start the thing off in the right class and might save a lot of climbing.

This fall, when I was asked what kind of job I was looking for, by the college

employment bureau, I said "boats". And I wouldn't have missed that motor boat show for anything. My idea of selling boats is mine too, as well as your own. As maybe you have realized. But I don't want it to be a family proposition. It must be mine or not. Of course, if you supply the money, advice, experience, and support in general, it will be yours. But there is a line that can be drawn somewhere, and I have to have that understood before I will finally decide to do anything. I will borrow money, at regular rates, from you. I can get more from you than anyone else because you are willing to take a chance. I will then do my renting, purchasing, and start operations. You can lend all the advice you want to, and I can follow as much as I want to. You can have nearly any percentage of the first two years' profits you want, because I will see to it that there will be none. More stock, and increased advertising expenses will keep down any surplus for a while. In two years, though, the thing will be or will not be. I really can't see how one summer would be enough to account for very much, though, on the scale that we would be running on. The first year's expenses would be much higher than succeeding years because we would be paying out good money for goodwill that would not be nearly realized on until at least the following year. The second year would tell, though. If all went well, I see no reason why the business could not grow into something worth while, including a boatyard with all facilities of taking care of high-class business that is sure to soon come to this part of Long Island. Then is where you are in for some profit. More money needed, real company formed, and you are, well, what?

Lots of thoughts and imagination as well as talk. But, you see, I am at least not too lazy to think of something, whether right or wrong. I know that I want to be a boss. You can be some kind of partner, or you can hold 99% of the non-voting stock, which will all be endorsed over to be. Do you see the point? Maybe have a clause that any necessary loans above a certain amount include share and management or something. But I want to have the fun and experience of playing my own game and working like the dickens with the end in view that I can see progress due to my own efforts. Selfish, or what?

I like the idea of selling boats I would like to start this summer and get the small boats going. I have a lot of enthusiasm and know something about business as well as about the boats. I need money. You offered some. Do you want to make a definite proposition, or shall I?

I will have an opening for a good man like Fos Reeder. If I could have him talk to all the ladies and show them what wonderful birthday presents sea sleds would make for their boys and so on we could have a great summer of playing or working or whatever you would call it. If he hasn't a job by next May he might come down to Southampton, anyway.

Well, what do you say? (sd) NED

Llenroc, Ithaca, N.Y.

Mar. 4, 1928

Dear Frank,

I have just written to Mr. Chadbourne, telling him what I expect to be in Waukegan, as well as something about what I am doing and expect to do. Guess it would be a good idea to have them as a friend if possible. I mean, not all business.

I should get a name and some letterheads immediately if not sooner. I would like to get a lot of gadgets to sell. Searchlights, automatic pumps, and other things people are trying to sell. There must be lots of accessories that the manufacturers would be glad to have displayed, with no minimum of sales specified. They get people into the shop, keep up interest, and make good declarations. Also, I want to get some ideas on signs. It would be a help to know my name. "Watercraft" would suggest a sales company. If I have a boatyard, I would like the name to suggest service as well as sales. Also, it sounds like an imitation of Watercar. Outside of these, it is okay. North Sea Boat Co might class it with North Sea bathing beach and the Raynors joint. Peconic Boat Co isn't so bad, but there is the town of Peconic. Might be trouble in mails and shipping. Motorcraft suggest sales more than Watercraft, but it at least doesn't have the suggestion of imitation. Also, it is equally applicable to boats or airplanes or motorcycles or tanks or trolley cars. How do you find out whether or not there is another company with the same name? I think Motorcraft Inc sounds as good as anything else to me. What do you think?

I wonder if the direct-mail advertising amounts to much at Southampton. There are so darned many circular letters that most people don't bother about them at all. And those Southampton shops can disguise an envelope so well that people take it as a game to decide whether or not the letter is a circular or not. If it is unfortunate enough to be a circular, into the wastebasket. Could circularizing do any harm? I don't think so. At least I can get a list of outboard motor owners and let them know I am giving service and offer to trade in their old motors.

I have been trying to get some signs figured out. **S**ea **S**leds
Speed **S**afety, and so on. I should find out just where you are allowed to put signboards, then get or buy permission, and then make the signs.

I should order some Johnsons and Sea Sleds right away. I should show them in Sag Harbor, Easthampton, Montauk, down to Moriches. I guess Moriches, Southampton, and Sag Harbor would be a good starter. I suppose there is a Johnson dealer in Sag Harbor already. I think a good display would be one of the little 26 pound Johnsons, standing beside One of the Giants, would be about the most effective in a place such as Herrick's window.

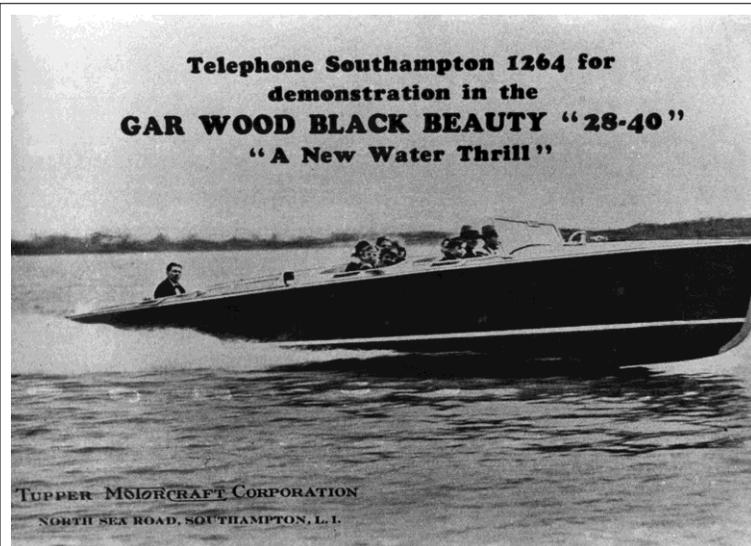
The Ramsbottom place would be better than the Park for a boat yard. I don't think the Park would be worth that price at all. The Ramsbottom place has frontage on the road and also

the water. One building would cover the road and water business both. Over at the park a building on the water wouldn't be near enough to the road etc. If the Park were connected with the Bay, it would be all right for a landing field. But North Sea is really too small and will have too many boats in it to make the land valuable as much of an airport. The Ramsbottom place sounds good. I would like to get hold of that Towd Point Co's dredge. Maybe in a year or so I can get one of my own. It should not be run on gasoline, but on low grade fuel oil in a diesel. This would cut the cost of fuel to about one-third of that for gasoline or kerosene. Somebody is someday going to get the job of dredging out our creek and of deepening our channel, or making a new one, in the Bay. Maybe this someone will be me. Maybe I can get Wes to learn how to run one of the things this summer, then he could do the job the year after. There is room for a dredge and dock builder around there. A man with modern ideas and decent equipment could do a much better job at less cost than such men as Kraus and Tuttle. Maybe not very much better, or for very much less, but with good service, and businesslike methods, there would be a good chance to offer some real competition anyway. So I will keep my eyes open for a scow for a dredge or a diesel or anything in that line. I wish some of the Cedar Crest people owned the property around Wooley Pond. Then we could clean that whole creek out and have something fine. Put Japanese bridges over the creek, with high arches, so we could bring boats like the Sheik or the Hazetma right up in, to Blanchard's anyway. The creek really isn't so shallow, it's just filled up with that darned mud. Find a dredge, kid, talk up the job, and then get it. But can't you imagine it? Nice gravel roadway along the edge of the creek, boathouses to run the boats into, like a garage, and solid ground instead of the meadows? You would have to go at the job slowly, using comparatively slack periods to work in. I'll have to estimate the amount of dirt there is to move and then find the cost of fuel for that amount. The dredge they have down there now is too small and too expensive to run for a large job. It would be handy next summer, though. I wish that company would go broke. It's a darned nuisance.

I'll have to find some rails and a car somewhere. I wonder if it would do any good to go to the office of the LIRR and see if they had any old ones they could drop off at Southampton. They would be much heavier than are necessary, but would be good because you wouldn't need so many ties and you wouldn't have to spend so much time preparing the ground. A few extra ones could be used to make a darned good dock that could be put up and taken down by common labor in a day. Just put in two or three good heavy concrete piers, tapering was small end at the top so ice would slide up and over, then lay the rails between the piers and put plank sections on the rails. I might put up some such dock for Mr. Cummings or Mr. Morgan or any number of people around the bay. Guess I'd better try one out myself first, though. And get the price on rails.

Well, old timer, it's getting rather late in the evening for me. It seems that my letters to you are mostly about me and my business only. I think of lots of other things, though. Such as mother and her rugs and the old house and the rabbits and mother. I am a lucky son of a gun.

Ned



Postcard Advertising Tupper
Motorcraft Boats For Sale
in the Spirit of Ned Tupper's
letters.

(Charles R. Tupper archive)



In the Boathouse Cottage

Sitting: Maude and Frank E. Tupper Standing L-R: Sons John Borden Tupper, William Alan
Tupper, Wardell Frank Tupper, Edwin Odell Tupper (July 1953)

(Charles R. Tupper archive)

Appendix E
The After Life of the Boathouse

When Christopher Street First Saw the Light(Works) By Bobb Goldsteinn²⁹

“It seems that (Alan) Patricof and the ladies had found a grayshingled, barn-like structure on some Southampton land jutting into Great Peconic Bay, way north of the highway. Originally built to house sailboats under construction or repair, the waterside structure had been transformed a few years earlier into a summer-stocky supper club named L’Oursin. (French: “sea urchin”; English: “our sin.”) But it was not thriving. The three wanted to “turn on” the Hamptons by introducing it to “Bob Goldstein’s lightworks” at this club, but when I drove out to see the room, what I encountered was a boxy, wood-girdered soaring space that was vastly out of proportion to the scale of my city lightworks Lab. I would have to design — and the crew and I would have to construct, install and rehearse — a totally new set of multimedia structures and mechanisms, created just for the summer club. And lightworks would have to be ready in exactly forty days’ time, or we would miss our July 4 launch date.

“But we prevailed, and lightworks, the world’s first commercial installation of disco lighting, premiered at L’Oursin on Sunday, July 3, 1966, with a gala benefit for a Kennedy-clan charity, hosted by Brooke Shields’ stepmother, Didi Auchincloss. A few weeks later, the lightworks, the pop music, the film and slide projections — and the now de rigueur mirrored ball — were used for the first time ever to accompany a runway fashion show for a designer quite hot at the time, Milan-based Ken Scott, the creative mind behind Audrey Hepburn’s wardrobe in “Two for the Road.” Other notable evenings that summer included the American premiere of 20th Century Fox’s secret-agent flick, “Modesty Blaise,” starring Monica Vitti. The movie company leased an entire train to bring out all the media from the city, partied them until sunrise, and then shipped them back to town to sleep it off. Lightworks habitué Goldman said this about his first night spent at lightworks at L’Oursin: “Pushing (myself) into the murky interior of the club, I found my way to a table. Then, after attuning my senses to the stunning mélange of sights and sounds coming from every direction, I made a snap decision to remain there the rest of my life.” It was also there that summer of ’66 that I coined the term “Multimedia.”

VARIETY, New York, August 10, 1966. Goldstein’s ‘LightWorks’ at Southampton Preem
By Richard Albarino

“Brainchild of songscribe-comic Bob ('Washington Square') Goldstein, the 'Lightworks' is the latest multi-media music-cum-visuals to debut as discotheque fare. Though making its first public bow this summer, the 'total theatre' electronic assault is actually one of the progenitors of the format and idea-source for super-Scopitone fruggeries currently blossoming across the U.S.”

WOMEN’S WEAR DAILY, Thursday, August 25, 1966. A FIRST IN FASHION – Fashion
LightWorks

“Southampton tonight will see a new way to put on a fashion show at L’Oursin’s. Ken Scott of Milan’s winter collection will be shown in a multi-media of LIGHTWORKS combining live models with film, slides and sound. ... A NEW WAY TO SEE FASHION.”

²⁹ WestView News, Volume 7, number 9, September 2011, p 17.

'Modesty Blaise' Previews in a Juke Box

By Joseph Gelmis

Southampton—Among the crowd that shimmered across the propped dance floor was a girl in an Arab cloak ("the coming 'in' fashion," one was assured), a beaming young thing in a see-through pants suit with bikini panties and bra, and a shapely blonde in a formal silken gown that covered her from neck to shoetops but left her naked from lower rib cage to hips.

Up on the minitstage in a miniskirt was a big, voluptuous girl from the Dominican Republic. She was frugging. On her right thigh there was a scorpion, painted to look like a tattoo. At a rmgside table, a sexy brunet in a white dress had had the safe area above her plunging neckline decorated by the same artist with the warning: "Born To Raise Hell."

Alongside the frugger on the stage was Bob Goldstein, a small, slim man of 30 dressed in a skin-tight white zip-up jump suit. He danced while he pulled, flicked and pressed the dozens of levers, knobs and buttons on his unique "tower of power." With it he projected slides and film clips on three screens, operated his 15,000 direct light sources and bathed the barn-like room in optical effects that made it look like the inside of a juke box, or blacked it out with ultra-violet light that made shirts glow as ghostly white as sheep in a troubled dream or the flags of a leaderless and defeated army.

The scene, Friday night, was Goldstein's "Lightworks at L'Oursin," a swinging "total environment" discotheque on North Sea Road. The occasion was one that proved that, in the movie industry, as much imagination and intelligence often

goes into promoting and selling a film as in making it.

Twentieth Century-Fox had chosen "Lightworks" as the setting for the major East Coast preview of its new pop art spectacular, "Modesty Blaise," which opens officially on Wednesday at Showcase theaters. Invited to the preview were the press and some young (the-name's-the-same) guests such as Sen. Jacob Javits son, Eric, and daughter, Valerie.

Joseph ("The Servant") Losey's "Modesty Blaise" was perfectly at home in Goldstein's "Lightworks," though there were problems with the film's sound, for some reason. The movie, based on a British comic strip, stars Monica Vitti as the heroine, Terrence Stamp as her sidekick and Dick Bogarde as the villain.

The most avant garde of all spy films, "Modesty Blaise" is sure to arouse passionate love or hate. Having the preview at the "Lightworks" was inspired because, in its violence, escapism and breathless assaults on all senses at once, the film held up the mirror to this most quintessentially modern of "multimedia" cities and the young crowd that frequents it.

Style-monger Eugenia Sheppard has called "Lightworks": "That great big gorgeous wham to the senses that every night spot in the world has been dying to discover." Its creator Bob Goldstein, who sees himself as "an artist-technician-dancer," says: "What we want to do is put people into a social situation where they forget their inhibitions. I've seen people who haven't had a drink do things here they never did outside their living rooms."



Bob Goldstein, Right, Assistant 'Tower of Power'

Monday, August 8, 1966 Newsday

3 A