Chapter 6: Recreation and Tourism

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Section 600: Introduction

1. As the Ocean State, one of Rhode Island's greatest economic, environmental, and cultural assets is its connection to the water. Whether through boating, sailing, diving, wildlife viewing, or shore-based activities such as surfing or beach going, Rhode Island residents and tourists alike enjoy the natural beauty of the state and the SAMP area. Recreational fishing is also a very important recreational use of the SAMP area and is discussed separately in *Chapter 4: Fisheries Resources and Uses*. These recreational uses not only provide enjoyment but also generate significant economic benefits for the state of Rhode Island. The objective of this chapter is to provide information on the types, locations, and value of marine recreational and coastal tourism activities within the Ocean SAMP area. In addition, this chapter outlines policies for managing these uses.

2. While there are many different definitions for recreation and tourism, for the purposes of this chapter recreation is defined as any type of leisure activity carried out for enjoyment, by either Rhode Island residents or visitors to the SAMP area. By contrast, tourism refers only to the activities of visitors to the SAMP area. Of course, not all marine recreational users are tourists, and conversely not all tourists engage in marine recreation. These two categories are presented jointly within this chapter because of their close relationship, especially in Rhode Island, and not because they are viewed as synonymous.

3. As is illustrated by the Ocean SAMP boundary (see *Chapter 1: Introduction*), the Ocean SAMP document and policies are focused on the offshore environment, not adjacent upland areas. This offshore focus is due to the fact that the CRMC already has a regulatory program, including a zoning program, in place for coastal lands and waters out to the 3-nautical mile boundary. Accordingly, this chapter focuses on offshore, water-based recreation and tourism activities. Discussion of upland areas is focused on the facilities that make these water-based uses possible, as well as the economic impact of these water-based uses on coastal communities.

Section 610:   History of Recreation and Tourism in the SAMP Area

1. The Ocean SAMP area and adjacent coastal communities have a long history as centers of marine recreational activity and as seaside tourism destinations. Since the mid-19th century, tourists have traveled to Rhode Island to enjoy the natural beauty of the South County beaches and to enjoy widely popular seaside resorts such as Newport, Block Island, Narragansett, and Watch Hill. Rhode Islanders and visitors alike have engaged in shore-based and marine recreational activities including boating, fishing diving, yacht racing, and sight-seeing. Many of these recreational activities that take place on or adjacent to Rhode Island's offshore waters have contributed greatly to the economic growth and culture of coastal communities like Newport, Point Judith and Block Island.

2. Both recreation and tourism in New England, and throughout the U.S., did not exist in their current forms until the mid to late 19th century, when increased leisure time and disposable income enabled wealthier urban residents to travel to tourist locations and engage in recreational pursuits. Throughout the latter part of the 19th century, coastal areas were increasingly viewed as desirable destinations for vacation and recreation, and new forms of transportation enabled access to such locations. Coastal transport was flourishing at this time, and much of this trade was in the transport of passengers via steamboat between urban centers and seaside resort locations (Labaree et al. 1998). Companies such as the Fall River Line provided overnight steamboat service from New York, via the protected waters of Long Island, Block Island, and Rhode Island Sounds, to resort towns such as Newport, or to Fall River to connect with a Boston-bound train (Labaree et al. 1998). Passenger steamships also provided transport to Block Island, and to Narragansett Bay coastal camps and amusement parks such as Rocky Point in Warwick and Bullock's Point in Riverside (Albion et al. 1970).

3. Newport, dubbed the "City by the Sea," is considered by some sources to be the oldest summer resort in the nation. This coastal city was a destination as early as the 1720s (Kellner et al. 2004) and grew dramatically in popularity in the late 19th century through the establishment of steamboat companies like the Fall River Line, as well as the increased popularity of yachting (Albion et al. 1970). Wealthy New Yorkers, such as Cornelius Vanderbilt, traveled by steamboat to Newport, where they entertained at their seaside mansions and sailed aboard their yachts (Labaree et al. 1998). Others cruised to Newport by yacht to enjoy what were considered the ideal sailing waters of Block Island Sound and Narragansett Bay. The New York Yacht Club began to hold its annual regatta in Newport waters, which laid the groundwork for the later relocation of the club to Newport (Albion et al. 1970). As such, Newport's rise as a resort community was due in part to its location adjacent to the SAMP area waters.

4. Much of Newport's late-19th-century rise in popularity was tied to the rise of yachting. Yachting and recreational boating had expanded dramatically in popularity in the late-19th and early-20th centuries throughout the U.S. due to the increase in discretionary income and leisure time amongst the upper classes. Narragansett Bay and the adjacent ocean waters have been popular locations for yacht racing activities and regattas since 1860. One historian describes the waters directly south of Narragansett Bay as "the most

favored spot on the coast for yacht racing" because "the winds off Newport are usually fresh and constant, and the tidal currents are moderate" (Albion et al. 1970, 215).

5. Newport's reputation as a center of yacht racing was solidified in 1930 when the America's Cup, a perpetual international sailing trophy begun in 1851, was brought to Newport by its defender, the New York Yacht Club. The New York Yacht Club successfully defended the America's Cup 24 times between 1870 and 1980, which is widely considered one of the greatest winning streaks in sports history (Levitt 2008). From 1930 to 1983, America's Cup racing was based out of Newport and the races were held just outside of Narragansett Bay off Brenton Point. In the 1930s, defender and challenger raced in large, iconic "J-Boats"; in 1957, when racing resumed after World War II, racers competed in 12-meter sloops that were roughly half the size of the original J Boats (Labaree et al. 1998). By the 1970s and 1980s, America's Cup racing had attained significant, widespread popularity among sailors and non-sailors alike, and attracted large numbers of spectators. Increasingly large crowds of visitors came to Newport and the adjacent waters; by one count, 100,000 people converged on Newport for the 1983 race (Kellner et al. 2004). The America's Cup was lost to Australia in 1983. In 1987 the New York Yacht Club established a permanent base in Newport and continues its prominent role in yacht racing, both in Rhode Island and throughout the world. The Club also continues to run yacht racing events in the same waters historically used by America's Cup competitors (Levitt 2008).

6. The America's Cup was only one of many historic and internationally renowned yacht races that take place in SAMP area waters. Many are long-distance races which saw their beginning in the 1920s; the Bermuda Race, or Newport-Bermuda Race, is one such race (Albion et al. 1970). The modern history of the Newport-Bermuda race dates back to 1923, and in 1936 the race start was moved to Newport from New London, CT. The race is organized by the Cruising Club of America, one of the more prominent national organizations of yacht racing sailors (Connett, ed., 1948). Another long-running prestigious yacht racing event is Block Island Race Week, which has been organized biennially by the Storm Trysail Club since 1965 (Storm Trysail Club 2009). Other long-running races based out of Newport include the New York Yacht Club Annual Regatta and Sail Newport's annual regatta.

7. Though Newport is best-known throughout recent history as a nationally known center of coastal tourism and recreation, other Rhode Island communities adjacent to the SAMP area have historically been popular destinations and centers of recreational activity. Narragansett flourished as a coastal resort in the mid- to late-19th century. The Narragansett Pier and Casino (of which the Towers are the only remaining structure) were the center of this popular seaside resort that drew wealthy tourists from throughout the country (Conley 1986). In Westerly, Watch Hill was another coastal resort that attained prominence in the late 19th century (Conley 1986). Little Compton and Jamestown were also seaside resort destinations (Kellner et al. 2004). Block Island also became a popular tourist destination at this time, though unlike Newport and Watch Hill, it attracted visitors of more modest means (Conley 1986; Manheim and Tyrell, 1986). In these and other locations, tourists stayed in large, Victorian-style hotels and enjoyed swimming and recreating on Rhode Island's expansive beaches (Conley 1986).

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8. In addition to seaside tourism, Block Island has historically been a popular destination for recreational boaters and sailors. A 1948 cruising guide, *Yachting in North America*, identifies Block Island as a recommended destination and directs boats to anchor in the Great Salt Pond, rather than Old Harbor on the east side of the island. It identifies Block Island as "a place where you'll meet every cruising yacht and yachtsman between Cape Cod and New York. It's the goal of many a small boat's cruise from both the western end of Long Island Sound and the ports to the eastward, the place where bigger yachts almost always stop in when bound either east or west, and the scene of many a yacht club rendezvous and cruising-race finish" (Connett, ed., 1948, 82).

9. Though modern seaside recreation and tourism, both in Rhode Island and throughout the nation, originated as an activity for the wealthier classes, coastal recreation and tourism activities became increasingly popular activities for the emergent middle class during the early- to mid-20th century. The rise of the automobile coupled with the development of roads made coastal destinations accessible by car, which drew middle class tourists and residents to Rhode Island's seaside resorts (Thompson 2006). Similarly, throughout the 20th century recreational boating and sailboat racing became an activity available to Americans of all classes (Labaree et al. 1998). Today, the SAMP area waters and adjacent seaside resorts are actively utilized by a wide range of residents and tourists. For additional information on the history of the SAMP area and adjacent communities, see *Chapter 3: Cultural and Historic Resources* and *Chapter 7: Marine Transportation, Navigation, and Infrastructure*.

**Section 620:   Marine Recreation in the SAMP Area**

1. Rhode Island's close association with the ocean has made marine recreation a large part of the state's culture and appeal. Rhode Island has approximately 420 miles of shoreline and because of the state's geography and small size, all Rhode Islanders live within 25 miles of the shore. The bay, ocean and shoreline are, consequently, Rhode Island's most cherished natural features, and offer opportunities for swimming, boating, fishing, diving, wildlife observation and other recreational pursuits enjoyed by both residents and tourists (Rhode Island Department of Administration Statewide Planning Program and Rhode Island Department of Environmental Management 2003).

620.1   Recreational Boating

1. Recreational boating is one of the most popular uses of the SAMP area, attracting Rhode Island residents and tourists to the water for sailing, power boating, and fishing and diving activities. Sailors and power boaters use the SAMP area to cruise between recreational harbors and other destinations, sightsee, race, fish, or participate in other recreational activities. Recreational fishing (which includes recreational fishing aboard private boats and party and charter boats) is one of the most popular recreational boating activities in the SAMP area and is discussed in detail in *Chapter 4, Fisheries Resources and Uses*. Organized sailboat racing is another popular recreational uses of the SAMP area and is discussed in detail below in section 620.3. Recreational boating activity within the SAMP area varies seasonally, with the peak times occurring during warmer months (approximately May through October). According to the U.S. Coast Guard, the majority of recreational boating takes place within three miles of shore (U.S. Coast Guard 2006).

2. As of September 2009, there were 41,985 boats registered in the State of Rhode Island, a portion of which are owned by non-residents (Department of Environmental Management Office of Boat Registration and Licensing 2009). In 2006, out-of-state boat owners represented 14% of the total registered boats in Rhode Island (Rhode Island Economic Monitoring Collaborative 2008). In addition, boats registered in other states use Rhode Island waters; the Department of Environmental Management has estimated that 10,000 boats registered out-of-state visit Rhode Island each year (Rhode Island Department of Environmental Management 2004).

3. Much recreational boating within the SAMP area originates in and/or is supported by Rhode Island's recreational port and harbor facilities and marine trades businesses. These include marinas, boatyards, and boat ramps in Point Judith, Newport, Portsmouth, and in New Harbor on Block Island. See section 640 below for further discussion of Rhode Island marinas, boat ramps, and recreational ports and harbors.

4. Local economies benefit from the influx of out-of-state recreational boaters through the use of marina services, fuel expenditures, and revenue generated from dining, entertainment and accommodations. See section 650 below for further discussion.

5. This chapter is focused on recreational activities in the SAMP area, which excludes Narragansett Bay. However it should be noted that recreational activities or events that take place outside the SAMP area, within Narragansett Bay, may sometimes generate increased recreational boating activity outside of the Bay in or adjacent to the SAMP area. Such activities include organized sailboat races and sailing school activities run by organizations like Sail Newport, or events that draw boat-based spectators such as the Quonset Air Show or Tall Ships parades.

6. Recreational boating activity in the SAMP area, excluding organized sailboat races and recreational fishing, largely constitutes cruising between recreational harbors and other destinations. Both sail and power boats, ranging widely in size, cruise between such destinations. Cruising activity within the SAMP area typically follows a number of general routes connecting destinations and bodies of water. Block Island and Newport are particularly popular destinations for cruising sailors and boaters. Most cruising occurs through the protected waters of Long Island, Block Island, and Rhode Island Sounds and is less common further offshore, though some cruisers travel between Newport and the Chesapeake, the Canadian Maritimes, Bermuda, the Caribbean, and Europe. See Figure 1 for a map of typical cruising routes within the SAMP area. This map was created through the input of recreational boating stakeholders. Many cruising routes follow similar preferred traffic routes used by commercial vessels; see *Chapter 7, Marine Transportation, Navigation, and Infrastructure*, for further discussion. It should be noted that this map represents typical recreational cruising routes only, and does not represent the entirety of recreational boating traffic patterns in the SAMP area.

Figure 1. Map of Recreational Boater Cruising Routes
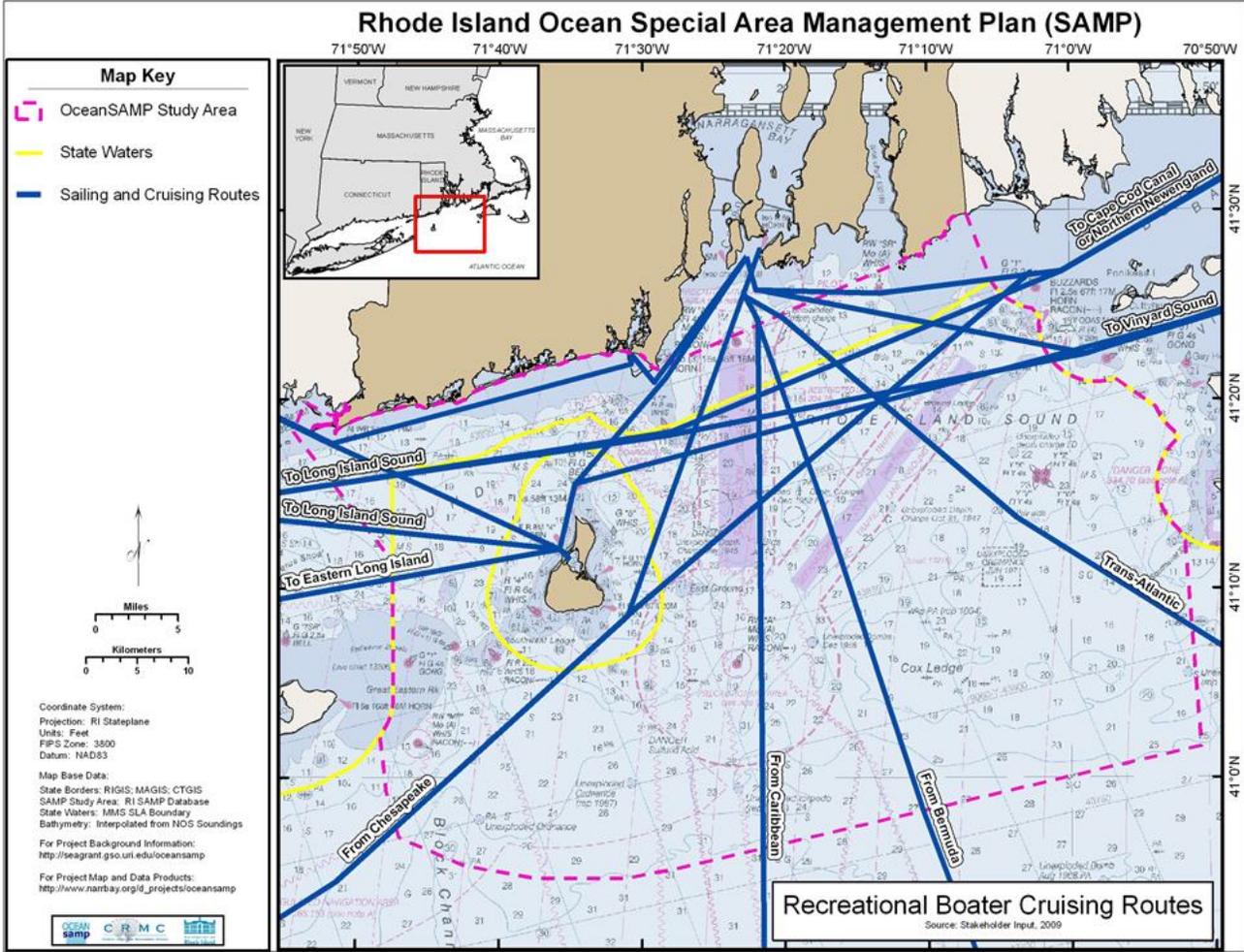
7. Some recreational power boaters may occasionally take part in official or informal power boat racing events, or poker runs, in waters in or adjacent to the SAMP area. The U.S. Coast Guard has indicated that poker runs take place very infrequently within the SAMP area, and are generally problematic due to safety concerns (LeBlanc, pers. comm., October 23, 2009).

620.2 *Recreational Fishing*

1. Recreational fishing (which includes recreational fishing aboard both private boats and party and charter boats), is one of the most popular activities among recreational boaters within the SAMP area. A 2002 U.S. Coast Guard Boaters Survey found that fishing was the most prevalent activity when boating. Approximately 182,000 anglers fish in Rhode Island's waters each year, making 1.2 million trips; fifty percent of these anglers come from out of state (Ninigret Partners 2007). Recreational fishing is addressed separately in extensive detail in *Chapter 4, Fisheries Resources and Uses*. Recreational fishing is discussed within the context of fisheries because commercial and recreational fishermen target many of the same species. Additionally, activities such as charter boat fishing make it difficult to distinguish between commercial and recreational fishing because charter boat clients are recreational anglers, while charter boat captains are licensed professionals who manage fishing businesses.

620.3 *Offshore Sailboat Racing*

1. Much of the recreational sailing that takes place within the SAMP area is within the context of offshore sailboat races, or regattas. While it is likely that the majority of Rhode Island-based sailboat racing takes place within Narragansett Bay, many such races, primarily those involving larger vessels, ranging in length from 30 to 90 feet, occur offshore within the SAMP area each year.

2. Sailboat racing is a time-honored tradition in the SAMP area and a significant part of Rhode Island's history and culture. Some of the world's most famous and most competitive sailboat races, including the America's Cup and the Newport-Bermuda Race, have been held in the SAMP area since the early 20th century. From 1930 to 1983, America's Cup races were held in the waters south of Brenton Point, and the Newport-Bermuda Race has been held in Newport on a biennial basis since 1936. See section 610 for further discussion.

3. Sailboat racing in the SAMP area may be categorized as either buoy racing or distance racing. Many races occur on a regular basis as annual or biennial events, and some have been taking place since the early 20th century. Tables 1 and 2, below, together list races that occur wholly or partly within the SAMP area and that were identified and mapped through the Ocean SAMP stakeholder process. It is important to note that this is only a selection of regularly-occurring races in the area, and is not intended to be all-inclusive. Descriptions and course information for each of these races were obtained from race

organizers, official race documents such as Notices of Race or Sailing Instructions, or U.S. Coast Guard marine event permit applications.[1]

4. Buoy races typically take place in inshore, protected areas and involve racing one or more laps around a small linear or triangular course marked by special racing buoys. Examples in the SAMP area include the many races comprising Block Island Race Week, as well as the many different races hosted by Newport-based clubs that take place in the waters south of Brenton Point. See Table 1 below. Detailed descriptions of these races are included below.

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[1] The Coast Guard requires marine event permit applications per 33 C.F.R. 100.15: "an individual or organization planning to hold a regatta or marine parade which, by its nature, circumstances or location, will introduce extra or unusual hazards to the safety of life on the navigable waters of the United States, shall submit an application to the Coast Guard District Commander having cognizance of the area where it is intended to hold such regatta or marine parade. Examples of conditions which are deemed to introduce extra or unusual hazards to the safety of life include but are not limited to: an inherently hazardous competition, the customary presence of commercial or pleasure craft in the area, any obstruction of navigable channel which may reasonably be expected to result, and the expected accumulation of spectator craft."

Table 1. Select Buoy Sailboat Races Occurring Within the Ocean SAMP Area

Event	Organizer	Month	Frequency	Course Description	Avg. No. of Vessels	Avg. Vessel Length (ft)
Block Island Race Week	Storm Trysail Club (odd years); Ted Zuse (even years)	June	Annual	Week of buoy races west of Block Island*	100+	30 - 90
New York Yacht Club Annual Regatta	New York Yacht Club	June	Annual	Buoy races south of Brenton Point	110	30 - 90
New York Yacht Club Invitational Cup	New York Yacht Club	Sept	Biennial	Buoy races south of Brenton Point	20	42
New York Yacht Club Race Week	New York Yacht Club	Sept	Biennial	Buoy races south of Brenton Point	150	30 - 90
Swan 42 National Championship	New York Yacht Club	July	Annual	Buoy races south of Brenton Point	20	42
Sail Newport Coastal Living Newport Regatta	Sail Newport	July	Annual	Buoy races south of Brenton Point		
world championship regattas (vary)**	various	Sept	Annual	Buoy races south of Brenton Point	varies	varies

Event may also include one around-the-island race.
**The Newport sailing community hosts at least one "world championship" regatta each September. In 2009 it was both the Six Meter World Cup and the Twelve Meter World Championships.

5. Distance races may take place inshore or offshore and range in duration from part of a day to several weeks. A distance race may start and end in the same location, such as the Ida Lewis Distance Race, which starts and ends in Newport and covers up to 177 nautical miles (Ida Lewis Yacht Club 2009). Other distance races may start and end in different locations; one example is the Newport – Bermuda Race, which starts in Newport, ends in Bermuda, and covers approximately 635 nautical miles (McCurdy 2009). See Table 2 below. It should be noted that other long-distance transoceanic races periodically start or end in Newport and pass through the SAMP area. A recent example is the 2007 HSH Nordbank Blue Race (Dellenbaugh, pers. comm., June 16, 2009).

Table 2. Select Distance Sailboat Races Occurring Within the Ocean SAMP Area
Races start and/or end in Newport unless otherwise noted

Event	Organizer	Month	Frequency	Course Description	Avg. No. of Vessels	Vessel Length (ft)
Annapolis to Newport Race	Annapolis Yacht Club	June	Biennial	Annapolis, MD to Newport	61	34+
Bermuda One-Two	Goat Island Yacht Club and Newport Yacht Club	June	Biennial	Singlehanded: Newport to Bermuda; Doublehanded: Bermuda to Newport	38	28-60
Block Island Race	Storm Trysail Club	May	Annual	Stamford, CT around Block Island and back to Stamford	60	30-75
Corinthians Stonington to Boothbay Harbor Race	Corinthians Association, Stonington Harbor Yacht Club, and Boothbay Harbor Yacht Club	July	Biennial	Stonington, CT to Boothbay, ME	14	
Earl Mitchell Regatta	Newport Yacht Club	Oct	Annual	Newport to Block Island	15	30-50
Ida Lewis Yacht Club Distance Race	Ida Lewis Yacht Club	August	Annual	Multi-legged course through Rhode Island Sound and adjacent offshore waters	40	30-90
Marion to Bermuda Cruising Yacht Race	Marion-Bermuda Cruising Yacht Race Association	June	Biennial	Marion, MA to Bermuda	48	32-80
New England Solo-Twin Championships	Newport Yacht Club and Goat Island Yacht Club	July	Annual	Multi-legged course through Rhode Island Sound and adjacent offshore waters; starts/ends in Newport	35	24-60
Newport Bucket Regatta	Bucket Regattas/ Newport Shipyard	July	Annual	Three multi-legged courses off Brenton Point	19	68-147
Newport to Bermuda Race	Cruising Club of America	June	Biennial	Newport to Bermuda	265	30 - 90
New York Yacht Club Annual Cruise	New York Yacht Club	August	Annual*	Varies	100	30-90
Offshore 160 Single-Handed Challenge	Newport Yacht Club and Goat Island Yacht Club	July	Biennial	Multi-legged course through Rhode Island Sound and adjacent offshore waters; starts/ends in	15	28-60

				Newport		
Off Soundings Club Spring Race Series	Off Soundings Club	June	Annual	Day 1: Watch Hill to Block Island; Day 2: Around Block Island	120-150	23-62
Owen Mitchell Regatta	Newport Yacht Club	May	Annual	Newport to Block Island	31	24-44
Vineyard Race	Stamford Yacht Club	Aug/Sept	Annual	Stamford, CT to entrance of Vineyard Sound and back to Stamford	77	30-90
Whaler's Race	New Bedford Yacht Club	Sept	Annual	New Bedford, MA around Block Island, to Noman's Island, and back to New Bedford	22	25+

*Course varies widely; event is held within the SAMP area waters approximately 3 out of every 5 years (Dellenbaugh, pers. comm., September 29, 2009). Because of this variability, this race is not included in Figure 3, Map of Sailboat Race Courses

6. Buoy races in the SAMP area typically take place within the same areas each year and are best represented on a map as circles encompassing the areas where the race courses are traditionally set. It should be noted that the New York Yacht Club, Sail Newport, and other race organizers run multiple buoy racing events and use the same standard areas for all of their events. See Figure 2, Map of Sailboat Racing Areas.

7. Long-distance races are best represented on a map as linear race courses; see Figure 3, Map of Distance Sailing Race Courses. However it is important to note that racers typically do not race in a straight line, but change course significantly depending on winds, currents, and other factors. It should also be noted that some race courses change from year to year based on the discretion of the race organizer.

Figure 2. Map of Sailboat Racing Areas
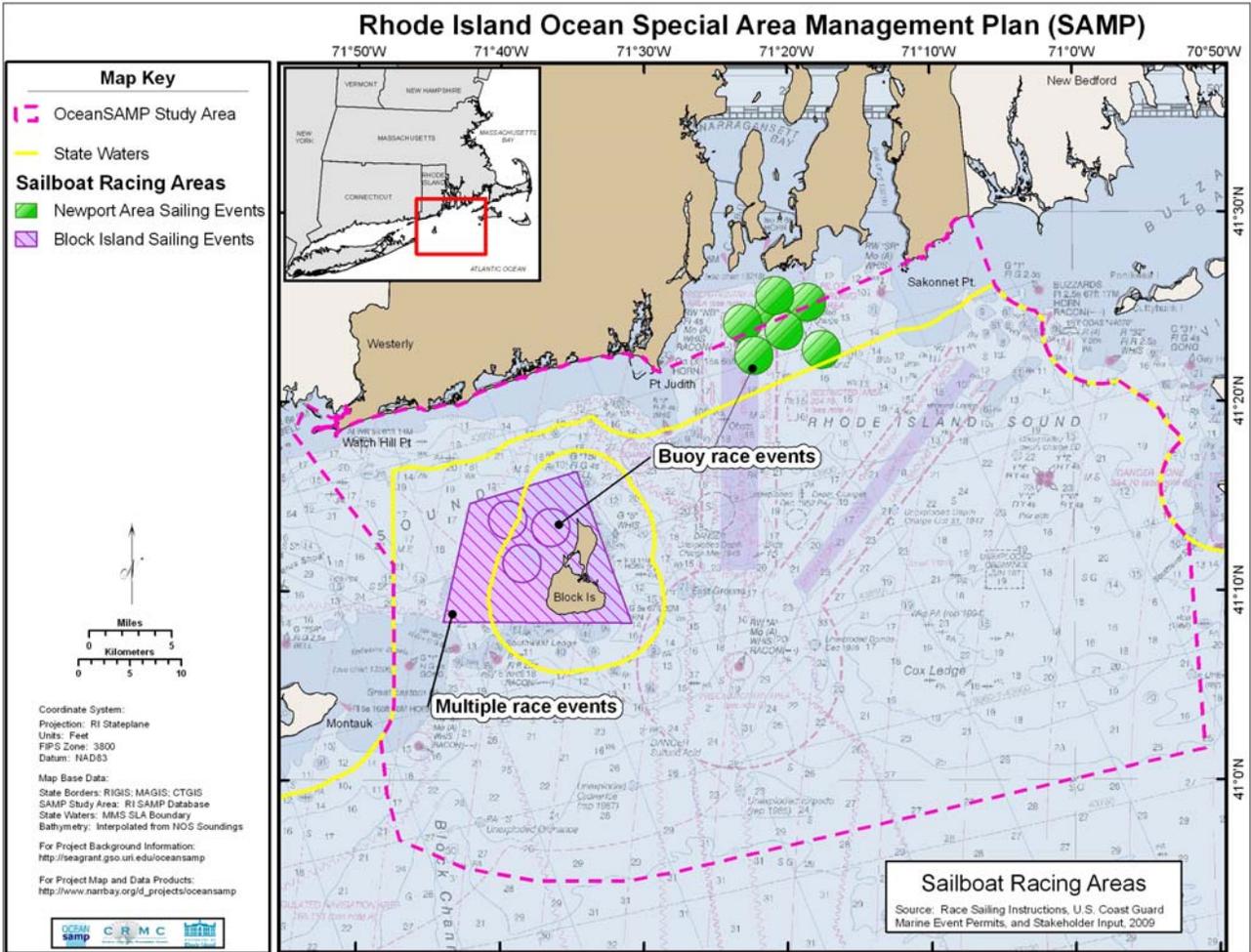
Figure 3. Map of Distance Sailing Race Courses
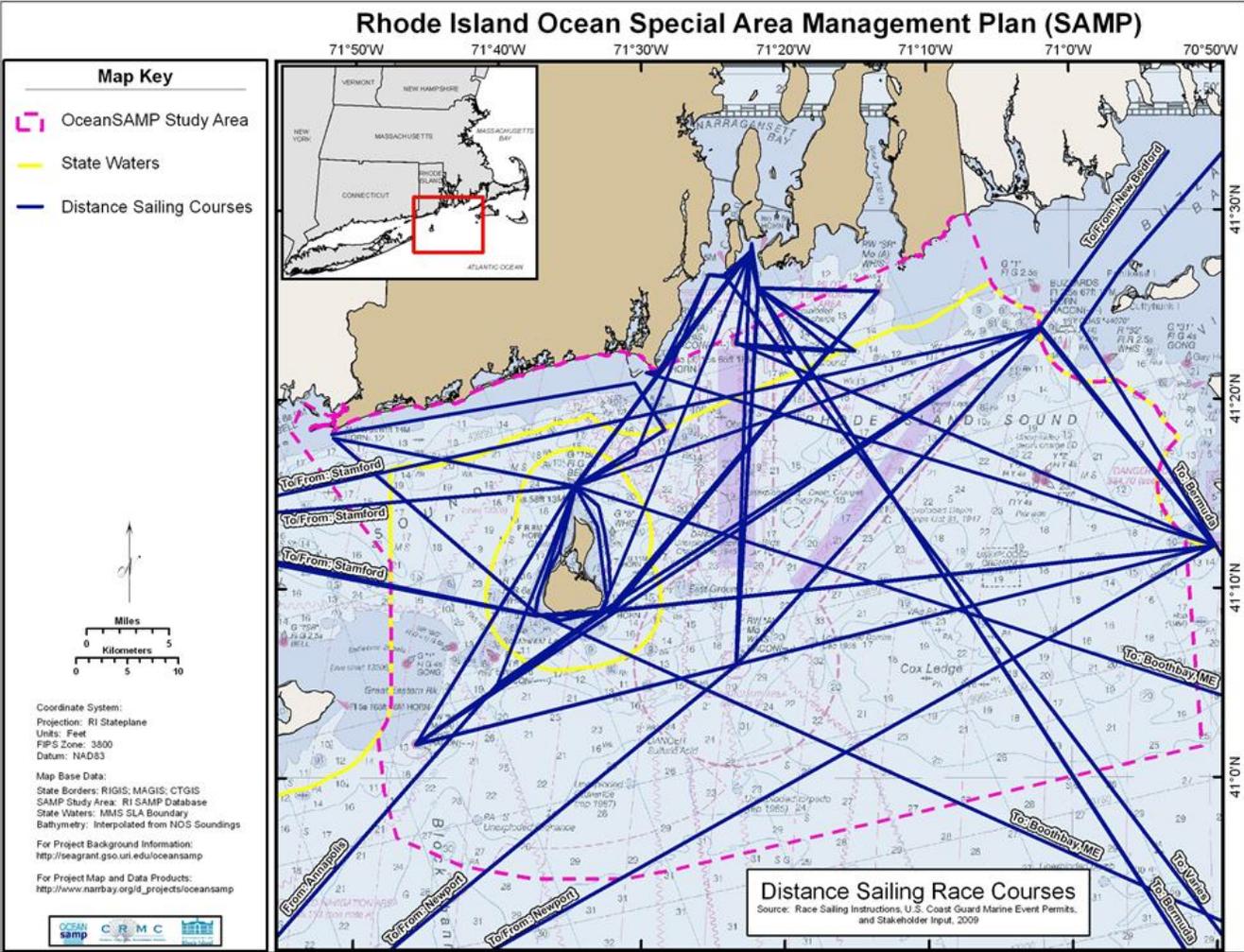
8. As figures 2 and 3 illustrate, sailboat racing within the SAMP area is widespread, but is also concentrated in two different areas: south of Brenton Point and around Block Island. The waters south of Brenton Point are used for the majority of buoy racing that takes place within the SAMP area. Many races also start or end in these waters, or just north of them inside Narragansett Bay. It is also important to note that this area is where America's Cup races took place for over 50 years, from 1930 to 1983. Block Island is also a popular destination or waypoint for many of the races that take place within the SAMP area. In addition to Block Island Race Week, eight other races listed above use Block Island as either a destination or a waypoint. In many cases, Block Island is integral to the challenge of a race in that sailors make strategic decisions about whether to pass to the north or south of the island, or how close to pass near it, in order to gain advantage over competitors. See Figure 4, Map of High-Intensity Boating Areas.

9. Figure 5, Sailing Events by Month, illustrates that sailboat racing in the SAMP area is concentrated in just a few months of the year. June, July, August, and September are particularly active months for sailboat racing.

Figure 4. Map of High Intensity Boating Areas

Figure 5. Map of Sailing Events by Month

Table 3. Descriptions of Select Sailboat Races

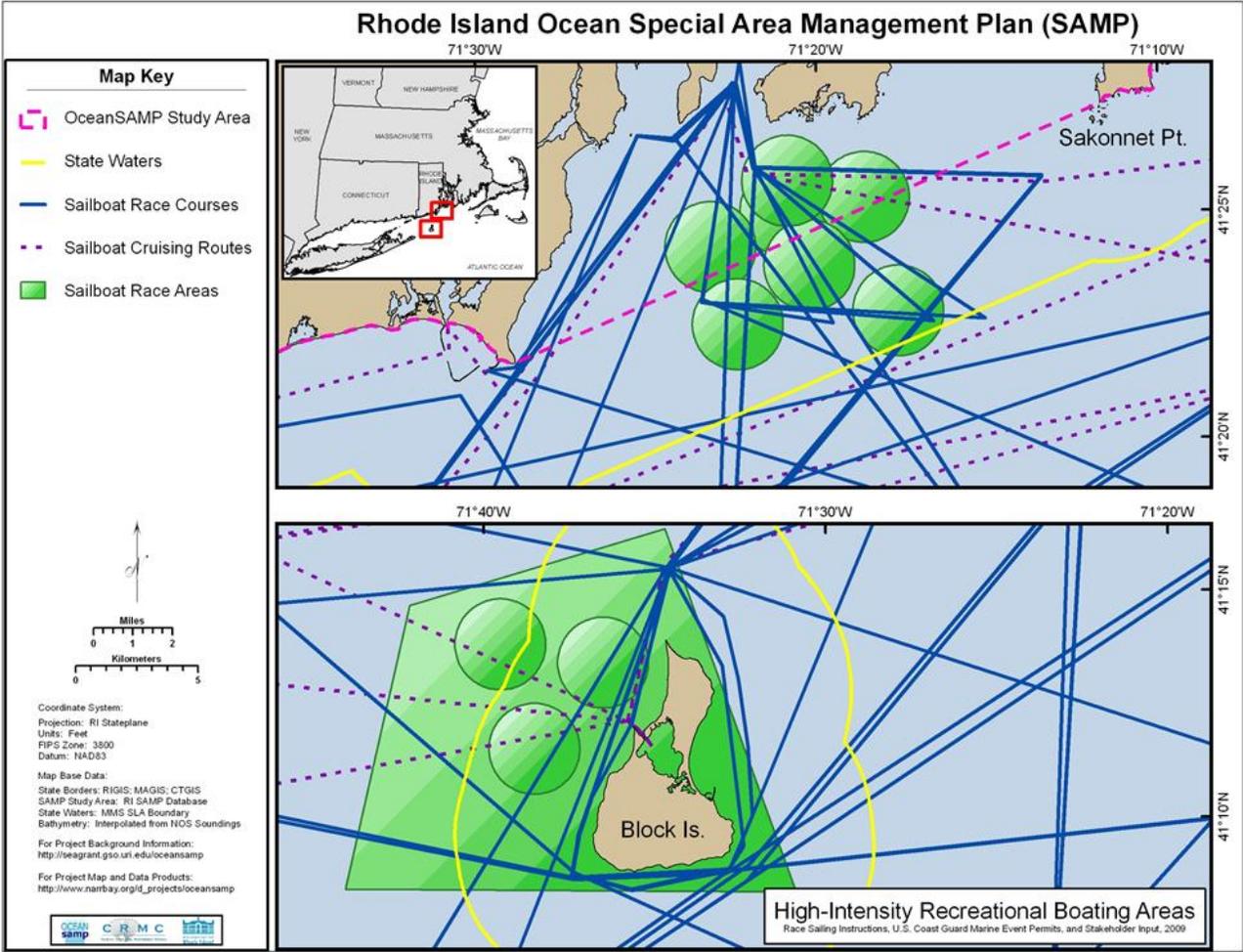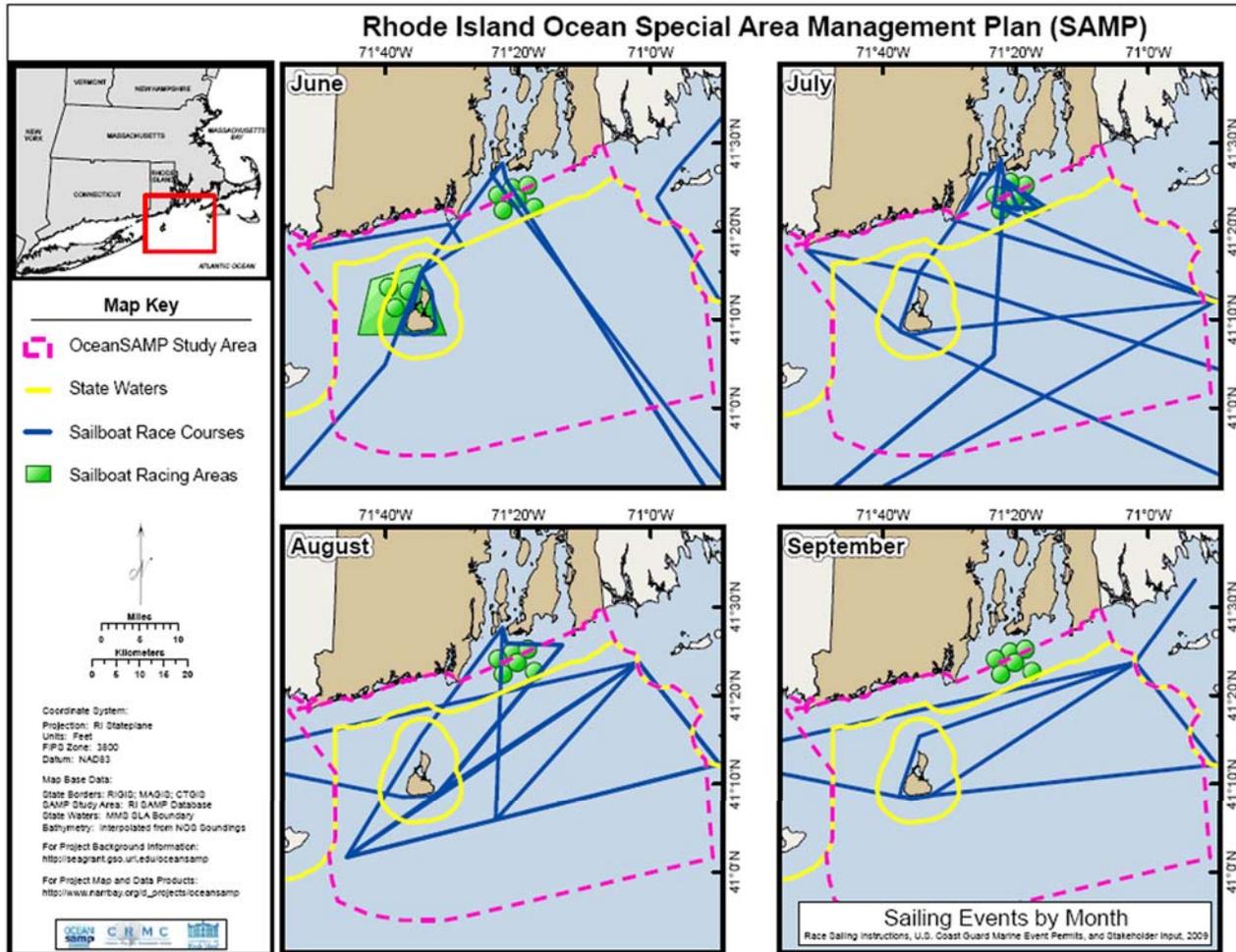| BUOY RACES	
1. **Block Island Race Week** *(Storm Trysail Club, Ted Zuse)*	Block Island Race Week is a week-long racing event that takes place annually in approximately the 3rd week of June. In even years a smaller-scale race week is hosted by Ted Zuse; in odd years a larger-scale event is hosted by the Storm Trysail Club. The event comprises five days of races, most of which are buoy races. Race weeks usually also include an around-the-island race. Buoy races are generally held in one of three predetermined areas west and northwest of the island (Storm Trysail Club 2009b). Event size varies: the race typically attracts between 150 and 200 boats ranging in size from 25 to 80 feet, which translates to approximately 1800-2500 participants (Trenholm, pers. comm., 2009). In 2009, 153 boats ranging in size from 24 to 65 feet entered the race (Storm Trysail Club 2009c).
2. **New York Yacht Club Annual Regatta** 3. **New York Yacht Club Invitational Cup** 4. **New York Yacht Club Race Week** 5. **Swan 42 National Championships** *(New York Yacht Club)*	*New York Yacht Club Events*: The New York Yacht Club (NYYC) hosts a number of highly competitive buoy races each year. Those that take place within the SAMP area include the *New York Yacht Club Annual Regatta,* the *New York Yacht Club Invitational*, the *New York Yacht Club Race Week (biennial)*, and the *Swan 42 National Championships*. These events typically last between two and five days and all comprise a series of buoy races south of Brenton Point in Rhode Island Sound within one of several areas traditionally used by the New York Yacht Club (see Figure 2) (Dellenbaugh pers. comm., September 29, 2009). Average size and number of participating vessels varies; see Table 2 above (Dellenbaugh pers. comm., September 29, 2009). Actual race courses are set each day by the race organizers in order to take advantage of the current weather conditions.
6. **Sail Newport Coastal Living Newport Regatta** *(Sail Newport)*	Sail Newport hosts a few buoy races within the SAMP area each year; one is the Sail Newport Coastal Living Newport Regatta in July. This race is a three-day event including multiple buoy-racing events for multiple types of vessels (Sail Newport 2009a). Races take place south of Brenton Point in Rhode Island Sound within one of several areas traditionally used by Sail Newport (see Figure 2). Actual race courses are set each day by the race organizers in order to take advantage of the current weather conditions.
7. **world championship regattas (TBD)** *(organizer varies)*	The Newport sailing community hosts at least one "world championship" regatta each year in September. In 2009 two events were held. The International Six Meter World Cup was a six-day event hosted by Sail Newport comprising five days of racing for an international group of competitors (Sail Newport 2009b). The Twelve Meter World Championships was a five-day event hosted by the New York Yacht Club (New York Yacht Club 2009). World championship regattas typically take place south of Brenton Point in Rhode Island Sound within one of several areas traditionally used by Newport-based race organizers (see Figure 2). The average size and number of participating vessels varies widely depending on the event.

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DISTANCE RACES	
8. Annapolis to Newport Race *(Annapolis Yacht Club)*	One of the popular, longer distance races passing through the SAMP area is the biennial Annapolis to Newport race organized by the Annapolis Yacht Club in Annapolis, MD. Sailing Instructions for this event do not specify what route racers need to take on their approach to Newport, and as a result, racers may choose to pass north and south of Block Island at their own discretion (Annapolis Yacht Club 2009a). In either case, racers will try to sail as close to the island as possible to minimize the distance to the finish line. Sixty-one boats entered the 2009 race, all of which were at least 34 feet in length (Annapolis Yacht Club 2009b).
9. Bermuda One-Two *(Goat Island Yacht Club and Newport Yacht Club)*	The Bermuda One-Two Regatta is held in odd-numbered years and is co-sponsored by the Goat Island Yacht Club and Newport Yacht Club. The race has two legs, the first of which is sailed singlehanded by any course from Newport to St. George's, Bermuda. The second leg is sailed doublehanded from Bermuda, by any course, to Newport (Goat Island Yacht Club and Newport Yacht Club 2009a). In 2009, there were 38 entrants in the singlehanded race and 30 in the doublehanded race, and included vessels ranging from 28 to 60 feet in length (Goat Island Yacht Club and Newport Yacht Club 2009b). Entrants into this race qualify by competing in the Offshore 160 Single-Handed Challenge (below) (Newport Yacht Club 2009a).
10. Block Island Race *(Storm Trysail Club)*	The annual Block Island Race, sometimes called the Around Block Island Race, starts from Stamford, CT on the Friday of Memorial Day Weekend. Participating boats race east out of Long Island Sound, round Block Island in a clockwise pattern, and then race back to Stamford. This is a 185 mile race which has a 60-year history. Approximately 60 boats ranging in length from 30 to 75 feet participated in the 2009 race (Storm Trysail Club 2009d).
11. Corinthians Stonington to Boothbay Harbor Race *(Corinthians Association, Stonington Yacht Club, and Boothbay Harbor Yacht Club)*	The Stonington to Boothbay Harbor Race is a biennial race organized by the Corinthians Association, Stonington Harbor Yacht Club, and Boothbay Harbor Yacht Club. The race starts off Stonington, CT and crosses through the SAMP area en route to Boothbay Harbor, Maine. Racers may pass either north or south of Block Island during the first leg of the race, heading for Nantucket Shoals before turning northward for Maine (Corinthians Association 2008). In 2008, fourteen vessels participated in this race.
12. Ida Lewis Distance Race *(Ida Lewis Yacht Club)*	The annual Ida Lewis Distance Race features two multi-legged race courses of between 150 and 177 miles in length that start and end in Newport and travel throughout the SAMP area (Ida Lewis Yacht Club 2009a, Ida Lewis Yacht Club 2009b). Approximately 40 yachts, ranging in length from 30 to 90 feet, registered for the 2009 event (Ida Lewis Yacht Club 2009c).

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13. Marion to Bermuda Cruising Yacht Race *(Marion-Bermuda Cruising Yacht Race Association)*	The biennial cruising yacht race from Marion, MA to Bermuda is organized by the Marion-Bermuda Cruising Yacht Race Association. This 645 nautical mile race does not start or finish in Rhode Island, though many racers pass through the SAMP area when exiting Buzzards Bay (Marion Bermuda Cruising Yacht Race Association 2009a). Yachts participating in this race must be between 32 and 80 feet in length (Marion Bermuda Cruising Yacht Race Association 2009b). In 2009, 48 vessels entered the race (Marion-Bermuda Cruising Yacht Race Association 2009c).
14. Owen L. Mitchell Memorial Day Regatta **15. Earl Mitchell Columbus Day Regatta** *(Newport Yacht Club)*	The Newport Yacht Club organizes both the Owen and Earl Mitchell Regattas every year on Memorial Day and Columbus Day, respectively. Both day-long distance races begin in Newport and finish in New Harbor on Block Island along a course set just off the coast of Point Judith (see Figure 3). The Mitchell Regattas emphasize fun over competition as participants who have not finished by 6:00 PM are advised to motor to the finish line to join the awards ceremony (Newport Yacht Club 2009b and 2009c). Thirty-one vessels competed in the 2009 Owen Mitchell Regatta, and fifteen competed in the Earl Mitchell Regatta. Vessels in these regattas were between 24 and 50 feet in length (Newport Yacht Club 2009d).
16. New England Solo – Twin Championships *(Goat Island Yacht Club and Newport Yacht Club)*	The annual New England Solo-Twin Championships are a series of single- and double-handed races. Vessels between 24 and 60 feet in length compete on long-legged courses, from 65 to 125 miles in length, that start and end in Newport and travel through the SAMP area (Newport Yacht Club and Goat Island Yacht Club 2009a). 35 vessels competed in the 2009 Championships (Newport Yacht Club and Goat Island Yacht Club 2009b).
17. Newport Bucket Regatta *(Bucket Regattas/ Newport Shipyard)*	The Newport Bucket Regatta is an annual invitational regatta open to megayachts, largely those over 90 feet in length. The regatta is popular with classic sailing yachts, and event organizers emphasize fun and safety over competition. Vessels race a series of long-legged triangular courses south of Brenton Point (Bucket Regattas 2009a). In 2009, 19 yachts ranging in length from 68 to 147 feet participated in this event (Bucket Regattas 2009b).
18. Newport to Bermuda Race *(Cruising Club of America)*	The biennial Newport to Bermuda Race, organized by the Cruising Club of America, takes place in even-numbered years. This 635-mile race lasts from three to six days and takes racers from the waters off of Newport, south through the SAMP area, to Bermuda (McCurdy 2009). The race was founded in 1906 and has been based out of Newport since 1936. In 2006, a record 265 vessels entered this race (Rousmaniere 2007).

19. New York Yacht Club Annual Cruise *(New York Yacht Club)*	The New York Yacht Club Annual Cruise is a week-long event hosted each August that comprises a series of day-long distance races between different northeastern ports. The average cruise involves 100 vessels ranging from 30 to 90 feet in length. Race course and port destinations vary each year and takes place wholly or partly within the SAMP area approximately 3 out of every 5 years (Dellenbaugh, pers. comm., September 29, 2009). Because of the significant variation in this event's race course, it is not included in Figure 3, Map of Sailboat Race Courses.
20. Offshore 160 Single-Handed Challenge *(Newport Yacht Club and Goat Island Yacht Club)*	The biennial Offshore 160 Single-Handed Challenge is held during even-numbered years and is sponsored by the Goat Island Yacht Club and the Newport Yacht Club. The 160-mile Offshore 160 is held in the off-years from the biennial Bermuda One-Two Race (above) and is a qualifier for the One-Two (Newport Yacht Club 2009e). This multi-legged course starts and ends in Newport and extends throughout the SAMP area. Participating vessels must be 28 to 60 feet in length (Newport Yacht Club 2008). In 2008, fifteen vessels participated in this race.
21. Off Soundings Club Spring Race Series *(Offsoundings Club)*	The Off Soundings Club Spring Race Series is sponsored by the Off Soundings Club of Madison, CT and takes place annually during the second weekend of June. Day 1 of the series comprises a race from Watch Hill, RI to Block Island. Day 2 comprises a race around Block Island. Approximately 120 to 150 vessels ranging in length from 23 to 62 feet participate in this race (Off Soundings Club 2009).
22. Vineyard Race *(Stamford Yacht Club)*	The Vineyard Race is a 283-mile race that takes place each year on Labor Day weekend. Racers start in Stamford, CT and race eastward through Long Island and Rhode Island Sounds to Buzzard's Bay Tower, near the mouth of Vineyard Sound. Racers then pass to the south of Block Island, re-enter Long Island Sound, and return to Stamford (Stamford Yacht Club 2009a). In 2009, 77 vessels ranging in length from 30 to 90 feet entered this race (Stamford Yacht Club 2009b).
23. Whaler's Race *(New Bedford Yacht Club)*	The Whaler's Race is an annual event sponsored by the New Bedford Yacht Club each September. The 105-mile race is open to vessels greater than 25 feet in length. The race course begins and ends in New Bedford and comprises a multi-legged course throughout the SAMP area (New Bedford Yacht Club 2009a). Twenty-two vessels competed in the 2007 race (New Bedford Yacht Club 2009b).

620.4 Offshore Diving

1. Boat-based scuba diving occurs at a number of sites throughout the SAMP area, primarily focused around historical ship wrecks or interesting benthic communities. Shark cage diving is another popular activity which is discussed separately, below, under section 620.5 Offshore Wildlife Viewing. While diving can occur anytime from May through December, visibility underwater is a major factor in selecting the time and location of a dive. In offshore diving areas, visibility improves steadily from May to through September or October, whereas in diving areas further inshore, good visibility may extend into November (Donilon, pers. comm., June 5, 2009). Because visibility within Narragansett Bay is usually poor throughout the year, almost all diving within Rhode Island occurs within the SAMP area. Many diving excursions are facilitated through professional dive boats that can be chartered by groups of approximately 6 people, for 8 hour trips. Approximately ten licensed dive boats operate within the SAMP area; however, divers may also dive from private boats as well (Bellavance, pers. comm., June 25, 2009). The depth of the diving site determines its level of difficulty, with the shallowest sites being used by both beginners and experts, compared to the deepest sites which are used only by the more experienced divers.

2. The most important wrecks for diving were identified by dive boat captains operating within the area. Twelve sites were identified as those most commonly used by dive charter operators within the SAMP area (Bellavance, pers. comm., June 25, 2009), and are listed in Table 4 and shown in Figure 6. In identifying the most popular dive sites within the SAMP area, only offshore sites were considered. In addition, dive boat captains identified an area which they have considered for potential future dive trips; see Figure 6. For a full discussion of historic shipwrecks in the SAMP area, see *Chapter 3, Cultural and Historic Resources*.

3. By definition, offshore diving relies on access to shipwrecks and other site-specific ocean features. For further information on ocean features see Chapter 12, *New Policies, Procedures, Zoning, and Regulations*.

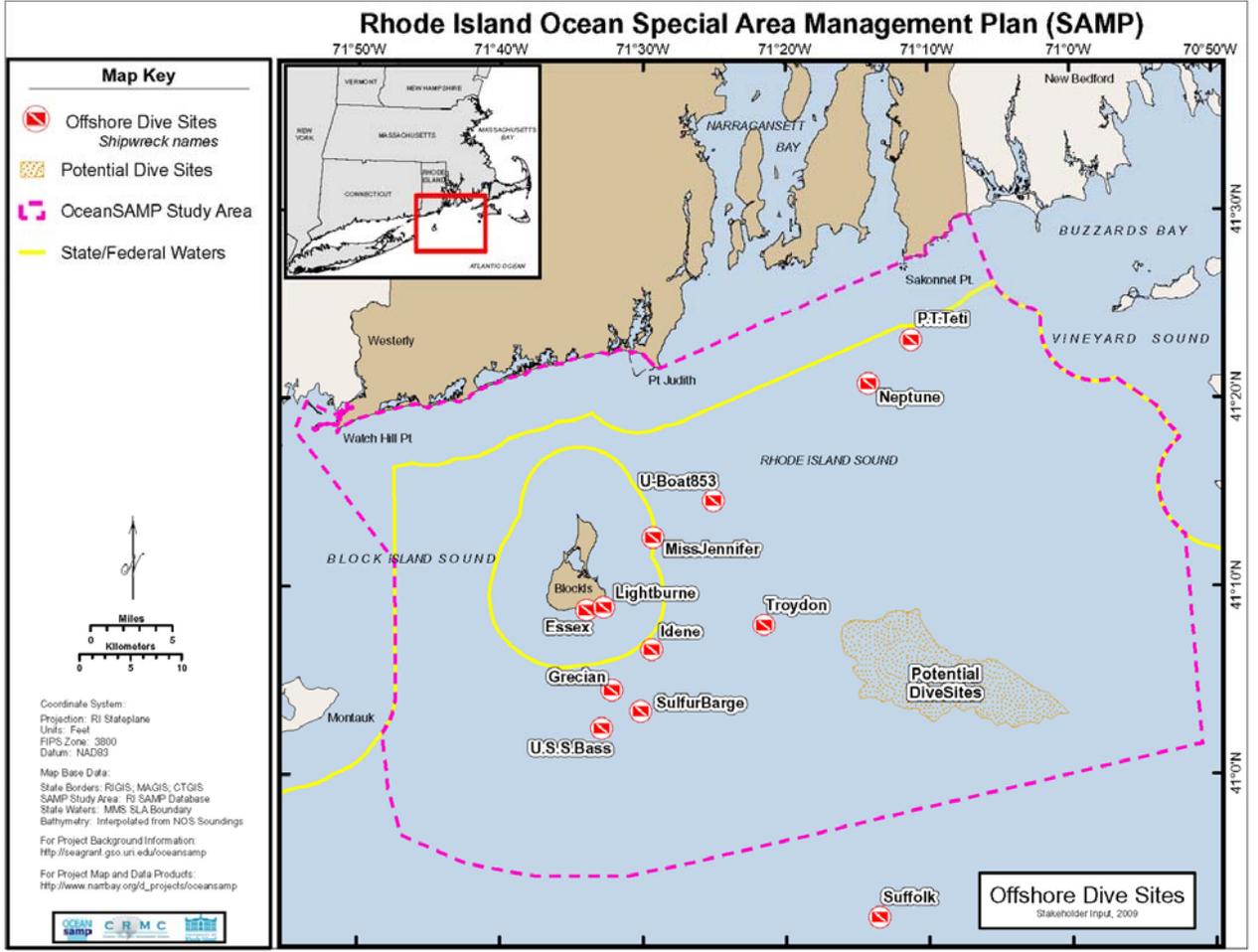**Figure 6. Map of Offshore Dive Sites within the SAMP Area**

Table 4. Dive Sites Within the SAMP Area

Dive Site	Approximate Position
Suffolk	40° 52.5 N/ 071°13.5 W
U.S.S. Bass	41°02.5 N / 071° 32.9 W
Idene	41°06.65 N/ 071°29.4 W
Sulfur Barge	41°03.4 N/ 071°30.2 W
Grecian	41°04.5 N/ 071°32.2 W
P. T. Teti	41°23.1 N/ 071°11.2 W
Neptune	41°20.8 N / 071° 14.2 W
Troydon	41°08.0 N / 071° 21.55 W
Miss Jennifer	41°12.65 N/ 071°29.3 W
U-Boat 853	41°14.6 N/ 071°25.1 W
Essex	41°08.8 N/ 071°34.0 W
Lightburne	41°08.9 N/ 071°32.9 W

620.5 *Offshore wildlife viewing*

1. Offshore wildlife viewing within the SAMP area consists mainly of whale, bird and shark viewing aboard charter vessels of various sizes. Whale watching occurs primarily during July and August when the demand is highest and the whales are most active within the area. During the season, whale watching trips occur most days during the week. Whale watching trips in the SAMP area are offered by only a couple of Rhode Island-based businesses. The vessels used most frequently for whale watching can carry approximately 100-150 people per trip. Assuming roughly 40 trips per season, one whale watching vessel can serve anywhere from 4,000 to 6,000 people per year. A typical whale watching trip lasts for approximately four and a half hours, though there are some overnight charters as well (Blount, pers. comm., June 15, 2009). The whale species observed most frequently on whale watching trips within the SAMP area are finback, minke, and humpback whales. In the early season, right whales are occasionally observed, as well as sperm whales which chase squid up through the area between Block Island and Long Island (see Figure 7). Due to their unpredictable nature, the number of whales observed on these trips can vary greatly from season to season. Areas within the SAMP that produce the most frequent whale sighting include the Deep Hole region and an area south of Block Island, both of which are characterized by deeper water (see Figure 7).

2. Offshore bird watching charters occur throughout the year, by private charter or in conjunction with whale watching charters. Avian migration patterns dictate what types of species are most prevalent on the bird watching trips. Most trips are day trips, though there are some overnight charters available. Popular times for offshore bird watching are after storms because strong winds can blow rare offshore species closer to shore. Because pelagic bird watching represents a niche market, only a handful of charter boats offer the service. The largest charter vessels involved serve an estimated 400 people per year (Blount, pers. comm., June 15, 2009). Areas within the SAMP area that are used most

heavily for bird watching include the waters off the southeast corner of Block Island and the Deep Hole region. However, some trips extend out to the submarine canyons south of the SAMP area (see Figure 7). The areas used for offshore bird watching are often the same areas used by mobile gear commercial fishermen, as their fishing activity attracts birds.

3. Shark cage diving is another popular offshore wildlife viewing activity. Currently there is one Rhode Island-based charter company running shark cage diving trips within the SAMP area. Trips are typically eight hours in length, though trips further offshore run from ten to twelve hours. Divers can choose between using a submersible cage that is lowered approximately seven feet below the surface, or a floating cage platform for those less experienced or who prefer to snorkel rather scuba dive (Snappa Charters 2008). While shark diving trips can occur between June and October, most occur within August and September when visibility is best. The area used for these shark charters can be large (see Figure 7) as the boat will usually drift or relocate multiple times to find the best location for the customers (Donilon, pers. comm., June 5, 2009).

4. Offshore wildlife viewing areas were identified and mapped through the Ocean SAMP stakeholder process and with particular input from key charter boat operators; see Figure 7.

5. It should be noted that offshore wildlife viewing activities rely on the presence and visibility of marine and avian species including fish, whales, sharks, and birds. The site-specific nature of offshore wildlife viewing, as depicted in Figure 7, may be due in part to site-specific benthic habitat or other environmental factors. For further discussion of benthic habitat and other natural and physical features, see *Chapter 2, Ecology of the SAMP Area*.

Figure 7. Map of Offshore Wildlife Viewing Areas within the SAMP Area
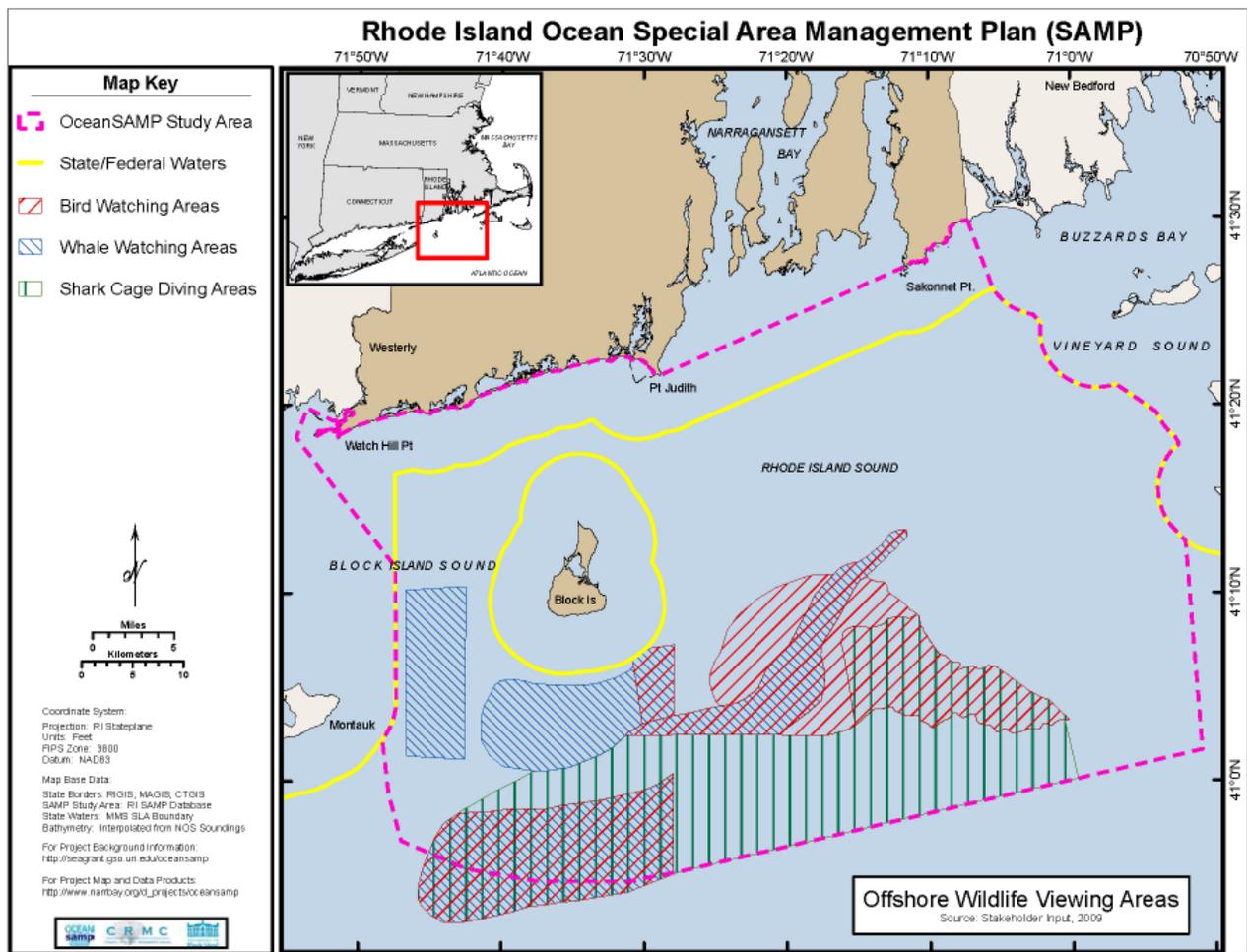
620.6 Other Boat-Based Activities

1. Other boat-based activities which may occur within the SAMP area include parasailing, canoeing, kayaking, sea duck hunting, and other charter boat operations. Parasailing, which requires a specially rigged boat, occurs mainly off the coast of Block Island during the summer months. Canoeing and ocean kayaking activities take place primarily close to shore, in sheltered waters along Rhode Island's south shore and the Block Island coast. Sea duck hunting in Rhode Island is predominately a boat-based activity that takes place in nearshore waters within a mile of the coastline. Hunting is concentrated in waters off of Sachuest Point, Brenton Point, Sakonnet Point, the Point Judith Harbor of Refuge, Green Hill Beach, and Block Island; target species include scoter, eider, and long-tailed ducks (Osenkowski, pers. comm., November 20, 2009). Other charter boat activities which may occasionally take place within the SAMP area include Newport-based sailing charters, and lighthouse viewing tours. Such trips typically take place closer to shore in sheltered waters.

Section 630:   Cruise Ship Tourism

1. There are eleven cruise line companies that currently visit Rhode Island coastal
    communities between April and November (see Table 5). These cruise ships pass
    through the Ocean SAMP area en route to and from Block Island, Newport, Bristol and
    Providence. Newport has the largest amount of cruise ship activity. Typically, Newport-
    bound cruise ships will anchor out in Newport Harbor for 8-10 hours, allowing
    passengers to disembark for day trips in the Newport area. Once anchored, passengers
    are then ferried over to Newport's Perrotti Park in smaller vessels. American Cruise
    Lines operates smaller ships that dock at Newport's Fort Adams pier. For more
    information on the routes and anchorages used by cruise ships through the SAMP area,
    see *Chapter 7 Marine Transportation, Navigation and Infrastructure.*

2. Fifty-eight cruise ships were scheduled to visit Newport in 2009 (see Table 5), up from
    35 ships in 2008 (see Table 6). Newport saw the largest amount of cruise ship traffic in
    2004, when 76 ships visited between the months of April and November (see Figure 8).
    However, while 2004 had the largest number of ships, 2008 showed the greatest number
    of cruise ship passengers to Newport, when 68,183 visitors were recorded (see Figure 9)
    (Newport Convention and Visitor's Bureau 2009a).

Table 5. Cruise Ship Visits Scheduled for Newport in 2009
(Newport Convention and Visitors Bureau 2009b)

Cruise Line	# of Scheduled Visits
Carnival	1
Holland America	5
American Cruise Lines	23
Princess	14
P&O	1
Norwegian Cruise Lines	4
Celebrity	1
Cunard	3
Saga	1
Costa	2
Crystal	3
Total	**58**

**Figure 8. Annual Cruise Ship Visits to Newport Between 1994 and 2008
(Newport Convention and Visitor's Bureau 2009a)**
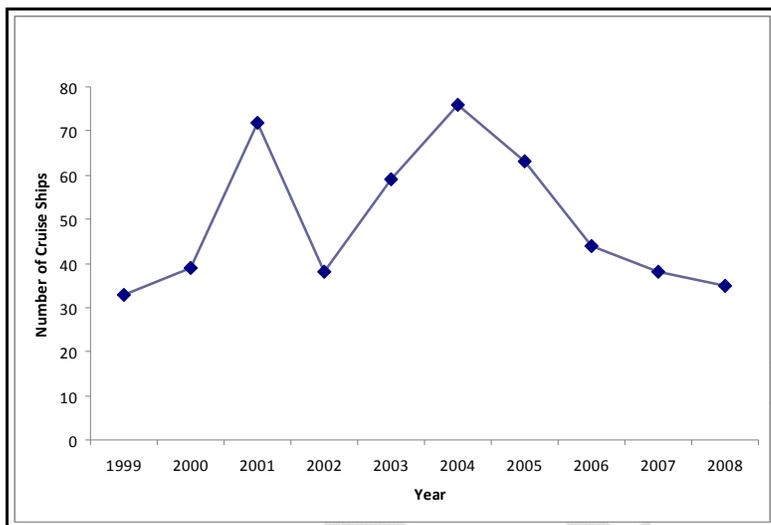
**Table 6. Number of Cruise Ships Visiting Newport, 1994 – 2008
(Newport Convention and Visitor's Bureau 2009a)**

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
April	0	0	1	0	0	4	0	2	2	1
May	0	0	4	3	8	2	1	2	1	2
June	4	0	9	2	4	4	3	0	1	0
July	4	10	11	2	5	6	10	2	2	1
August	6	9	15	4	10	9	10	5	5	1
September	10	10	17	12	18	23	21	16	11	16
October	9	10	15	15	14	27	15	14	16	14
November	0	0	0	0	0	1	3	3	0	0
Total	**33**	**39**	**72**	**38**	**59**	**76**	**63**	**44**	**38**	**35**

Figure 9. Annual Number of Cruise Ship Passengers to Newport Between 1994 and 2008
(Newport Convention and Visitor's Bureau 2009a)
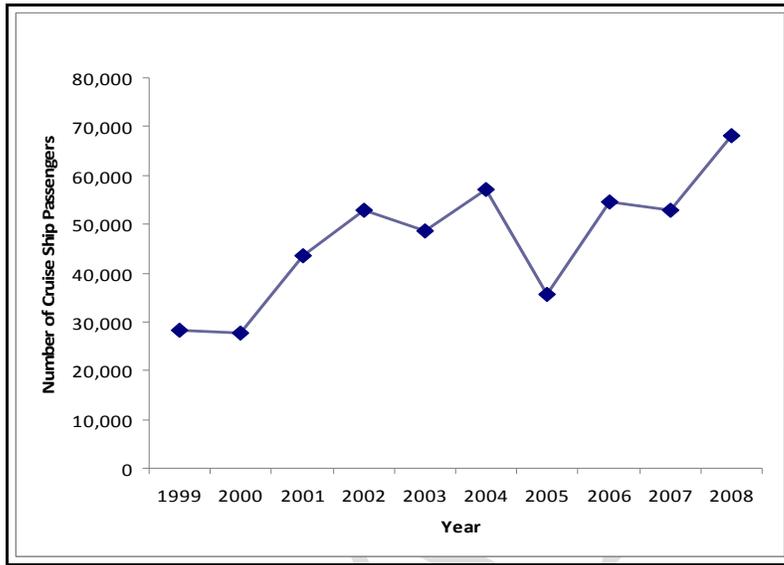
Table 7. Number of Cruise Ship Passengers Visiting Newport, 1994 – 2008
(Newport Convention and Visitor's Bureau 2009a)

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
April	0	0	607	0	0	4,650	0	2,333	2,754	2,496
May	0	0	349	3,798	11,088	105	74	588	1,196	1,325
June	2,959	0	7,106	3,080	1,644	186	0	0	1,336	0
July	3,607	6,877	9,471	3,201	205	299	1,468	48	1,422	2,264
August	6,417	7,124	11,386	6,585	2,872	973	268	349	1,561	3,373
September	7,655	4,774	10,641	14,299	15,182	21,519	15,963	21,351	19,000	35,066
October	7,540	8,882	4,085	21,794	17,689	28,986	17,069	25,358	25,733	23,659
November	0	0	0	0	0	333	709	4,492	0	0
Total	28,178	27,657	43,645	52,757	48,680	57,051	35,551	54,519	53,002	68,183

Section 640: Shore-Based Recreational Activities Adjacent to the SAMP Area

1. The shores that surround the SAMP area attract millions of visitors to the state each year, while also providing invaluable recreational opportunities to residents (Rhode Island Department of Administration Statewide Planning Program and Rhode Island Department of Environmental Management 2003). Beaches, parks, open spaces, marinas and boat ramps all facilitate the direct interaction of people with the SAMP area. The pristine beaches, parks and recreational open spaces provide areas for the public to swim, wade, surf, fish from shore, view wildlife, enjoy the scenery or participate in a number of other recreational activities. In addition, marinas and boat ramps in recreational ports and harbors provide boaters with access to the SAMP area. Activities taking place in connection with these facilities provide significant economic benefits for Rhode Island that are discussed below in Section 650. The location of these types of shore-based facilities shapes access to the SAMP area by tourists and marine recreational users.

2. The coastal communities of Block Island, Charlestown, Little Compton, Narragansett, and Westerly are directly adjacent to the SAMP area boundary and are important centers of recreation and tourism activity. Other coastal communities, such as Newport, do not directly adjoin the SAMP area but are popular recreation and tourism destinations and facilitate SAMP area recreation and tourism. These communities provide Rhode Island residents and visitors with access to SAMP area waters through their beaches, parks, open space, marinas, yacht clubs, boat ramps, and other features. These communities rely on SAMP-area recreation and tourism opportunities as a means of attracting seasonal visitors who, in turn, contribute to these communities' local economies. See below for further information on shore-based recreational facilities and associated activities, and see section 650 for further information on the economic impact of such activities.

3. Shore-based facilities shown on the following maps are all based on the most current datasets available from Rhode Island Geographic Information Systems (RIGIS). See Table 9 for a complete list of datasets used in this section.

640.1 *Beaches, parks, and open space*

1. Rhode Island's beaches, parks and open spaces are some of the state's most appealing features. In the summer of 2004, more than six million people visited Rhode Island's state parks and beaches, including close to three million visitors to Rhode Island state beaches alone (Rhode Island Department of Environmental Management 2004). Rhode Island parks and beaches currently have the highest park visit per acre ratio in the country, with approximately 750 visitors per acre (Rhode Island Department of Environmental Management 2001). There are at least 28 public beaches along the southern shore of the state and around Block Island that abut the SAMP area (see Table 8 below). This list of beaches does not include private beaches and beach clubs. The long, sandy ocean beaches of the southern shore draw over 1.9 million visitors each year, including many from out-of-state (Rhode Island Department of Administration Statewide Planning Program and Rhode Island Department of Environmental Management 2003). In addition, it is estimated that approximately 168,000 people visit Block Island beaches

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alone each year (Closter, pers. comm., January 8, 2010). See Figure 10 for a map of beaches, parks, and open spaces adjacent to the SAMP area.

Table 8. Public Beaches Adjoining the SAMP Area
(Allard et al 2004; Closter pers. comm., 2010; RI Department of Environmental Management 2009)

Deleted: RIGIS 2003; Rhode Island

Beach	Town
Baby Beach	New Shoreham
Charlestown Beach	New Shoreham
Cow Beach	New Shoreham
Fred Benson Town Beach	New Shoreham
Innisvalle Beach	New Shoreham
Mansion Beach	New Shoreham
Mohegan Bluffs	New Shoreham
Scotch Beach	New Shoreham
State Beach	New Shoreham
Surf Beach	New Shoreham
Misquamicut State Beach	Westerly
Napatree Point	Westerly
New Westerly Town Beach	Westerly
Westerly Town Beach	Westerly
Blue Shutters Town Beach	Charlestown
East Beach	Charlestown
Charlestown Breachway	Charlestown
Charlestown Town Beach	Charlestown
Quonochontaug Breachway	Charlestown
East Matunuck State Beach	South Kingstown
Green Hill Beach	South Kingstown
Moonstone Beach	South Kingstown
Roy Carpenter's Beach	South Kingstown
South Kingstown Town Beach	South Kingstown
Salty Brine State Beach	Narragansett
Roger Wheeler State Beach	Narragansett
South Shore Beach	Little Compton

Deleted: Ballard's

* New Shoreham beaches are reported by the Town of New Shoreham. On Block Island there are 2 miles of continuous beach on the east side of the island; this area is broken down into different named beaches: Surf Beach, Baby Beach, South of State, State, North of State, Innisvalle, Scotch, and Mansion. Fred Benson Town Beach is at the center of this area (Closter pers. comm., January 8, 2010).

Figure 10. Map of Public Access Points, Beaches, Conservation Areas, Parks and Open Space Adjoining the SAMP Area
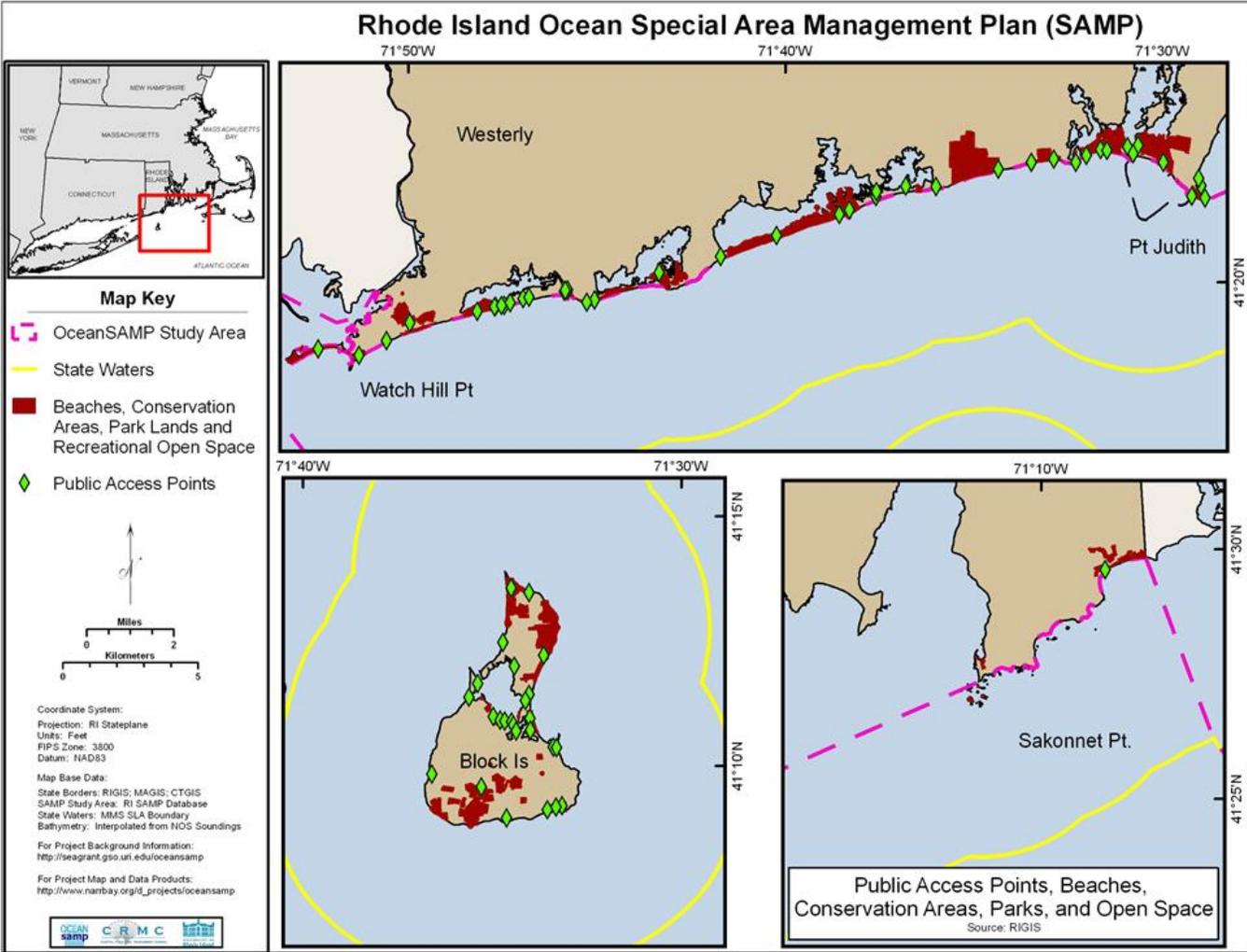
2. According to the Rhode Island Department of Environmental Management's Office of Strategic Planning and Policy (2001), attendance to beaches along the southern shore is split between approximately 40% residents to 60% out-of-state visitors. In Fiscal Year 1999, 58 % of cars that paid fees at the entrance gate at state beaches were from out-of-state (Rhode Island Department of Environmental Management 2001).

3. Beach-based activities which occur within or adjacent to the SAMP area include surfing, wind surfing, kite-boarding, and swimming. Other shore-based activities include fishing, bird-watching, and sight-seeing.

4. Surfing is a popular recreational activity in Rhode Island for both residents and visitors. Rhode Island's coast includes over 30 surfing locations, some of which adjoin the SAMP area. These include sandy beaches and rocky areas in Block Island, Point Judith, Matunuck, and Westerly. The most avid surfers will surf year-round, taking advantage of storm swells or surf in the winter months (Allard Cox, ed., 2004).

5. Bird-watching is another popular shore-based recreational activity adjacent to the SAMP area and brings many visitors to coastal communities such as Block Island. New England's Audubon Societies and other conservation organizations travel to Block Island each fall to observe the fall migration of various avian species, often staying for multiple days (Marks, pers. comm., November 20, 2009).

6. Rhode Island's lighthouses attract many additional visitors to some coastal recreational destinations. Popular lighthouses adjacent to the SAMP area include Block Island's Southeast Lighthouse and North Lighthouse; Point Judith Lighthouse, and Watch Hill Lighthouse. All of these lighthouses are listed on the National Register of Historic Places, and Block Island's Southeast Light is designated as a National Historic Landmark (National Park Service 2005). See *Chapter 3: Cultural and Historic Resources*, for further discussion.

7. Residents and visitors can gain access to the SAMP area through conservation areas, fishing sites, birding sites, coastal parks and recreation areas, and scenic views and overlooks. Figure 10 displays the location of the 67 public access sites along the coast adjacent to the SAMP area. From these sites individuals can reach coastal waterways, fish from shore, view wildlife, enjoy a scenic view or participate in a number of other recreational activities. In addition to the public access sites located directly adjacent to the SAMP area border, the public can also gain access to the SAMP area from surrounding access points within Narragansett Bay (Allard Cox 2004).

8. An analysis of the most up-to-date RIGIS data on coastal recreational areas shows that in addition to the 67 designated public access sites, there are approximately 3,394 acres of

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[3] Survey included 315 participants, sampled during July 5th and August 18th, 2007. Locations surveyed on the southern coast included Watch Hill; Misquamicut Boardwalk and Beach area; East Matunuck & Charlestown Breachway state parks; Newport – Thames Street and America's Cup Boulevard, Bellevue Ave. Cliff Walk, Bannister's Wharf, Visitor Center; Little Compton / Tiverton Four Corners; Narragansett – Roger Wheeler, Scarborough, Seawall, Point Judith Ferry area; Wickford.

Deleted: Weekapaug Point

Deleted: Misquamicut State Beach, both

Deleted: (within 200 feet of the SAMP area border).[2]

Deleted: recorded in Rhode Island Geographic Information System (RIGIS) datasets that are within 200 feet of the SAMP border

Deleted: 52 areas designated by the state as

beaches, conservation areas, and recreational open space adjacent to the SAMP area (as illustrated in Figure 10). It should be noted that this is an approximate calculation only, based on the best available data, and may overstate the acreage of such areas. See Table 9 for a list of the RIGIS datasets used in this analysis.

Deleted: or park lands, 22 scenic

Deleted: 141 sites classified as

Deleted: areas (see Figures 10 and 11, and Table 9 below). This analysis was performed with the most current data available from RIGIS; see Table 9 below. It should be noted that these datasets often classify the same coastal area multiple times with different designations and thus when summarized may overstate the number of adjacent facilities. ¶

Figure 11. Map of Scenic Areas Adjoining the SAMP Area
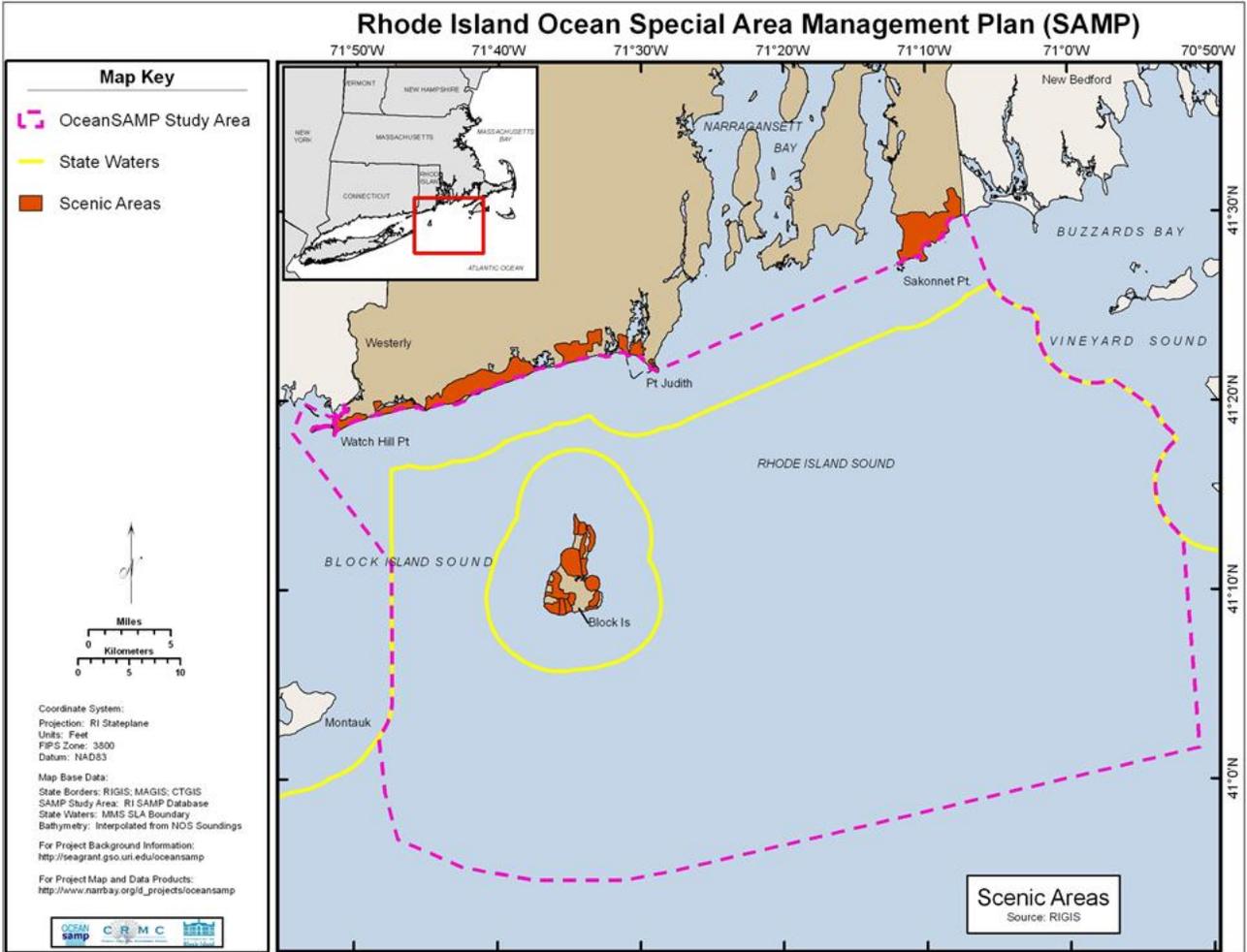
640.2 Marinas and Boat Ramps

1. Marinas and boat ramps provide boaters access to the SAMP area waters. According to the most current RIGIS data available, Rhode Island has a total of 20 marinas directly adjacent to the SAMP area (see Figure 12 and Table 9 below) and many others throughout the state. According to the most current RIGIS data available, there are nine boat ramps directly adjacent to the SAMP area available for public use (see Figure 12 and Table 9 below). Boat ramps throughout Narragansett Bay may also facilitate recreational use of the SAMP area by providing access to connecting waterways. In addition to marinas and boat ramps, boaters can also gain access to the SAMP area via private yacht clubs, though a current count of all yacht clubs adjacent to the SAMP boundary is not available.

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2. Marinas, boat ramps and yacht clubs are instrumental in the use of the SAMP area, especially by tourists or out-of-state visitors. Non-resident boats represent a key market for marinas, especially for marinas located along Rhode Island's south shore. Nearly all (96%) of all out-of-state boats in Rhode Island are kept at marinas, and nearly 50% of those are kept along the State's southern coast, providing direct access to the SAMP area (Rhode Island Economic Monitoring Collaborative 2008).

Figure 12. Map of Marinas and Boat Ramps Adjoining SAMP Area

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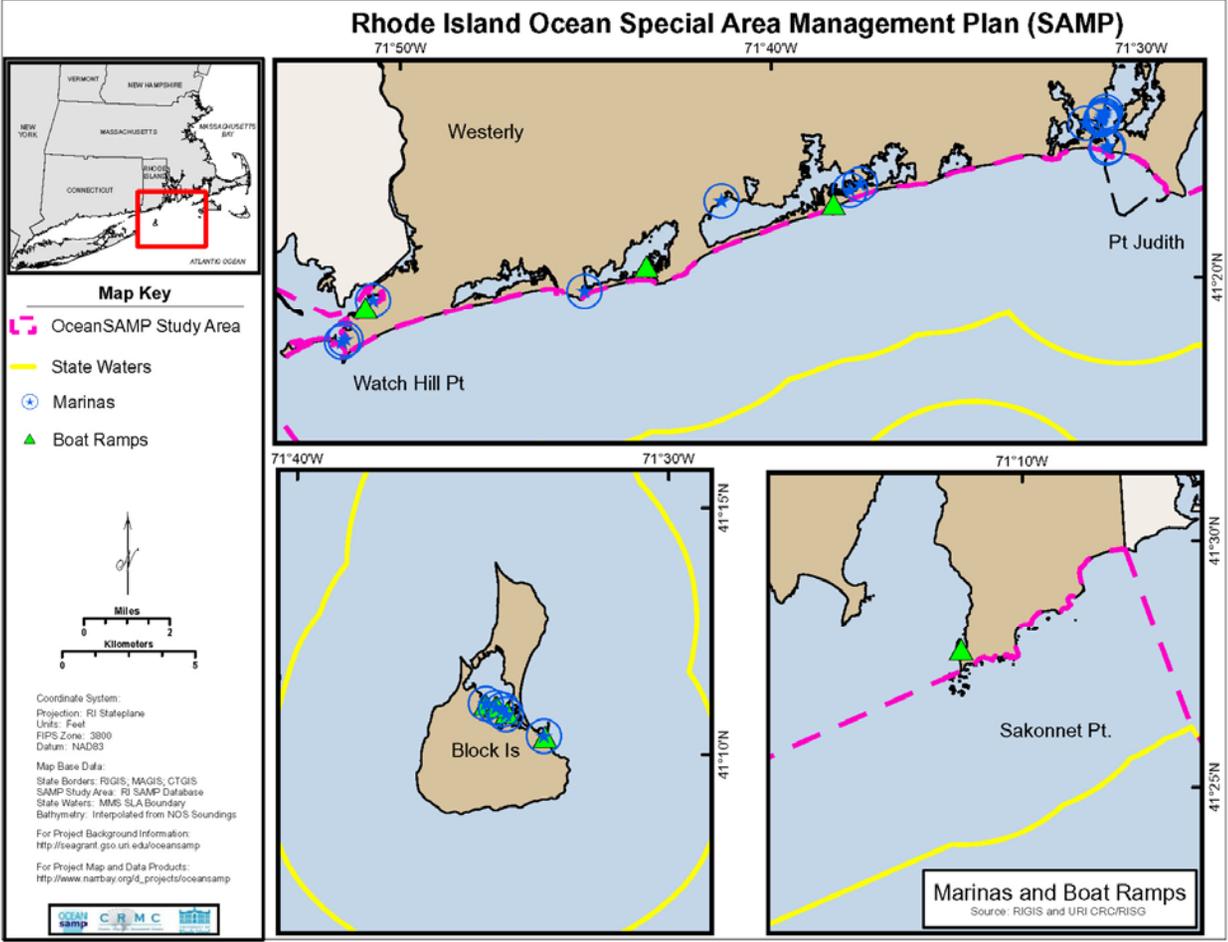
640.3 *Recreational Ports and Harbors*

1. Recreational activities in the SAMP area, and recreational boating in particular, are supported by boating-related infrastructure throughout the state of Rhode Island. Most recreational sail and power boats that use the SAMP area for recreation are either based in or will pass through one of the state's many harbors - either those providing direct access to the SAMP area, such as Newport Harbor, Galilee/Point Judith in Narragansett, and Block Island's two harbors, or any of the numerous harbors and marinas located further up Narragansett Bay. These harbors and their shore-side services, including marinas, boat repairs, boat storage, fuel, and supplies, support Rhode Island's recreational boating industry. See section 620.1 for more discussion on recreational boating in Rhode Island, and section 650.2 about the economic impact of recreational boating on the state.

Table 9. Inventory of Shore-based Facilities and Access Points Adjoining the SAMP Area Based on Data from the Rhode Island Geographic Information System
Note: these datasets are the most current versions available from RIGIS.

Data Source	Description of Data Set
Public Access to the Rhode Island Coast (RIGIS, 2003)	Public access points to the shoreline of Narragansett Bay and Rhode Island coastal waters to parks, beaches, refuge areas, boat ramps, marinas and other areas open to the pubic managed by federal, state, and municipal government, private organizations with interests in land preservation and protection, and rights-of-way that have been designated by the RI Coastal Resource Management Council.
State Conservation and Park Lands (RIGIS 2006)	Approximate edges of Conservation Lands protected by the State of Rhode Island through Fee Title Ownership, Conservation Easement, or Deed Restriction. Includes: Wildlife Management Areas, Drinking Water Supply Watersheds, State Parks, Beaches, Bike Paths, Fishing Access Areas, Local Parks and Recreation Facilities that have been developed with State Grant Funds.
Scenic Areas of Rhode Island (RIGIS 1989)	Areas designated as noteworthy or distinctive scenic landscapes or views by Rhode Island's Department of Environmental Management.
State Conservation and Recreational Open Space 1990 (RIGIS 2002)	Land in Rhode Island considered as open space for recreational, conservation purposes including those owned or managed by federal, state of municipal agencies and private sector organizations and individuals.
Marinas of Rhode Island (RIGIS 1996a)	Public and private yacht clubs marinas and recreational boating facilities in Narragansett Bay and Southern Coastal Rhode Island.*
Boat Ramps in Rhode Island (RIGIS 1996b)	Recreational boat launching ramp and marine pump out facilities for fresh and salt water bodies accessible to the public within Rhode Island.

*Marina dataset was updated, based on Rhode Island marina listings and RIGIS orthophotography, to address inaccuracies.

Section 650: Economic and Non-Market Value of Recreation and Tourism in the SAMP Area

650.1 Economic Impact of Recreation and Tourism

1. Tourism and hospitality is Rhode Island's fourth largest industry based on employment, contributing $6.8 billion in spending and generating 12% of all state and local tax revenue in 2007 (Global Insight 2008). The growth of this industry has more than doubled in size in recent years from $2.7 billion in 1999 (Rhode Island State Senate Policy Office 2002). While it is difficult to segregate marine-related recreation and tourism from general tourism statistics, these figures provide a general sense of the economic importance of the larger tourism industry to the state. Ocean-based recreational activities and coastal tourist attractions have been described as likely contributing "directly or indirectly to a significant portion of the overall tourism revenues, not to mention the marine image of the state that is a crucial element of Rhode Island's unique 'brand'" (Rhode Island State Senate Policy Office 2002, 15).

2. Although marine recreation and tourism are valuable uses of the SAMP area, the economic value of these uses is difficult to describe due to a lack of research. In many cases, the economic value of both land and water-based tourism and recreation are presented jointly, making the value of each impossible to distinguish. Furthermore, much of the most relevant research – which constitutes the best available data – is several years old (e.g. Tyrrell and Johnston 2001; Tyrrell and Harrison 2000). For these reasons, it is difficult to describe the current value of marine recreation and tourism directly associated with the SAMP area. Figures cited in this section are based on the best available data and represent data from different years and data sources. All dollar values presented here are expressed in the dollar value of the year in which the data was collected, and have not been converted to present dollar values.

3. In 2007, over 5.7 million visitors were determined to have visited the region adjoining the SAMP area, with a large portion of visitors coming from out of state (see Table 10 below). Based on a 2007 survey, approximately two-thirds of visitors to the state's south coast were from out-of-state. The majority visited from MA, CT, NY and NJ, while others visited from other east coast U.S. and international locations (Rhode Island Economic Monitoring Collaborative 2008).[3] These visitors support local economies through spending on entertainment, accommodations, transportation, food and shopping (Global Insight 2008).

Table 10. Number of Visitors to Coastal Destinations in 2007 (Global Insight 2008)

Block Island	616,300
Newport County	2,901,400
South County[4]	2,251,000

4. Rhode Island's coastal tourism is very seasonal, with coastal communities doubling and tripling in population during the summer months (Narragansett Bay Summit 2000). For example, New Shoreham (Block Island) has a year-round population of approximately 1,000 people, though during the summer months residents increase to approximately 10,000 people. A peak summer day could add an additional 10,000 visitors to the island, doubling its summer population level (U.S. Coast Guard, 2006). This influx of people during the summer season is vital to local economies, as an average visitor to Rhode Island spent approximately $384 per visit in 2007 (Global Insight 2008). Total tourism expenditures on Block Island in 2007 totaled over $259 million (see Table 11 below). The South County region of the state generated over $751 million tourism expenditures in 2007, and Newport tourism expenditures totaled over $790 million in the same year. (Global Insight 2008) Collectively, coastal tourism in areas adjacent to the SAMP area generated over $1.8 billion in spending in 2007.

5. The seasonal nature of Rhode Island's coastal tourism is most pronounced on Block Island. As noted above, Block Island's population swells significantly during the summer season. Whereas the tourism data cited above and in Tables 10 and 11 suggest that Block Island has fewer visitors and therefore a smaller economic impact than other coastal communities, such a comparison may be misleading. The Block Island data represent one destination, not an entire county; moreover, these data primarily represent the Block Island summer season, which is only 10 weeks long (mid-June through the end of August). This is because Block Island, unlike other locations like Newport, is a much more seasonal destination and relies heavily on the summer months for its tourism economy (Willi, pers. comm., December 7, 2009).

Table 11. Coastal Areas' Share of State Tourism Expenditures (Global Insight 2008)

Area	Expenditures ($ millions)
South County	$751.83
Newport County	$790.79
Block Island	$259.41

6. Rhode Island's marine recreation and tourism industry supports a number of jobs within the state. The National Ocean Economics Program compiles data on coastal recreation and tourism industries from state labor agencies, as well as the federal Bureau of Labor Statistics and the Bureau of Economic Analysis. According to this data set, in 2004 the

[4] Global Insight included the following municipalities in South County: Charlestown, Coventry, East Greenwich, Exeter, Hopkinton, Narragansett, North Kingstown, Richmond, South Kingstown, Westerly and West Greenwich.

recreation and tourism industry in both coastal counties adjacent to the SAMP (Washington County and Newport County) included 779 different establishments and 10,086 employees (see Table 12). The industry was also calculated to have paid over $161 million in wages and produced $393 million in gross domestic product (GDP) in 2004 (National Ocean Economics Program, 2009). Measurable growth has been seen in this industry between 1997 and 2004, as the number of establishments involved in recreation and tourism (as defined by the National Ocean Economics Program) within the coastal counties surrounding the SAMP area grew by 128 facilities, 1,964 jobs, over $36 million in wages, and $86 million in GDP (see Table 12).[5]

Table 12. Recreation and Tourism Employment Numbers, Wages and GDP Value Within All Coastal Counties Adjacent to the SAMP Area, 1997-2004 (National Ocean Economics Program 2009)

Year	Number of Establishments Counted	Number of Individuals Employed	Total Wages Paid	GDP
2004	779	10,086	$161,448,672	$393,372,000
2003	746	9,819	$156,908,694	$380,894,000
2002	721	9,815	$163,418,234	$367,731,000
2001	726	9,654	$158,222,225	$372,150,000
2000	725	9,510	$151,382,834	$369,254,000
1999	737	9,414	$148,640,308	$357,012,000
1999	737	9,414	$148,640,308	$357,012,000
1998	720	8,742	$134,918,102	$324,660,000
1997	651	8,122	$122,058,249	$306,648,000
Note: the National Ocean Economics Program converts all dollar values to year 2000 equivalents.				

7. Current estimates for 2007 rank the travel and tourism sector in Rhode Island as the state's fourth largest employer, representing 40,635 jobs (Global Insight 2008). While this figure includes all tourism within the state, regional employment data for areas adjoining the SAMP area attribute 2,159 jobs on Block Island, 8,127 jobs in Newport, and 5,725 jobs in the South County region directly and indirectly to the tourism industry (Global Insight, 2008).

650.2 Economic Impact of Water-Based Recreational Activities

1. Local economies benefit financially from recreational boating within the SAMP area through boaters' expenditures on marina services and fuel, as well as dining and entertainment. Exact estimates of the current economic impact of recreational boating in the SAMP area are unknown. However, a state-wide study conducted by Ninigret

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[5] According to the National Ocean Economics Program, the tourism and recreation sector includes: amusement and recreational services, boat dealers, eating and drinking establishments, hotel and lodging, marinas, recreational vehicle parks and campgrounds, scenic water tours, sporting good retailers, zoos and aquaria. Wage and GDP growth, as calculated by the National Ocean Economics Program is expressed in year 2000 dollar values.

Partners in 2006 found that the 43,000 boats registered in Rhode Island at that time generated approximately $182 million worth of spending each year (Rhode Island Economic Monitoring Collaborative 2008). It should be noted that this figure excludes transients, megayachts, and regatta participants and therefore likely underestimates the economic impact of this industry. Of the $182 million spent in 2006 by recreational boaters in the state, approximately a third (or $63 million each year) was spent on trip-related expenses, such as dining, fuel, groceries and marina services. In contrast, this study calculated that in 2006 $118 million annually was spent annually on boat ownership, including repairs, dockage fees, insurance and equipment (Rhode Island Economic Monitoring Collaborative 2008). These findings illustrate how spending by recreational boaters supports a variety of businesses adjacent to the SAMP area and throughout the state.

2. In 2007 the Rhode Island Marine Trades Association estimated that there are over 2,300 businesses within the state involved in marine-related industries, providing over 6,600 jobs and $260 million in wages (Rhode Island Marine Trades Association 2007). A 2005 NOAA study examined the recreational boating sector, focusing only on boat dealers, businesses in boat building and repair, marinas, scenic and sightseeing transportation, and found that there were 176 establishments in the State of Rhode Island, up 20% from the number of establishments in 1998 (see Table 13 below) (NOAA 2008).

Table 13. Marine Recreational Boating Industry in Rhode Island, 1998-2005 (NOAA 2008)

Year	Number of Establishments	Number of Employees	Share of State Employment
1998	138	1,702	7.1%
1999	128	1,595	6.4%
2000	127	1,731	6.6%
2001	137	1,981	7.3%
2002	145	1,872	7.1%
2003	159	1,698	5.8%
2004	164	1,934	6.4%
2005	176	2,071	6.9%

3. While it is difficult to estimate the precise economic impact of recreational fishing in Rhode Island, the industry is highly important for the state. An estimated 468,000 saltwater anglers fished more than one million trips in Rhode Island in 2006, more than half of whom were from out of state. These anglers spent an estimated $182 million on fishing, producing a value-added economic impact to the state of $82 million (National Marine Fisheries Service, Fisheries Statistics Division 2009). For more information on the value of recreational fishing to the state, please see *Chapter 4 Fisheries Resources and Uses.*

4. The impacts of marine events such as sailboat races have long been recognized for the associated benefits they provide to the economies of host cities and towns (Rhode Island State Senate Policy Office 2002). Participants and spectators of marine events in the

SAMP area support local economies throughout the state through their spending before, during and after a race or other marine event. Past studies on sailing races and other marine events in Rhode Island have suggested that day or weekend-long events can have considerable economic impacts on the local economy. For example, the 1992 Newport-Bermuda Race was estimated to have approximately $6.5 million gross economic impact and $1.15 million worth of direct sales impact on Rhode Island (see Table 14 below) (Tyrrell and Johnston 2001).

Table 14. Economic Impact of Multiple Marine Events Between 1986-1995
(Tyrrell and Johnston 2001)

Event	Gross Impact	Net Direct Sales Impact on Rhode Island
1986 Block Island Race Week	$839,000	$667,000
1989 Newport International Sailboat Show	$9,315,000	$2,928,000
1989 Newport International Powerboat Show	$4,178,000	$1,523,000
1990 Volvo Newport Regatta	$770,000	$513,000
1992 Newport-Bermuda Regatta	$6,472,000	$1,150,000
1995 Newport International Boat Show	$21,338,000	$8,054,000
Note: all dollar values presented here are expressed in the dollar value in which the event was held.		

Table 15. Average Sailboat Racing Event Expenditures Per Entry
(Values in 1992 Dollars)
(Tyrrell 1993 as referenced in Colt et al. 2000)

Expenditure Category	1985 Admirals Cup	1985 Swarovski Maxi Boat Regatta	1986 Block Island Race Week	1990 Volvo Newport Regatta	1992 Newport Bermuda Race
Lodging	2,609	12,314	1,271	251	1,010
Food	3,326	21,132	1,059	407	1,204
Entertainment	1,826	10,097	294	152	263
Transportation	978	3,653	224	45	839
Entry Fees			510	142	
Gifts and Miscellaneous	1,826	3,913	210	136	616
Marina and Docking		2,635	286	185	430
Cleaning and Repair		5,870	82	101	846
Equipment and Supplies		1,174	193	156	5,162
Total Expenditure per Entrant	**10,565**	**60,788**	**4,129**	**1,575**	**10,370**
Number of Entries	*38*	*5*	*227*	*327*	*119*
Total Expenditures per Event	**401,470**	**303,940**	**937,283**	**515,025**	**1,234,030**

5. In 2007, Allianz Global Investors sponsored an economic impact study of the relative impacts of holding the America's Cup in a variety of communities around the world, and included Newport in the analysis. It was estimated that holding the 2010 America's Cup in Newport would generate total economic activity of $886 million (expressed in 2007 dollar values) in pre-event and event spending (Allianz Global Investors 2007).

6. A study conducted by Ninigret Partners in 2008 for the Rhode Island Economic Monitoring Collaborative concluded that the vast majority of marine event spending is tied to race expenditures, through the purchase of sails, vessel repairs, gear and other boat equipment. The next largest spending category is for food and lodging. See Table 16 below (Rhode Island Economic Monitoring Collaborative 2008).

Table 16. Distribution of Expenditures Associated with Competitive Sailboat Racing Events (Rhode Island Economic Monitoring Collaborative 2008)

Expenditures	Average Range of Total Spending Per Event
Race-related costs	60-70%
Lodging	10-15%
Food	10-15%
Transportation	10%
Shopping	3-5%
Entertainment	2%

7. A 2006 national analysis found that on average, a cruise passenger will spend approximately $123.39 per visit in a port of call such as Newport (expressed in 2006 dollar values, Business Research and Economic Advisors 2007). Based on this estimate, in 2008 the 68,183 cruise ship passengers that disembarked in Newport for the day generated over $8.4 million in spending in local establishments (see Figure 13). In addition to direct spending, for every cruise ship passenger that disembarks from a vessel in Newport, the City of Newport collects a $4 port tax (Smith, pers. comm., July 16, 2009). As a result, the 2008 cruise ship season produced approximately $272,000 in city revenue (see Figure 14). Overall, the cumulative impact of cruise ship passengers on Newport's local economy in 2008 totaled over $8.6 million.[6]

8. States also benefit from purchases of goods and services for the ship itself. For example, cruise operations within a state may purchase air transportation, food and beverage goods for the ship, maintenance or refurbishment services, or engineering and travel agent services (Cruise Lines International Association 2007). Past research by Cruise Lines International Association in 2007 showed that, including all purchases described above, Rhode Island received approximately $25 million from cruise lines operating in the state. This study also found that in 2007 cruise lines support 377 jobs and $13 million in wages within the State of Rhode Island (Cruise Lines International Association 2007).

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[6] Based on the national study and additional port tax charged by the City of Newport, 68,183 passengers*($123.39+$4.00)= $8,685,832 in revenue.

Figure 13. Total Estimated Spending By Cruise Ship Passengers in Newport Between 1999 and 2008
(Based on national daily average spending of $123.39 per passenger and passenger counts provided by
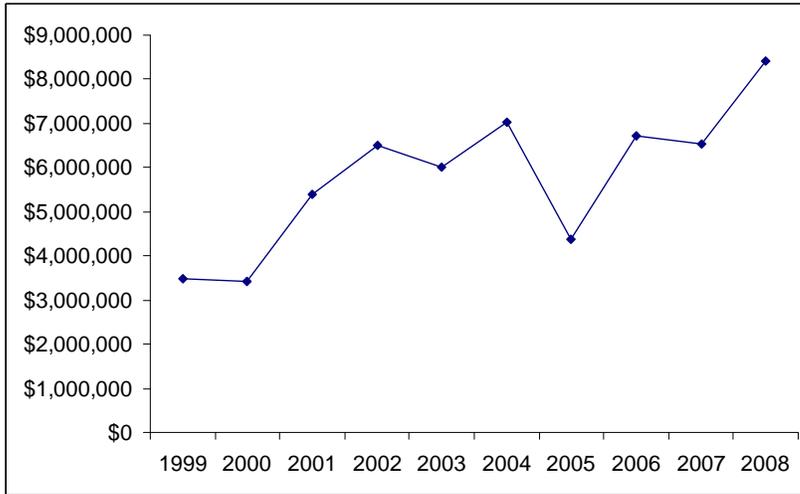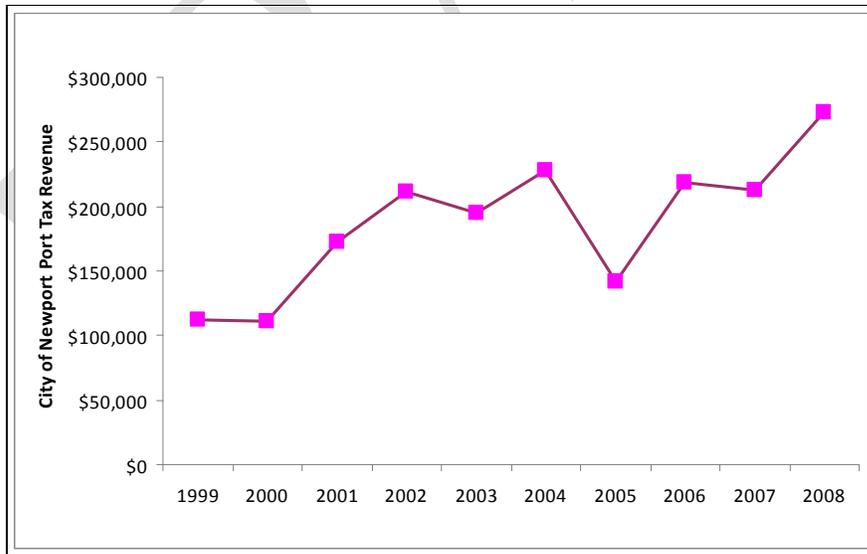Newport Convention and Visitors Bureau 2009a)

Figure 14. Total Port Tax Revenue Received From Cruise Ship Passengers Visiting Newport, RI Between 1999 and 2008 (City of Newport 2009)

650.3 *Economic Impact of Shore-Based Recreational Activities*

1. Statistics gathered from Rhode Island's state parks and beaches are one indicator of coastal tourism in the state. Rhode Island parks and beaches currently have the highest park visit per acre ratio in the country, with approximately 750 visitors per acre (Rhode Island Department of Environmental Management 2001).

2. The summer of 2004 brought more than six million visitors to Rhode Island's state parks and beaches, including close to three million visitors to Rhode Island state beaches (Rhode Island Department of Environmental Management 2004). More than $4 million in revenue was generated by beach and campground attendance in 2004 (Rhode Island Department of Environmental Management 2004), up from $3,126,037 in 2000 (Rhode Island State Senate Policy Office 2002). Tourists frequent coastal hotels, rent summer lodging, visit restaurants and local stores where they spend money, and also contribute revenues from camp and beach fees directly to the state general fund. In Fiscal Year 1999, non-resident beach fees contributed $875,277 to the general fund.

3. An analysis performed by the Rhode Island Department of Environmental Management in 2006 found that Rhode Island's state beaches and coastal campgrounds are vital to the continued operation of the State's entire park system, representing nearly 82% of the State's entire park system revenue. Nearly 79% of that revenue is generated during the three peak summer months – June, July and August. This analysis also demonstrated that while in-state residents represented approximately 57% of beach admissions, non-residents generate most of the revenues (64% of revenues). In fact, more than half (51%) of the non-resident revenue stream generated within the state is produced at one beach – Misquamicut Beach (Rhode Island Economic Monitoring Collaborative 2008).[7]

650.4 *Non-Market Value of Recreation and Tourism*

1. The SAMP area also provides social, cultural and historic value to users, visitors and residents. The natural beauty of the SAMP area, along with its rich historic and cultural heritage provide aesthetic, artistic, educational, and spiritual value to tourists and residents alike. While the non-market value of the SAMP area is difficult to quantify and evaluate, it is very important insofar as it is part of the appeal that draws visitors and residents to Rhode Island and adds to the quality of life within the area. Table 17 lists some examples of the non-market values of the SAMP area, though it should not be considered a comprehensive list.

Table 17. Examples of the Economic and Non-Market Value of the SAMP Area.

Examples of the Economic Value of Recreational and Tourism Uses of the SAMP Area	1. Total annual value of $4.3 billion for all outdoor recreational activities associated with the marine aquatic and shoreline environments (Colt et al. 2000) 2. Collectively, coastal tourism in areas adjacent to the SAMP area generated over $1.8 billion in spending (Global Insight 2008) 3. The recreation and tourism industries in coastal counties adjoining the SAMP area supported over $161 million in wages and produced $393 million in gross domestic product (GDP) in 2004 (National Ocean Economics Program 2009) 4. It was estimated that holding the 2010 America's Cup in the SAMP area would generate total economic activity of $886 million in pre-event and event spending in Newport (Allianz Global Investors 2007) 5. The cumulative impact of cruise ship passengers on Newport's local economy in 2008 totaled over $8.6 million (see Section 650.2)
Non-market Value of Recreational and Tourism Uses of the SAMP Area	6. Relaxation benefits provided by SAMP area and adjacent coastal areas 7. Aesthetic value of the natural landscape 8. Spiritual benefits achieved from recreational uses of SAMP area 9. Educational value of SAMP area and surrounding coastal zone 10. SAMP areas role in the state and region's maritime history and cultural heritage 11. Historic and cultural value of marine recreation and tourism 12. Contribution of recreation and tourism to state's quality of life 13. Role of the SAMP area in attracting visitors to the state

2. One study conducted by Tyrrell and Harrison (2000) attempted to approximate the net benefit of recreation to users after all expenses were accounted for through measuring consumer "total willingness to pay" for various recreational activities (see Table 18). Considering only marine-based recreational uses, this study calculated that consumers were willing to pay a total of $4.3 billion annually for all outdoor recreational activities associated with the marine aquatic and shoreline environments (Tyrrell and Harrison 2000, as reported in Colt et al. 2000). This study attempts to demonstrate the enormous value produced by recreational activities in Rhode Island not easily measured in economic impact. It should be noted that this table does not represent the actual economic impact of these uses to Rhode Island, but rather the additional value provided to consumers not expressed actual expenditures.

Table 18. Net Willingness to Pay for Marine-Based Outdoor Recreation
(All dollars expressed in 1997 dollar value) (Tyrrell and Harrison 2000)

Activity	Net Economic Value Total (in thousands of dollars)
Walking for Pleasure	$1,330,917
Salt-Water Swimming	$439,986
Pleasure Driving/Sightseeing	$396,463
Bicycling	$725,966
Picnicking	$130,311
Jogging or Running	$364,814
Nature Observing/ Photography	$412,587
Motor boating/ Waterskiing	$177,134
Salt-Water Fishing	$323,030
Camping	$22,823
Sailing/Wind Surfing	$165,541
Off-Roading	$186,940
Canoeing/Kayaking	$20,105
Scuba diving/ Snorkeling	$25,803
Hunting	$69,280
Total	**$4,393,291**

3. All data presented here demonstrate the importance of recreational and tourism uses of the SAMP area to coastal economies and to Rhode Island as a whole. Coastal and island communities, in particular, rely upon the economic activity generated from recreational and tourism uses of the SAMP area, as well as the jobs produced from these industries.

Section 660:   Recreation and Tourism Policies

660.1 Policies

1. The Coastal Resources Management Council ("Council") recognizes the economic, historic, and cultural value of marine recreation and tourism activities in the Ocean SAMP area to the state of Rhode Island. The Council's goal is to promote uses of the Ocean SAMP area that do not significantly interfere with marine recreation and tourism activities or values.

2. When evaluating proposed future projects, the Council will carefully consider the potential impacts of such activities on marine recreation and tourism uses. Where it is determined that there is a significant impact, the Council may suitably modify or deny activities that significantly detract from these uses.

3. The Council will encourage and support uses of the SAMP area that enhance marine recreation and tourism activities.

4. The Council recognizes that the waters south of Brenton Point (see Figure 4) are higher intensity recreational use areas than adjacent waters and are commonly used for organized sailboat races and other marine events. The Council encourages and supports the ongoing coordination of race and marine event organizers with the U.S. Coast Guard, the U.S. Navy, and the commercial shipping community to facilitate safe recreational boating in and adjacent to charted shipping lanes and Navy restricted areas (*see Chapter 7, Marine Transportation, Navigation, and Infrastructure*). The Council shall consider these high-intensity recreational uses when evaluating proposed future projects in this area. Where it is determined that there is a significant impact, the Council may suitably modify or deny activities that significantly detract from these uses.

5. The Council recognizes that the waters within the 3-nautical mile boundary surrounding Block Island (see Figure 4) are higher intensity recreational use areas than adjacent waters and are commonly used for organized sailboat races and other marine events. The Council shall consider these high-intensity recreational uses when evaluating proposed future projects in this area. Where it is determined that there is a significant impact, the Council may suitably modify or deny activities that significantly detract from these uses.

6. The Council recognizes that offshore dive sites, most of which are shipwrecks (see Figure 6), are valuable recreational and cultural ocean features. The Council shall consider these ocean features when evaluating proposed future projects in these areas. Where it is determined that there is a significant impact, the Council may suitably modify or deny activities that significantly detract from these uses. See Chapter 12, *New Policies, Procedures, Zoning, and Regulations*.

7. The Council recognizes that offshore wildlife viewing activities are reliant on the presence and visibility of marine and avian species which rely on benthic habitat, the availability of food, and other environmental factors. The Council shall consider these environmental factors when evaluating proposed future projects in these areas. Where it

is determined that there is a significant impact, the Council may suitably modify or deny activities that significantly detract from these uses. See *Chapter 2, Ecology of the SAMP Area.*

8. The Council shall work together with the U.S. Coast Guard, recreational boating organizations, and other marine safety organizations to promote safe navigation around offshore structures during both the construction and operation phases of such projects. The Council will promote and support the education of recreational boaters regarding safe boating around offshore structures.

9. Preliminary consultations with the U.S. Coast Guard, the U.S. Minerals Management Service, and the U.S. Army Corps of Engineers have indicated that no boating access restrictions are planned for the waters around offshore structures except for those necessary for navigational safety. The Council endorses this approach and will work to ensure that the waters surrounding offshore structures remain open to boaters, except for navigational safety restrictions.

10. The Council will consult with marine recreation and tourism organizations and stakeholders, such as the Rhode Island Marine Trades Association, the Rhode Island State Yachting Committee, and the Rhode Island Party and Charter Boat Association, when scheduling offshore marine construction or dredging activities. Where it is determined that there is a significant conflict with scheduled recreational events or season-limited recreational uses, the Council may suitably modify or deny activities to minimize conflict with recreational uses.

11. The Council will provide for communication with marine recreation and tourism users regarding offshore marine construction or dredging activities. Communication will be facilitated through a project website and will complement standard U.S. Coast Guard procedures such as Notices to Mariners for notifying boaters of obstructions to navigation.

660.2   Standards

1. The potential impacts of a proposed project on recreation and tourism may be evaluated in accordance with the National Environmental Policy Act, 42 U.S.C. § 4321 et. seq. Depending on the project and the lead agency, NEPA review may include assessment of visual resources associated with recreational resources, assessment of boating intensity in the project area, or other requirements (e.g. Minerals Management Service 2009a, Federal Energy Regulatory Commission 2008). See the MMS Renewable Energy Framework for further information on NEPA requirements for renewable energy projects in federal waters (Minerals Management Service 2009b).

2. Visual impacts of proposed offshore projects may also be evaluated in accordance with Section 106 of the National Historic Preservation Act, 16 U.S.C. § 470 et. seq. For further information see *Chapter 3, Cultural and Historic Resources* and Section 330 of the Rhode Island Coastal Resources Management Program.

3. Prior to project development, the Council recommends that project developers perform systematic observations of recreational boating intensity at the project area. Observations may be made while conducting other field work or aerial surveys and may include either visual surveys or analysis of aerial photography or video photography. The Council recommends that observations capture both weekdays and weekends and reflect high-activity periods including the July 4th holiday weekend and the week in June when Block Island Race Week takes place. The quantitative results of such observations, including raw boat counts and average number of vessels per day, will be provided to the Council.

Section 670:   Literature Cited

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Data Source	Description of Data Set	Adjoining SAMP Area
Public Access to the Rhode Island Coast (RIGIS, 2003)	Public access points to the shoreline of Narragansett Bay and Rhode Island coastal waters to parks, beaches, refuge areas, boat ramps, marinas and other areas open to the pubic managed by federal, state, and municipal government, private organizations with interests in land preservation and protection, and rights-of-way that have been designated by the RI Coastal Resource Management Council.	67 Access Points Adjacent to SAMP Area
State Conservation and Park Lands (RIGIS 2006)	Approximate edges of Conservation Lands protected by the State of Rhode Island through Fee Title Ownership, Conservation Easement, or Deed Restriction. Includes: Wildlife Management Areas, Drinking Water Supply Watersheds, State Parks, Beaches, Bike Paths, Fishing Access Areas, Local Parks and Recreation Facilities that have been developed with State Grant Funds.	52 Sites Adjacent to the SAMP Area
Scenic Areas of Rhode Island (RIGIS 1989)	Areas designated as noteworthy or distinctive scenic landscapes or views by Rhode Island's Department of Environmental Management.	22 Sites Adjacent to the SAMP Area
State Conservation and Recreational Open Space 1990 (RIGIS 2002)	Land in Rhode Island considered as open space for recreational, conservation purposes including those owned or managed by federal, state of municipal agencies and private sector organizations and individuals.	141 Sites Adjacent to SAMP Area
Marinas of Rhode Island (RIGIS 1996a)	Public and private yacht clubs marinas and recreational boating facilities in Narragansett Bay and Southern Coastal Rhode Island.	4 Marinas Adjacent to SAMP Area
Boat Ramps in Rhode Island (RIGIS 1996b)	Recreational boat launching ramp and marine pump out facilities for fresh and salt water bodies accessible to the public within Rhode Island.	9 Boat Ramps Adjacent to SAMP Area