

FRIENDSHIP SLOOP DAYS



1990 YEARBOOK AND GUIDE
30th Annual Regatta



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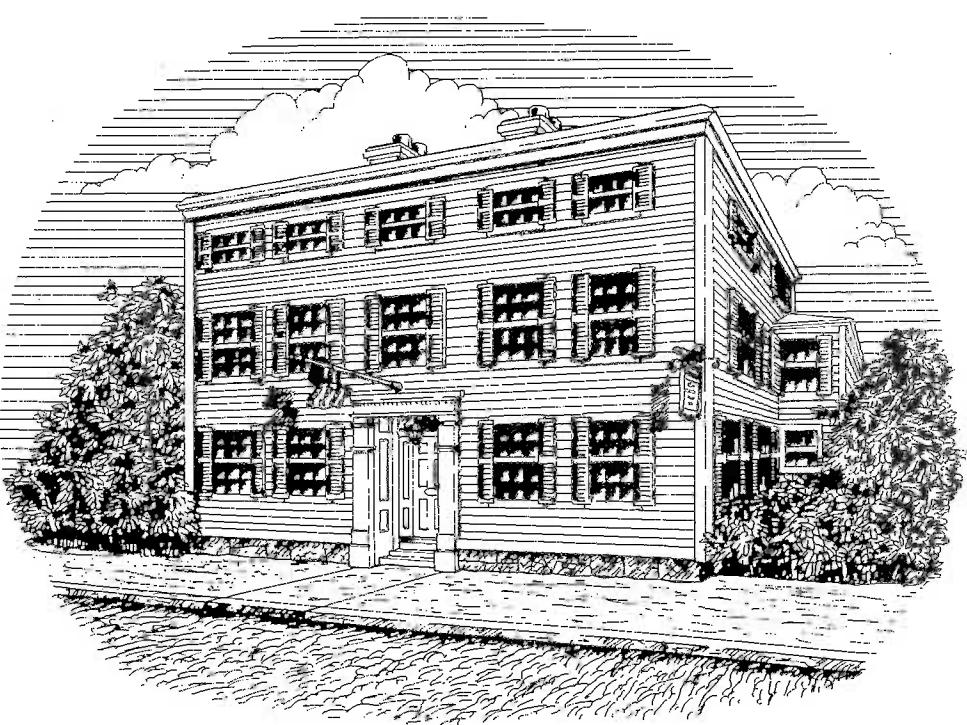
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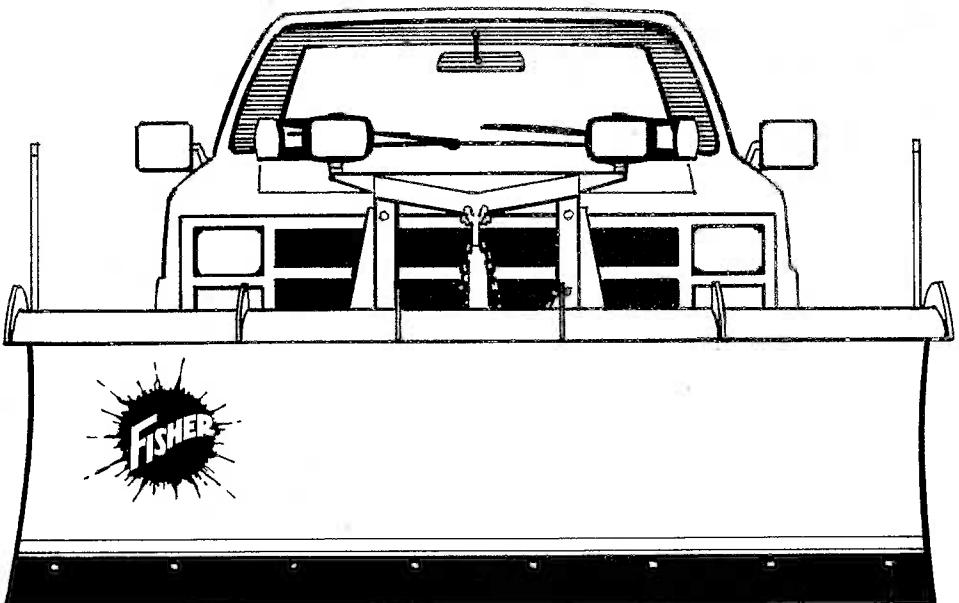
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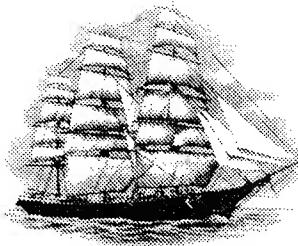
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Commodore's Message

This year the Friendship Sloop Society is hosting its 30th annual regatta. Many things have changed over the years that we've gathered: our location, the sloops that have attended, and the skippers and crews that have sailed our beautiful sloops to the annual regatta. There are things that haven't changed: our purpose as an organization, and most importantly, the camaraderie and lasting personal friendships that have grown over the years.

There are a number of reasons why many of us sail our sloops to our rendezvous and regattas. For some it's the vacation cruise, for others it's a chance to race in competition; but for probably all of us, it's the opportunity to gather with our friends, reminisce over past events (some for all 30 years), and to make new friends that will last a lifetime.

This year we have planned a homecoming rendezvous and race in Friendship, where it all started in 1961. The fleet will then sail to Boothbay, where we will be the guests of the Boothbay Harbor Yacht Club. We will have three days of racing in Boothbay. Our objective for this year's regatta is to have 30 sloops on the starting line for the 30th regatta.

If you're unable to attend the Boothbay regatta, don't forget that we have the regatta at New London, Connecticut on July 7th and 8th, and the Massachusetts Bay Regatta sponsored by the Corinthian Yacht Club of Marblehead on August 18th and 19th. You can help us celebrate 30 years of the Society at one of these events as well.

Your participation is what has kept this Society strong and the tradition alive for 30 years. Let's keep it going. I'm looking forward to seeing you at one of this year's events.

John W. Wojcik, Commodore



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Friendship, Maine
Friendship, Maine
Corinthian Yacht Club
Marblehead, Massachusetts

The Bill Hadlock Memorial Award

This award is given in memory of our Past Commodore and skipper of *Heritage*, whose name it bears. It is given for:

- 1) safe sailing and sound seamanship
- 2) family participation
- 3) sharing knowledge and helping others
- 4) supporting the aims of the Society
- 5) appreciation of the beauty, charm and splendor of the Maine coast.

It was awarded this year to Captain Ted Brown, who sailed his sloop *Vida Mia* in the first and many subsequent races, who served as President of the Society in 1973-1974, and who has been ever generous indeed with help and advice to all who asked it.

The Bancroft Award

The Bancroft award is given in memory of Winthrop Bancroft, owner of *Elicia III* and an enthusiastic supporter of the Society. It is awarded for an unusual contribution toward the perpetuation of the Friendship tradition. It might recognize an outstanding voyage, the launching of a new sloop or the restoration of an old one. It might recognize the work of a poet, a painter, or a model maker. A committee appointed by the Executive Committee makes the decision. It was awarded in 1989 to Roger F. Duncan, skipper of *Eastward*.

On the cover: Sloop *Chrissy*, an original built by Charles Morse in 1912, rebuilt in 1969 by her present owner, Ernst Wiegbleb, six times winner of the Eda Lawry Trophy and a participant in the first Friendship Sloop Society Regatta in 1961.

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1990 Program

July 7-8

The fourth annual Friendship Sloop Regatta in Connecticut will be held in connection with the New London Sail Festival in the Thames River and Fishers Island Sound. There is free dockage at the New London City Pier as long as space is available and there is plenty of room to anchor near the Thames Yacht Club, where skippers' meetings and post-race activities will be held. Saturday night there will be a picnic for Friendship Sloop people at Green's Harbor BeachPark. There will be a number of interesting vessels participating, a good chance for members of the Society to gam, and a gigantic fireworks display. For details and entry form, write Holt Vibber, 5 Soljer Drive, Waterford, Connecticut 06358 or call (203) 442-7376.

July 21-22

Saturday evening the fleet will anchor off Armstrong's wharf on Friendship Long Island. The Zubers will organize a lobster bake ashore, the proceeds to go to the Scholarship Fund. Sunday morning there will be a Memorial Service at the flagpole followed by a race starting about noon. There will be two divisions and prizes for the first three boats in each division. This gathering is a celebration of our 30th regatta and in support of Friendship Day ashore.

There will be three days of racing at Boothbay Harbor at the discretion of the Race Committee. There will be a parade of Sloops on Wednesday before the race. Awards will be made after the Thursday race, but there will be no formal banquet. The barbecue pit behind the Yacht Club will be fired up and there will be a cash bar available. The Yacht Club will have moorings available in the West Harbor with launch service.

The Marblehead Regatta is scheduled for August 18 and 19, and if tradition holds true, we plan to start at least the Saturday race, bagpiper and all, just off the lighthouse in an attempt to promote the Society and the Maine races by giving interested parties, lovers of the Friendship Sloop and camera buffs a grandstand view of a good portion of the regatta. 1990 will also mark a milestone for a grand old lady as *Eagle* (#53) reaches her 90th birthday. Following the Saturday race, she will be duly honored at the Corinthian side float. Call or write David Graham, 7 Batchelder Road, Marblehead, Massachusetts 01945.

The Schooner Festival in Gloucester will host races for Friendship sloops. Write the Cape Ann Chamber of Commerce for details.

Annual Meeting at the New England Center in Durham, New Hampshire, a short distance from Portsmouth. Overnight accommodations will be available and it is expected that there will be a better opportunity to share experiences, photographs, slides and movies than has been the case in the past.

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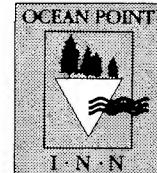
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Morse Boatyard – Friendship, Maine 1901

by Betty Roberts

"Good morning, Mr. Morse! I would like you to build me a Friendship Sloop."

"Humph! How long do you want it?"

This might have been the scenario if you were to have a "sloop boat" built at the Morse Boatyard in 1901. Wilbur Morse had finally arrived at a design that satisfied him, and when he came to build your sloop, all he would need to know was how long you wanted it. After that, he took his design and either scaled it up or down to meet your desired length.

All along the shores of Muscongus Bay men were building their own lobster sloops. Side by side, brothers, cousins, in-laws were all engaged in making a sloop in the winter, fishing from it all summer, selling it in the fall, and starting the process all over again the next winter. Wilbur, however, was a professional boat builder, constructing any type and size boat a customer wanted. His first shop in Friendship was a mile from the ocean, but in 1900 he moved to a spot right in the heart of the harbor. Occasionally his yard would launch two boats a month, but usually it was three boats in two months. Because of this mass production and the location of his shop, the "sloop boats" were called "Friendship Sloops".

The Morse yard usually had three hulls under construction at a time. The most advanced was in the middle of the shop with another started off to each side. After the sloop from the center was launched, the hull next nearest completion was moved into the center and a new keel laid in its place.

The keel was made of beech. The stem and stern posts were usually natural oak knees or roots, which gave greater strength and were considerably less work to shape. Wilbur bought pine lumber from Bangor which was shipped down by schooner, and the planking was gray oak (red) which was cut in Whitefield and sent by narrow gauge railway to Wiscasset and floated to Friendship for 1 1/2 cents per foot. Galvanized nails were purchased from the Atlas Tack Corp. of Fairhaven, Massachusetts because their galvanizing was far superior to any other. No pitch was used in the seams, and the decks were blind nailed. The shrouds were all one piece on a side, seized around the mast at the top and set up with dead eyes on the bottom.

Of course there was no electrical power in those days, so Wilbur's brother, Jonah, cut the keel and stern posts by hand using an adz and axe. Eventually a steam engine was installed to power some tools.

For winter lobstering, a strip of copper sheathing was fastened along the water line to prevent ice damaging the hull. Wilbur usually purchased his sails from a sail loft.

Launching was accomplished in several different ways. In the winter, when the harbor was frozen over, occasionally the sloops were hauled out onto the ice and left for the spring thaw to let them down into the water. Before Wilbur lived at the harbor, his boats made the trip of a mile to the shore, hauled by a team of oxen. Later, others went down the ways. It is not certain that Wilbur used shucked clams to grease his ways, but some of the earlier builders followed this practice.

Now, with the sloop in the water and ready for you, comes the day of receivership.

"Because you ordered a 28-foot sloop, your bill is \$300. If you ever want a 33-footer, it will probably run you \$500. Now, if you want a chance to go hauling before you pay, you can hold off awhile and I'll just put it on the books. By the way, in the cuddy you will find we put some blocks made to clamp onto the coaming that will serve some oars in case you get becalmed out there someday."

"Thank you very much, Wilbur. She sure is a beauty."

Notes

John Worth's *Spirit*, built in 1967 by Roger Morse in Thomaston as *Margaret Motte*, renamed *Sumbolon* and the *Spirit*, has been sold to Capt. Jon P. Finger of Rockland and renamed *Grace O'Malley*. She will sail parties from Windjammer Wharf, Rockland.

One skipper announced proudly at the annual meeting that he had made it through the whole summer without ever putting his sloop aground. "Well," as the old man said, "if you haven't been aground, you haven't been anywhere."

The cynical city feller observed that the man who has a Friendship sloop has a pile of rot, a pair of trailboards, and a damned good pump.

If you could line up all the Friendship sloops on one side of the Muscongus Sound, each one would look different from all the others. If you lined up an equal number of yachts on the other side, each would look different – in some cases only slightly different. Yet all the Friendship sloops would look so different from all the other yachts that there would be no doubt as to which side of the sound each should be on.



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Confessions of Compromise'd Sailors

by Nancy Toppan

First of all, you have to understand that Peter is somewhat akin to Robert McCloskey's *Burt Dow, Deep Water Man*. The title would have read: *Peter Toppan, Wooden Boat Man*. Peter grew up sailing on a lake in central New Hampshire and spending time each summer on a small island in Boothbay Harbor, just off Southport Island. He built his first sailboat when he was 13 years old. Peter understands wood and wood understands Peter. Peter does not understand fiberglass and fiberglass does not even like Peter.

When we first met, he was building a 15-foot wooden sailboat. He took me sailing for the first time in a wooden Snipe on a lake so shallow that we had to keep the centerboard raised half the time. ("What," I asked, "is a centerboard?") Two years later, he proudly launched his 15-foot boat and christened her the *Nancy T*. She had joined the family a year ahead of our marriage.

We sailed the *Nancy T*. for years and we went to Boothbay in the summers. Peter very carefully pointed out Friendship sloops to me with the instructions that "that is how a boat is supposed to look." Peter and his family had sailed with Roger and Mary Duncan on *Eastward*. From the door of the cottage on Capitol Island, you can see past Burnt Island to Spruce Point. Each morning and evening as the charter boats returned to the harbor, we would watch for the gaff sails.

By now, Peter wanted to build a bigger boat — a Friendship, of course. Off we went one summer to Friendship and the Lash Brothers boatyard. While I sat in the car eating raspberries, Peter talked with Winfield Lash about plans. Now, Lash wasn't going to sell his plans to just any young city slicker who came along. After three hours, Peter finally convinced Mr. Lash that we would take good care of his plans.

We came home in high spirits. That fall, we began to cut the white oak on our property. Knowing by now that I was pregnant, I only watched as Peter felled two tremendous oaks in the swamp. This being our first child, we had the idea that we would be able to build a boat and a baby at the same time! Andrew was born the next spring, nine months after the visit to Friendship. We burned those trees two winters later. The heat was lovely.

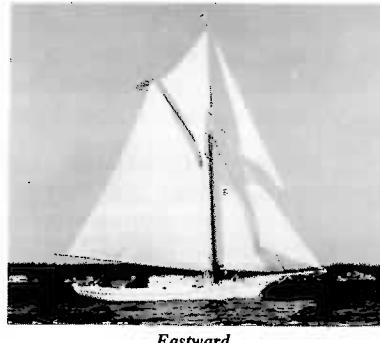
Andrew and, later, Jason napped happily in the cockpit of the *Nancy T*. as we sailed. But the *Nancy* was beginning to need major rebuilding and she was just too small for pleasant sailing outside of Scituate harbor. We began looking for a larger boat — wooden, naturally. As each boy grew old enough to notice the differences in boats, Peter had been teaching them that Friendships were the proper kind of boat. They had learned well. They knew what to look for as we went boat-shopping.

We found wooden boats we couldn't afford, wooden boats we could afford needing so much work that we might never sail again, and boats we could afford that we wouldn't own. Just before we left for Boothbay in 1986, Peter found an ad in the paper for, of all things, a fiberglass Friendship. Not knowing about the growing number of fiberglass Friendships, he was suspicious. He went to look. He came home a changed man. "We have a problem," he announced. "She is a Friendship, she is empty inside, and she is RED." There was also another buyer with first refusal on her.

We went to Boothbay, sailed with Roger and Mary, and asked about these newfangled Friendships. We gained a lot of information. Roger quoted his friend Harry Quick to us once again. "If you want to go sailing, don't build a boat. If you want to build a boat, don't go sailing."

Our first stop when we returned was George White's house. The Friendship was still for sale. The other people did not have a mooring, so they did not want the boat. Of course, we didn't have a mooring either, but this was August. Next year would have to take care of itself.

continued on page 13



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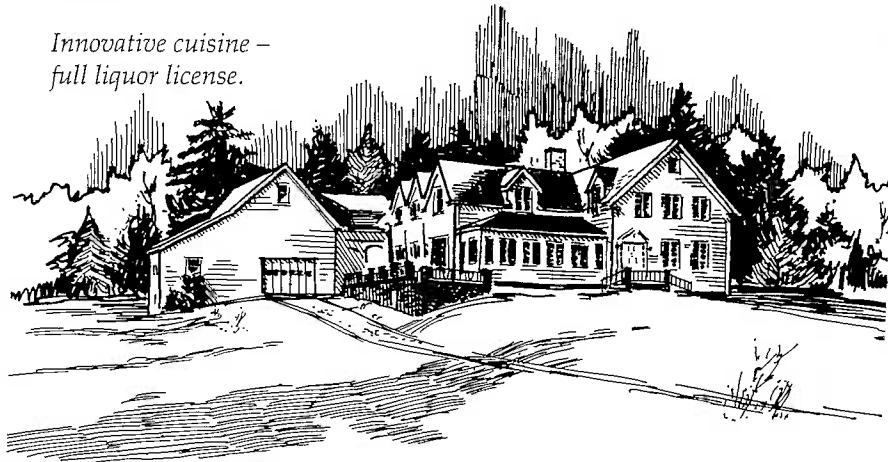
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Never did we realize the storm of laughter we would release when we announced to family and friends that we had bought a fiberglass boat. Our neighbor, Cliff Tyler, is the grandson of Scotty Gannett, who built Friendships in our town of Scituate, Massachusetts. Cliff appeared on our doorstep one Saturday morning to announce that Peter's subscription to *WoodenBoat* magazine would automatically self-destruct. The boat wasn't even in our yard yet! The boat was delivered and the magazine continues to be delivered.

As soon as the boat arrived, we painted the topsides green. Yes, we were told not to bother painting gelcoat, but she just could not stay faded tomato red. Each year we get to paint her topsides, like all those people with wooden boats.

Shortly after the boat arrived, we had a visit from Bernard MacKenzie. Bernie appeared at my door one afternoon asking if that was a Friendship in our yard. I invited him to climb all over the boat and to return when Peter was home. Bernie did indeed climb all over the boat. He brought Al Zink down to look her over. We learned that Al's boat, *Seal*, is Hull #1 from the same mold as ours. Peter, Bernie, and Al went over every inch of her hull. She was certainly a bare hull. Bernie and Al set Peter to work right away building bulkheads, adding supports under the deck, reinforcing everything. By the next summer, she was ready to launch – short on comforts and long on structure.

As all of this work and conversation was taking place, we kept saying, "Well, that is just the compromise you have to make." There was fiberglass instead of wood, a bare hull because we could afford her, a rig that wasn't quite right for her size, no galley, no head then, and on and on. One day we realized that we had already given her a name. She is a *Compromise* of the very best kind. She isn't perfect, but we are sailing again. We didn't build her ourselves, but we have added enough improvements so that we have plenty of wood to paint and varnish every spring, and we do own a Friendship. We have decided that is probably the best part of this *Compromise*. We have enjoyed all the help, the new friends, and the fun that seem to come as the unseen rigging on a Friendship sloop.

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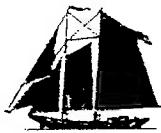
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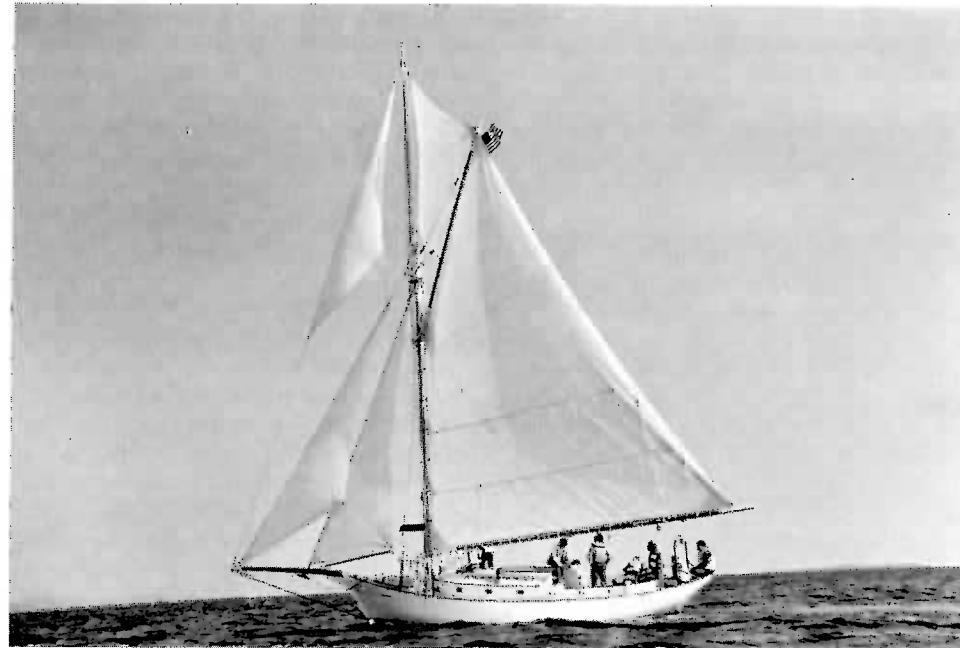
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A New Rita



The New Rita

On July 22, 1989, a new, wooden Friendship sloop was launched, a significant moment in the history of Friendship sloops and of the Society. Mr. Frank Snyder, Commodore of the New York Yacht Club, commissioned the Rockport Apprenticeshop to build her and Nat Wilson to make her sails. Like all Friendship sloops, she is unique.

Her design was taken from that of an earlier *Rita*, built by Morse, probably Wilbur, in 1903. Frank Snyder bought her after World War II and found her such a delight that he had John Atkin take off her lines in 1955 and had this replica built in 1989.

The new *Rita* differs from the original in several interesting respects. She has a self-bailing cockpit which, necessarily, is well above the waterline. This and the desire for headroom below required that her freeboard be increased slightly. Even so, the cockpit is shallow, and one had best assume an attitude of prayer as she gybes, for the low boom all but sweeps the deck.

Her forefoot is well cut away. With the mast far forward, there is not space enough under the deck to fit the usual mast step spanning several floor timbers. Many Morse boats solved this problem by stepping the mast on the keel, but this concentrated the powerful downward thrust of the mast in one spot on the keel and encouraged leaks in the garboard seam. Roger Long, the architect who planned the new *Rita*, strengthened keel and garboards with stout cheek pieces in the way of the mast step.

Instead of the traditional lockstreak under the deck, *Rita* is built with clamp and shelf like most modern wooden boats; and unlike many Morse boats, she has a floor timber between every second pair of frames.

The rudder is stepped in the traditional way in a trunk aft of the stern post so the heel of it can be swung aft and the rudder and rudder post removed without digging a deep hole under the stern.

Rita is heavily ballasted with almost a ton and a half of lead on the keel and a ton and a half inside. Roger Long declares that if she took a 90° knockdown, she would come back, assuming hatches, ventilators, and cockpit lockers did not leak badly. One could scarcely have said that of the original *Rita*. A few barrels of the North Atlantic over the coaming of

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Rita continued

her big open cockpit would have done her business.

Herrig is much like that of her ancestor – huge. Her boom is the same length as her waterline and her gaff comes aft to the rudder head – traditional proportions. With 680 feet in her mainsail and a big topsail set over it, few indeed will pass her to leeward.

On her trial trip with Peter Clapp at the helm, the new *Rita* proved fast and handy. She balances well on the wind, sailing herself single reefed even with all hands on the bowsprit. In a heavy following sea she wants to swing sharp around and look you in the eye, and her long boom occasionally trips on a wave top. Nevertheless, assessing her whole performance, Peter Clapp writes, "To feel the bow lift up and out of the water when a gust hits and then drive back down and push the water aside as she picks up speed gives me a wonderful feeling about the responsiveness and power of this boat."

It will be a pleasure to welcome *Rita* under the command of Peter Clapp at Friendship and Boothbay.

Frank Snyder, the owner, writes:

I haven't had time yet to sail *Rita* in many different wind conditions, but my first impressions are that she is fast, although somewhat tender.

She has the same delightful characteristic that the original *Rita* had, which is a tendency under certain conditions to roll her bow wave under, so that a twisting swirl of air runs along her keel and then shows up under the stern. Looks like we're dragging a 5-inch hawser!

What makes the new *Rita* tender, I think, is that we put only 2,200 pounds of lead outside. There's another ton inside, but I'm afraid that that isn't quite enough. She probably needs at least another ton outside. We're talking to Roger Long about this right now. I doubt if she'll have any new ballast in place this year.

When I bought the old boat in Eastport in 1946, she had an iron shoe that looked to weigh about 1,000 pounds, and she had a whole junkyard of rusty iron and steel below her floorboards. We took a lot of that junk out so that she would lie to what we *thought* should be her proper waterline. The old boat still had much more ballast than the new one. Besides, she was planked with 1 1/4" oak, which made the basic hull about a ton or so heavier than the new one.

So, all in all, I'd say the new *Rita* is lighter, more tender, but just as fast as the old one. One thing that we did before launching that might interest you is that Roger Long made a careful analysis of her righting moment. *Rita*'s ultimate stability is 90 degrees, which is considerably better than the original boat, I'm sure. I'd feel better if it were 100. Maybe a shoe on the keel could bring it to that point.

These boats should not venture very far offshore, even if they have self-bailing cockpits. The hull form of the Friendship sloop is powerful and the rig low-aspect, which can lead the owner to assume, because his boat has enormous initial stability, that he has a really heavy weather boat under him. Not so – without that high ultimate stability.

The problem is that these boats were designed before the days of heavy outside keels, and they weren't strong enough at that point in the hull to carry big heavy lead weights down there (not having floor timbers). (I wonder how much lead you have – bet it's more like 4,000 to 6,000!)

The new *Rita*'s rig is traditional: a heavy mast cut on Roque Island, and a very light topmast. Halyards come down to pin rails in the rigging. There are three normans at the base of the mast for extra halyards, and there are only four cleats on the boat, two on each side of the cockpit. No winches, of course, and no large headsails.

This means we have to have a couple of pretty strong fellows aboard. With her long keel and long bowsprit, we also have to be a little careful maneuvering around other boats, but then so do all the other Friendship sloops!

All in all, I'd say she is a great success – an easy boat to handle, so long as we don't try to lug sail in too much breeze!

A letter from Ted Bromage, 9 Cathedral Avenue, Florham Park, New Jersey 07932-2520 reads in part: "HELP!...I've spent 40 of my 52 years admiring, and, I think, wanting, a Friendship sloop. Next year we hope to buy a sailboat and need help in making the decision on what to buy. It is exquisite to sit in the cockpit of a Friendship, but we've never sailed one. Is there room enough for a comfortable weekend cruising? Is that beautiful rig worth the effort? What are some of the subtle advantages of a Friendship? What are the drawbacks?"

Your editor, unable to resist Mr. Bromage's questions, erupts below. Responses welcome.

It is indeed exquisite to sit in the cockpit of a Friendship sloop. You sit down in the boat, not up on top of it. Should a passing fisherman raise a wash, your Friendship rises and falls to it in gentle rhythm. Should your halyards be a little slack, they tap the wooden mast. None of this rangy-dangy ding-ding-ding of wire halyard on metal spar. Should it breeze up a little, your sloop will lie back on her anchor line and quietly look the wind in the eye while your neighbor will fall off to starboard, sail ahead on her anchor line, pause uncertainly, fall off to port, wind abeam, drift to leeward until the anchor line jerks her head to the wind again.

Is there room enough for comfortable weekend cruising? If you can cook enough to support life happily on two alcohol burners, if a clean kerosene lamp will guide your footsteps, if you can scrooch a little in the forward part of the cabin and carry what clothes you need in a duffle bag, the answer is an unqualified yes.

Is the beautiful rig worth the effort? What do you like? Would you rather take two rope halyards in your hands, haul up a gaff to a rattle of blocks, swing your weight on the throat halyard to tighten the luff, hoist the last of the peak to get just the right wrinkle from peak to tack and then swing your arms wide as you coil down, or would you rather wind a wire around a drum with a winch handle? When something wears out or breaks – and nothing lasts forever – would you rather tuck in a splice, put on a marline serving smelling of pine tar, build a new oak cleat or boom jaw; or would you rather take your boat to a yacht yard where an expert with the essential tools repairs your winch, your geriatric roller jib or patent gooseneck? Would you rather ground out alongside a wharf to clean the bottom or pay a boatyard?

You inquire about the disadvantages. A serious disadvantage to a Friendship sloop is that she is not foolproof. With a sail plan big enough to move a heavy boat in light weather, she can be knocked down by a sudden hard puff or squall. Should the big cockpit fill, she might very well sink under you. You do not need to sail in terror, but you must watch the weather and keep the main sheet clear. A Friendship sloop is designed to sail on her bottom. When she heels enough to drive the rail under consistently, she slows down and sags to leeward. Then it is time to reef the mainsail. A deep-keeled, heavily-ballasted modern boat will stand up to more wind under full sail, will sail faster on her ear, and will come right back better than a Friendship.

Finally, you ask about subtle advantages. You must answer this question yourself. If you like to sail in a boat instead of clinging to the top of it, if you like the steady, easy big-ship feel of a hull with some heft to it and some real sail power, if you like a boat steady on the helm, responsive but not skittish, you will like a Friendship. If you like a handy boat in which you can beat up a narrow channel or come alongside a float under sail, you will like a Friendship. Then, as you look at her as you row ashore, you will catch your breath in an instant of ecstasy.

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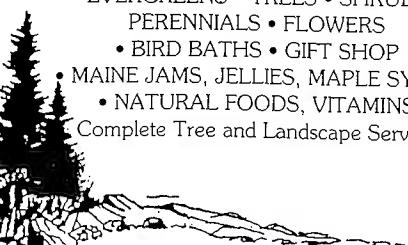
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Pendleton Memorial Scholarship Fund

by Elbert S. Pratt

This fund was established in 1966 by the Friendship Sloop Society as a method by which the Society can make a practical contribution to the people of Friendship. Income is distributed annually among young residents of Friendship to help them to continue their formal education beyond high school; for it is only through education that real freedom of choice can be achieved. (Ed.)

On a beautiful spring Sunday afternoon, a friend and I were sailing lazily by a broad, sandy beach bordered by swaying palms. On a wilder day this sector had been called Red Beach. Now, a gentle breeze wafted us along in our outrigger canoe made from a hollowed log with planks nailed to the gunnels to increase the freeboard. The sail was a dirty triangle of canvas which had seen hard service but, remarkably, required no patches. Of course, this idyllic scene was interrupted occasionally by a disabled jeep or duck or some other piece of military equipment rusting on the beach or by a shattered palm trunk, starkly white in the midst of lush greenery.

An all-expenses-paid cruise through the western Pacific had been arranged for me and my friend, Jim, by our Uncle Sam, provided we agreed to help staff a General Hospital which was set up back in a coconut grove about a mile from the shore. The year was 1945. The island was Leyte.

Jim lived in New York and summered at the Connecticut shore. He enjoyed sailing and I had told him about sailing our catboat in Maine. Now, out of the blue, he asked, "Did you ever hear of the Friendship sloop?" I allowed that I had and added that my catboat sailing had been done in Friendship harbor, and I asked him how he happened to know about them. Jim said that his summer sailing in Connecticut had been in a Friendship sloop. When he asked how many sloops were moored in the harbor then, I had to tell him there was just one. It was Depression, then owned by Dr. Myron Hahn, a summer resident. He called it a sturdy boat. We spent the rest of the afternoon talking about the sloop and its use in fishing and lobstering. We noted that it was a family business. Sons and sometimes daughters assisted their fathers in hauling, baiting and resetting traps. Later they might take over from their fathers or start their own trap lines. This was the way of life in a coastal fishing village. We agreed that it was not the kind of life which we would choose.

Before the war, what went on beyond the town, county, or state boundaries became less and less important to the residents of the small villages in Maine, as each line was crossed. Few people were interested in leaving the village. After the war, conditions changed. Improved transportation and refrigeration as well as better and faster boats made it possible to widen the market for lobsters and other seafood. Prices for these products went up. Fishermen had more money in their pockets, but, alas, the cost of a boat, fishing gear, gasoline, food and everything else needed to sustain a viable home and community life went up as well. The fishermen's economic position did not improve, nor has it, even today. In fact, fish processing in Maine and opportunities for fishermen are declining as processing plants continue to close along the coast.

An expanded communications network now informs us, daily, about every aspect of political, business, and social life at home and around the world. Now the young people of the small towns in Maine are encouraged to try something different. They want to go and see all of this for themselves. The stumbling block is the cost of making the transition, usually the cost of the additional education needed to be a part of the business and professional communities.

continued on page 20

I remember what Jim said that day in the outrigger canoe, and I paraphrase his words. What is going to happen to the fishing industry when the fishermen abandon their boats and take better-paying jobs ashore? We now know that this hasn't happened. It costs too much.

The Friendship Sloop Society and other organizations and individuals are helping to make it possible for those who wish to change to do so. The Sloop Society fundraising drive in 1989 increased the Scholarship fund endowment by about \$5000. Today the fund total is \$45,701.96. Thank you for supporting the drive; you are helping to make that transition possible for many young people in Friendship. Here is a typical letter written by a current recipient of an award:

January 11, 1990

Dear Friendship Sloop Society,

I would like to express my appreciation for the Pendleton Memorial Scholarships (awarded to me) for the last three years. Your support has helped me to attend Bowdoin College, where I am now a junior. I am majoring in mathematics and minoring in psychology. This past semester I took two math courses for my major and two electives. This spring I will take two math classes, a class to finish my psychology minor, and an elective. I am also involved in many campus activities. Your aid has helped to make this all possible, and thank you all very much.

Sincerely yours,
Rebecca Benner

The Trustees would only add that Rebecca is doing very well. Thank you.



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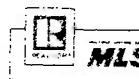
Reflection by Phil Ham

Those members of the Society who knew Jim Chadwick, builder of the legendary *Eastward*, are probably aware of his recent passing here in St. Augustine. With the organization in its thirtieth year, the entire membership might want to reflect on the departure of another contributor to our Friendship sloop history.

I didn't see Jim very often after our initial meeting, but we visited a few times and talked of little else but boatbuilding. I have scores of books on the subject, but in the few conversations we had, I realized how much more enlightening a one-on-one discussion with a real "pro" can be than the chore of trying to understand the printed explanations of a subject so complex. For this ability and willingness to communicate these skills, Jim and many others like him with a lifelong involvement in boatbuilding craft will be sorely missed. However, through the efforts of our Society, publication of magazines such as *WoodenBoat*, and the emergence of boatbuilding schools along both coasts of the United States – all within the past thirty years – the skills are being nurtured and preserved.

In the ten years I was building *Calypso*, I managed each year to get to the Sloop Days in Friendship. Although I was in quest of boatbuilding knowledge, as the years passed I became aware that I was learning equally as much about the people caught up in the Friendship Sloop movement and the reasons for their involvement. I recall one occasion – a beautiful sunny day with a brisk breeze, a few cottony clouds and a general feeling of peace and well-being among the spectators watching that day's "Parade of Sloops." I had struck up a conversation with a young mother who was vacationing in the area. She had brought her sons to the occasion without really having any conception of its nature. She was obviously pleased with her spontaneous decision. She and her boys were thoroughly fascinated with the simple pageantry of the affair. All about, the resonant voice of the regatta's announcer could be heard giving the names of the passing sloops, their crews, skippers and owners; and for each sloop, a brief history of her origin and accomplishments. When such names as Stuart Ford, John Thorpe and Phil Nichols were mentioned and were credited with having built their own vessels, there was resounding applause from the crowd. The young woman turned to me and said, "I'm so pleased that I brought my boys here today. I wonder if these people have any idea of the tremendous sense of value they're demonstrating to the youngsters that are seeing this. I wish there could be more things of this nature for them to be aware of."

Friendship sloops have endured for a century or more because of their classic beauty. Through the Society's efforts and the dedication of its members, they will be remembered and admired for years into the future. But what of the people who built and sailed them? And of those who did neither, but who contributed in so many ways to their success and endurance over thirty years of the Friendship Sloop Society? As we continue to chronicle the passing of old and arrivals of new Friendships, let's also keep an account of all those people involved who have – in the words of the young mother on the Friendship dock that beautiful summer day – "done so much to demonstrate a sense of value to the young."



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Mini-Friendships

Frank Soto, Trustee of the Central Park Model Yacht Club, writes in part:

The yearbook of the Friendship Sloop Society certainly would not be complete without mention of the existence and activities of a formidable fleet of Muscongus Bay lobster smacks sailing out of Central Park, New York City. Enclosed you will find a regatta report which will give some idea of the day's doings.

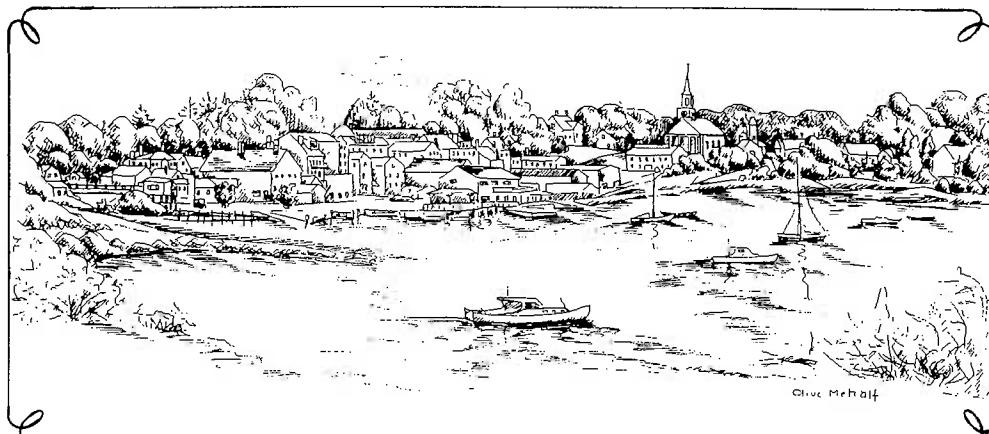
We managed to sail 11 heats, with all but one yacht surviving the entire race. After the fourth or fifth heat, we broke for a wonderful hot lunch comprised of Maine clam chowder with buns, franks and beans, all cooked and ladled out by those famous caterers Levin & O'Shea. Even before the race started, we were provided with a small crate of pastries, strudels and Danishes by new club member Dan November.

The skippers, in order of finish, were: 1) Steve VanNess; 2) Frank Lusk; 3) Charlotta Lusk; 4) Murray Mockler; 5) Kent Mockler; 6) the Mustachios – Sal Cantarella, Herman Estevez, and Mary Gould; 7) Dan November; 8) Victor Gordon; 9) Frank Levitt. Noel McIntosh did not finish. Prizes, which were provided by the Laughing Whale Company of Maine, went to the first three places. These were kits for two half-models of Friendship sloops and a waterline model. A consolation prize of a can of Maine clam chowder was presented to Frank Levitt.

This event will be held again at 10 a.m. on Saturday, October 13, 1990 on Conservatory Pond, Central Park, New York, right off Fifth Avenue, with entrances at 72nd and 76th streets. You and your mates are hereby invited to participate.

The Central Park Model Yacht Club has been invited to participate in our regatta at Boothbay. We hope their members will bring their radio-controlled yachts and stage a race in the West Harbor.

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Founder's Message

by Bernard MacKenzie

It was 1961 and I had been sailing my old sloop *Voyager* for 11 years, and during that time had found nothing else that would sail quite as well. A remarkable boat built in 1906 by Charles Morse, brother of Wilbur, who was credited with building the first Friendship sloop in 1875, it was one of the originals designed for coastal fishing and born of a depression at the turn of the century when Wilbur and Charles Morse of Friendship were asked to build a smaller, less expensive craft for lobstering and fishing.

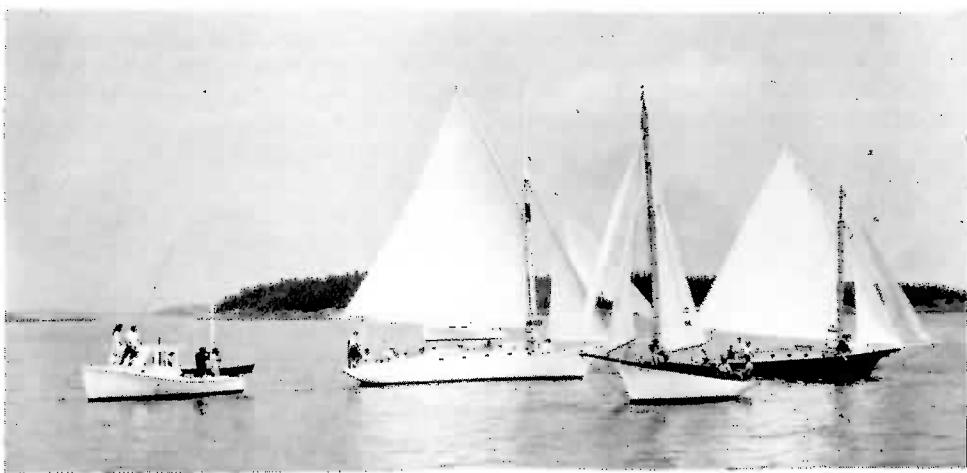
During my decade with *Voyager* she had brought me back on some wild rides from Nantucket in less than desirable sea conditions. You might say the beautiful lines of the sloop were considered incidental to its seaworthiness. It was *Voyager* that 30 years ago inspired my determination to honor her place of build – Friendship, Maine – and show appreciation for the famous type of American sailing craft that she represented. It was notable that about 500 of these sloops were built by hand in that community in the period from 1880 to 1910.

I remember writing a lot of letters during the winter of 1960-61, trying to track down other sloop owners from nebulous sources, and traveling up to Friendship to meet with Carlton Simmons, (grand-nephew of Wilbur Morse), Herald Jones and John Gould. My plans for a homecoming regatta to be held that coming summer were put before the Village Improvement Committee and promptly turned down as being too big and too costly a venture.

This surprised me, because I thought it was a pretty good idea. I kept on with my correspondence – this time to the news media: *Maine Coast Fisherman*, *Quincy Patriot Ledger*, *Lisbon Falls Enterprise*, *Down East Magazine*, *Boston Globe* and Associated Press. There must be a few more Friendships up there in Maine that would rendezvous with me in Friendship Harbor. Earl Banner of the *Globe* told me I would never find anyone, as I was the only one that had a Friendship sloop still able to float. At times I thought Earl might be correct and it seemed we were searching for survivors of an endangered species. But every bit of publicity helped the cause and soon the Friendship sloop (AP) wire story appeared in newspapers nationwide.

Finally the first reply appeared in my mailbox, and then another, and we were in business. Lots of people from far away places phoned and requested more information and others wrote and sent contributions to start up the proposed association of Friendship sloop owners.

The Maine Department of Economic Development met with John Gould and me, and subsequently we got the ear of Maine's governor, John Reed. The governor thought it was a natural, and with the support of his office, the town was urged to climb on the bandwagon.



Start of an early race: *Tannis II*, *Vida Mia*, *Blackjack*



Voyager

"Homecoming" ever, was filled with excitement! It was a one-day affair on Saturday, July 22, 1961, that attracted 3,000 spectators. There were more boats in Friendship harbor that day than residents could remember since the town was incorporated 154 years before. Perfect July weather blessed the fleet and the hundreds of people that crowded onto spectator boats to view the race. Governor Reed flew into Thomaston and traveled by car to the Friendship Town Hall that evening to present the trophies. A capacity crowd jammed the hall to hear the governor proclaim the fourth Saturday in July as "Friendship Sloop Day." It was cited as a significant milestone in the history of the little town and its people. I thought it was proper appreciation for the world-class little fishing smack that was built there in such numbers so long ago. Many of the town's residents, however, could not understand what all the fuss was about. Those old sloops built more than fifty years ago by the Morses had been forgotten and none built locally in thirty years. There was only one old sloop left in Friendship harbor — the *Depression*. Since the younger residents had not been told about the town's glory days, it was necessary for the elementary school art teacher to show the kids what these boats looked like and gaff-rigged sloops began to appear on blackboards in the art class. A couple of these school girls came out to *Voyager* before the race and presented me with their crayon sloop sketches. Somehow this meant more to me than the trophy from Governor Reed.

The first event was so encouraging that I took a chance and proposed three days of racing for 1962. I took another chance and sent an invitation to President Kennedy at the White House. Pierre Salinger wrote back and said the President would try to make it. I had learned that he was to be Gene Tunney's guest on John's Island that weekend and thought he might find a sloop race hard to pass up. After all, he sailed a 19' gaff-rigged sloop every summer at Hyannisport. During the race, a black Naval Academy yawl sailed into Friendship with Jack Kennedy at the helm, accompanied by Senator Muskie and others. We noticed an unusual number of Coast Guard utility boats following us at a distance, but it was not announced till afterwards that the President had actually been there watching the 1962 race.

I remained president of the Society for the first three years, turning over the gavel to Richard Swanson in 1964. We organized two additional races that year — the World's Fair Cruise and a sloop race sponsored by the Manhasset Bay Yacht Club in Manhasset, New York, where we encouraged Friendship sloops from Connecticut and Long Island to join us. The annual Massachusetts Bay Friendship races were also started in 1964 and have continued ever since. The first race was sponsored by the Boston Yacht Club. The same year, *Voyager* made a television commercial in New York showing how to cook Italian food aboard a sloop, while sailing.

The new Friendship Sloop Society became a legal body through election of officers and signing of incorporation papers in February of 1961. Ralph Winchenpaw was my first vice-president; Herald Jones, secretary; and Carlton Simmons, treasurer. The purpose of this non-profit group was to incorporate all past and present owners of Friendship sloops, along with other interested persons, and promote an annual race and regatta out of Muscongus Bay. We were filled with enthusiasm for perpetuating the world-famous design of this sloop and for furthering its existence by promoting an interest in building new sloops in local boatyards and beyond.

That first race, when fourteen sloops sailed into the harbor for their first

In 1965, a 33' Friendship hull of my own design was built by Lash Brothers for Dr. Colpoys, who christened her *Amicitia*. A similar sister-ship was framed up at the same time. This was the new *Voyager* built to replace the original sloop that had been so good to me. These were bare hulls only and both boats were motored down to Massachusetts to be finished off in the next five to seven years.

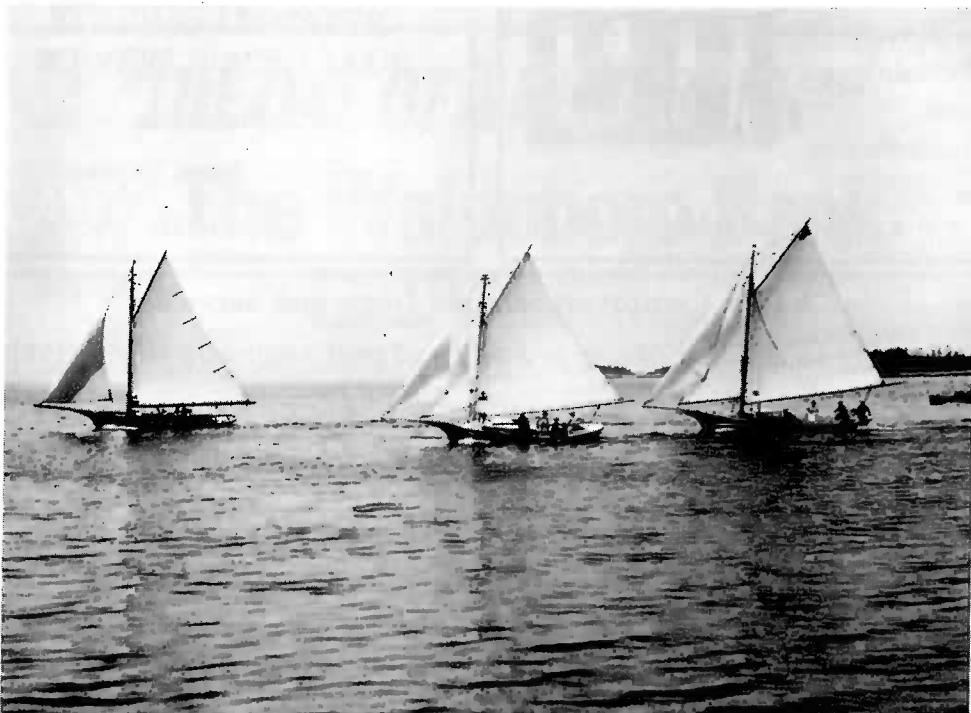
In 1980, seventeen of our sloops took part in "Operation Sail 80" in Boston Harbor. Don Huston of Nahant was Commodore that year and did a great organizing job on this successful turn-out on May 23. Few of us will forget that day when we came into the harbor with the breeze aft. Trying to stay lined up without passing the tall ships required everyone to have power going astern to avoid collisions.

Over the years the Society has brought a certain amount of prosperity to the Lash Brothers boatyard and village shops in the area and given a boost to restaurants, motels and shops on U.S. Highway 1 from Rockland to Boothbay.

These have been just the high points that come to mind. I'm sure each sloop owner has enough of his own to last a lifetime, for there were certainly enough to go around. With the sustaining interest and active support of association leaders and friends over the years, the Society has flourished. There were about 30 members that first year; today, as we are about to celebrate our 30th anniversary, we are able to claim about 238 members with 143 sloops. Why, that's an increase of about 300 percent!

Each of us has been paid yearly dividends for all of these years. The disbursements were in the form of health, pride and friendly competition. Not everyone agreed at the same time about anything and sometimes our races didn't appear to be that friendly, but after three decades — why just the thought of getting along with everyone for that span of years staggers the imagination.

I want to thank you all personally, from John Gould and John Wojcik and everyone in between, for making the Friendship Sloop Society such a proud and worthwhile organization.



Leaders in the first race, 1961: *Mary Anne*, *Ellie T.*, *Eastward*

Hauling from a Dory

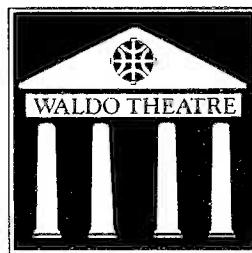
by Betty Roberts

The old-timers tell of lobstering in the pre-Muscongus Sloop days when all they had was a dory. Our modern-day impression of a dory is a flat-bottomed boat, pointed at both ends, rather deep, with fast-rising sides. To a novice it would seem that to haul lobster traps from a dory would put one's weight off center too far in order to reach beyond the gunwale, thus lobstering would either put the fisherman into the sea or the sea into the dory. "Not so," said an old-timer. "My father lobstered from a dory, but they used a round-sided one."

He explained that when lobstering, the fisherman stood with one foot on the bottom of the dory and the other on the gunwale. He hauled his trap, and while the trap was coming to the surface, he put his weight on the gunwale foot until the side of the dory was only a few inches above the water. When his trap broke the surface, the buoyancy of the trap lifted it as it came up enough to pop the trap onto the gunwale. The fisherman, by shifting his weight, was able to just roll the trap into the dory. This saved having to struggle to haul the trap over the high gunwale into the boat.

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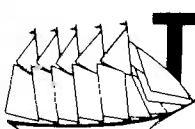
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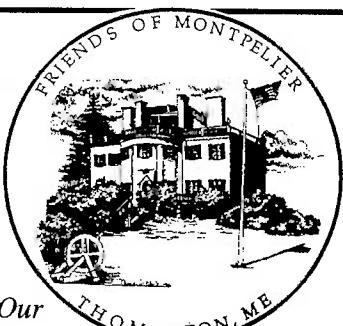
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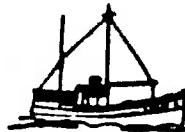
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Daystar

by Sally Mosher

Royce Avenue is a quiet, tree-lined street in a small midwestern city 40 miles inland from Lake Michigan. It features neat, older three-bedroom homes whose owners are apparently serious contenders for the tulip growing and lawn maintenance Olympics. But what's this? A house with peeling paint featuring an overgrown lawn twinkling with dandelions behind which lurks a MOST PECULIAR garage! A garage which looks as if it might have been at home in a Depression-era Hooverville, except that it is constructed from fiberglass panels instead of scrap lumber. A garage which has a strange-appearing wooden nose protruding from a gash in the front. In short, a neighborhood eyesore.

What is in this Garage from Hell? And why has the building inspector been so lenient for the last ten years? Let's look inside, folks. Yes, you guessed it! It's the Friendship sloop *Daystar*.

The background of this venerable boat began in October of 1937. An unknown boatbuilder obtained a set of plans for a modified Friendship sloop from a designer named Ferdinand Bach. Her name was to have been *Spume*. Mr. Unknown did a masterful job of lofting, from the iron keel to the ribs, and installed a dozen or so planks. And then he quit. Why he did this is a mystery, but the boat lay unfinished in his barn until he died, and his widow planned to burn her. But she was rescued by Tim Downing, and before he too disappeared, he sold her to Rich Mosher. For ten years, throughout a tornado, two work layoffs, and the birth of a daughter, Rich, his family and friends worked on the sloop, which had been remodified to look more like a Friendship and had been renamed *Daystar*. On August 19, 1989, she was finally launched.

The launch itself could have been produced as a movie, complete with cliffhanger situations and heavy drama. Act I consisted of the tearing down of the hideous aforementioned garage addition in a great roar of cracking fiberglass and cloud of aged sawdust. Richard beholding the front of *Daystar* from a distance for the first time was a sight to record!

Act II: The boat is now rolled out of the garage and into the driveway. This was accomplished on logs with a series of hydraulic lifts, accompanied by a lot of sweating and groaning from the coolies Richard had recruited for the occasion. (To get a feel for the ambiance of this situation, picture the pyramid-building scene in *The Ten Commandments*.) At this point, a TV crew showed up and filmed the process. We were all on the 11 o'clock news that night. Instant celebrity status!

Act III began the next morning when a crane labeled ACME TREE COMPANY came to pick up the boat and put it on the trailer. It did not bode well when the crane operator (who was obviously a tree man and not into boats) kept muttering, "Uh oh, I dunno, I dunno..." Finally, after several hair-raising attempts to swing the boat off the ground and onto the trailer, Richard had the operator raise the boat just high enough so that he could drive the trailer underneath it. A fine shot would have been the wild and harried look on Richard's face as he backed up the trailer.

And now for Act IV. Scene I featured Sally and Richard haggling with the tax people about the boat license. We brought the entire two-gallon file box full of bills and documents down to the registrar's office, and like all good bureaucrats, the boat license people regarded us with extreme suspicion. We had to xerox everything and submit to a shortened version of The Spanish Inquisition. But all was not lost, since one of the workers had seen us on television the night before and could verify to the Chief Inquisitor that we were not lying.

Meanwhile, back at the Mosher driveway, Scene II was already underway. The semi-trailer which we had envisioned as the ride for *Daystar* to the marina 40 miles away turned out to be a pickup truck with those outrageous oversized tires. And the truck was driven by a kid who looked to be about 18! But no problem. The kid turned out to be one of the most knowledgeable people we dealt with during this three-day drama. *Daystar* made it to Lake Michigan without a hitch.

continued on page 31

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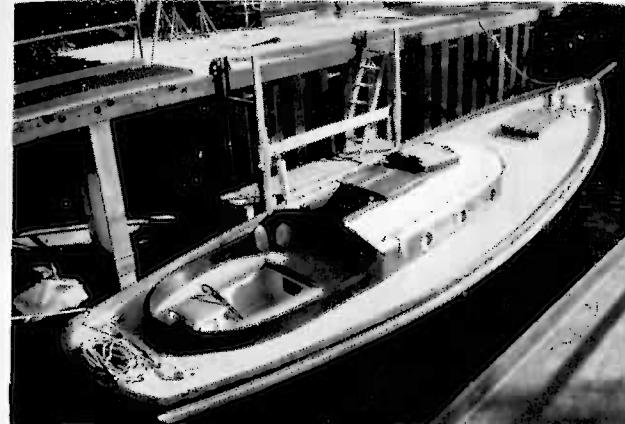
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continued from page 29



became apparent! She floated! And she only took on a couple of gallons of water.

After the big moment, there were a few minor incidents of low drama. Richard had trouble starting the engine the next day (although it had revved up just fine in the garage) and after he finally got underway, he nearly demolished several nearby boats backing *Daystar* out and aiming her down the channel to her new home at the South Haven Maritime Museum.

Like all good dramas, the saga of *Daystar* will have a sequel. Next time, we will see the installation of the mast and rigging, the first time under sail, the eventual trip to Friendship. Rumor also has it that Tim Downing has been found.

So the mystery of *Daystar*'s origin is beginning to unravel and the story goes on. Stay tuned.

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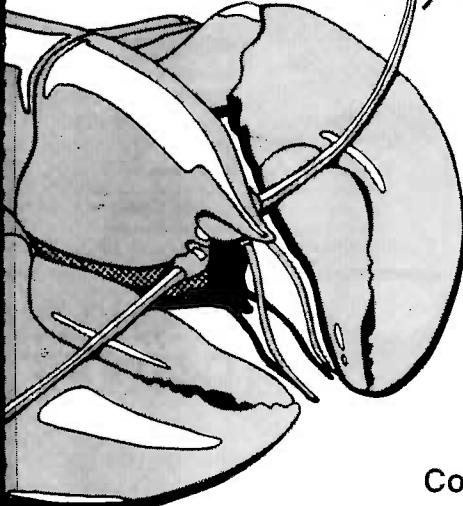
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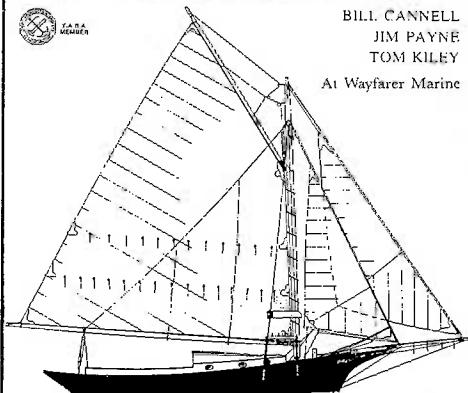


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by Mary Cronin



Tannis

I realize that at 38 feet the *Tannis* is somewhat larger than most Friendship sloops – but so is our crew of eight children, one daughter-in-law, two sons-in-law, and 4 and 3/4 grandchildren. I guess you might say that we consider the *Tannis* our summer home, and we use it that way. We arrive aboard every Friday afternoon and leave late Sunday afternoon – May through October – plus all day before holidays, during holidays, and the day after holidays – and vacations!

Each spring when the *Tannis* is launched I am astonished at the amount of storage the captain has incorporated into the sloop – granted he is a cabinetmaker by trade, but there must be a stroke of genius in him, also. There are endless areas to tuck things away, never to be found again until the fall when the *Tannis* is winterized.

Take the "head," for example: In this very modest 2'x3' area we have a very well-endowed first-aid kit complete with inflatable splints (our insurance against broken bones aboard!), bed sheets, pillowcases, towels, dishtowels, facecloths, sponges, combs, brushes, toothbrushes, toothpaste, deodorants, insecticides, mosquito repellents, sun repellent, detergents, bleach, soap, and dirty clothes bag – and, of course, the "head"! Can you imagine how much space this would require at home?

Then we have the galley: Behind the two-burner propane gas range we have flour, sugar, coffee, tea, shortening, spices, cocoa – all types of things to cook with. Under the range we have storage for pots, pans, paper and plastic wraps and bags. Under the sink we have cleaning supplies, coffee pots and assorted cooking gear. To the right, under the Corian countertop (at home we have Formica, so you can see where our priorities lie!) we have a long drawer for silverware and cooking utensils. Behind the sink and range we have china (plastic plates),



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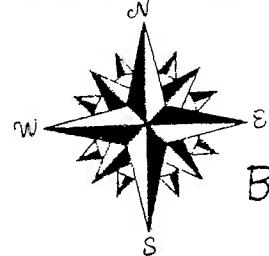
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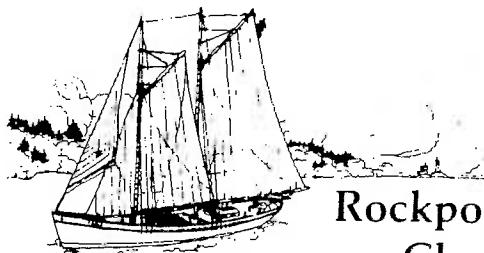
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glasses, cups and serving pieces for 24, plus or minus. To the left of the sink is a beautiful little brass water pump (we carry 55 gallons of water).

Also, at a right angle and to the left of the sink, is a small two-burner, one-oven Shipmate stove with coal and wood storage below – an absolute necessity in spring and fall. To the left of the wood stove, our icebox. At only 4'11" tall, I have never found the bottom of the icebox, but I am assured that it does have one! After the crew stows 25 lbs. of ice, four gallons of milk, and our supplies for a weekend or a week, the top reluctantly slips into place. Behind the top to the icebox is bread storage and dry storage for cereals, etc. How can all this be incorporated into a space only 5'x5'? I can stand in one spot and reach almost everything needed to prepare a meal! Can you imagine how much room I require at home for these necessities? My kitchen is 12'x17' with tons of storage and I complain about my need of more space. On the *Tannis* we cope gloriously with what we have!

In the main cabin we have our table with storage for commonly-used condiments and peanut butter in a neat little well in the middle, 6' storage under each bench, and storage under all of the bunks. These areas are divided into canned goods storage, juice and soda storage, rice, pasta, dehydrated foods, napkins, snacks, cookies, crackers, etc. When we leave for the Boothbay/Friendship Regatta, we add cases of paper towels, peanut butter, saltines, juices, potatoes, fresh fruit, meat and vegetables.

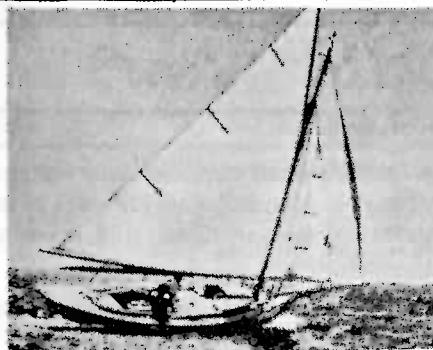
Over the engine we have storage bins for engine and boat replacement parts, tools, emergency equipment and all sorts of things we might need — such as water balloons, launchers and thole pins!

Under the captain's bunk we have storage for spare batteries, engine oil and toys for the children. Beside the chart table we have room for extra wool hats, mittens, jackets, and wool blankets. Each bunk is equipped with pillows and sleeping bags, and family and guests are told to bring with them only what they can store in their bunks — and they generally do pretty well!

Rain gear, wet or dry, is stored in a compartment next to the engine. Like any other boat, a rainy day does mess up planning, but socks, pants and sweatshirts dry very well hung over the wood stove.

It is a joy to welcome our family and friends aboard *Tannis* and sharing our sloop with others has been one of our greatest rewards. Our grandsons (six years old now!) are learning to row very well and our little granddaughter is enchanted with the "tiny kitchen and teeny oven." Michael, who just turned two, just LOVES everything – particularly MISCHIEF!

So, take the time when you see old number "7" – introduce yourself and join us aboard, but bring only what you can hold on your lap or store in your bunk!



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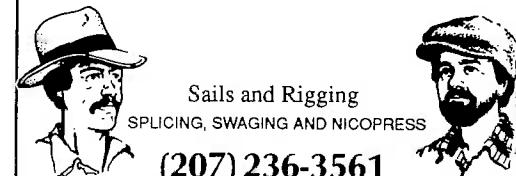
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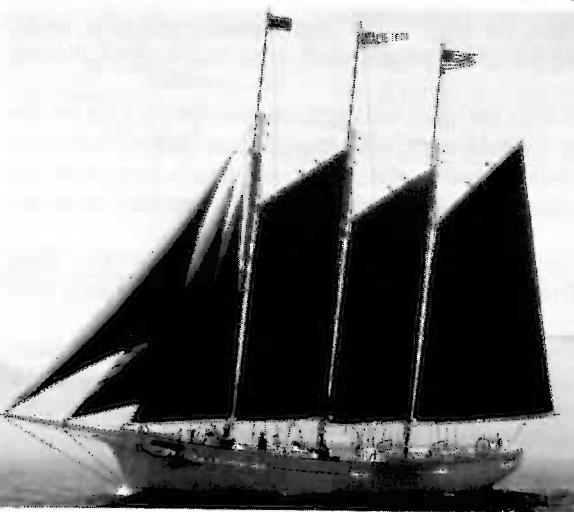
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How I Sail *Erda*

by
Francis West, Jr.

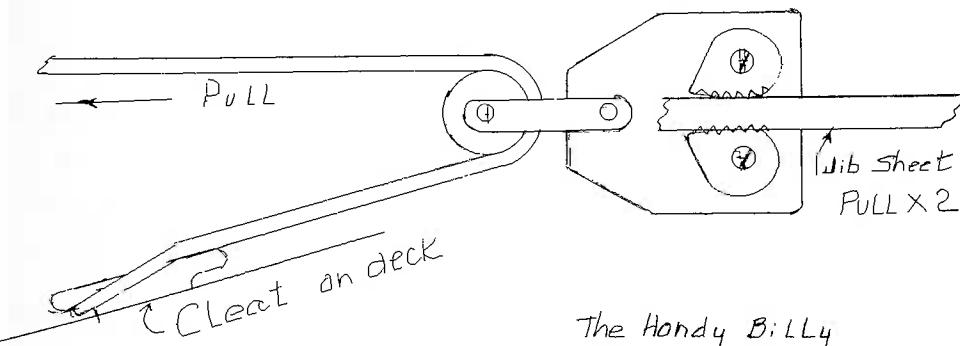
I sail a 22-foot McKie Roth-built Friendship sloop out of Vineyard Haven. She is a proper little sailboat: meaning she is easy to handle, reasonably fast, and performs very well in rough weather.

We have a handicap racing club here called Holmes Hole Sailing Association that puts on nine races each season, and I enter *Erda* in each one of them. But I am getting on in years (83) and I don't have the physical strength I used to have. Consequently, I have been developing ways and means to make racing easier.

My regular crew, Nanci, is an agile and intelligent girl who loves to sail but needs "muscle multipliers" as much as I do, and she has become very adept at using them.

Friendship sloops were not born with winches, so I rule them out. I have tried to rig blocks in each jib sheet in order to double my hand-pulling power, but they slap and bang about so much I rule them out as well. They also interfere with the jib paying out by itself in very light air. So it's back to single sheets, port and starboard, of ample-sized braided line for a good grip, rove through a block on deck and ending at a cam cleat on the cockpit coaming.

For heavy weather I have devised a handy billy that can be hooked onto the taut jib sheet by means of a cam cleat that can double my hand pulling power. It consists of a cam cleat bolted to a plate, and a single block also attached to the plate. An eye on the fixed end of the line is slipped over a cleat on deck. In use, the tail is pulled until the jib is trimmed as desired, then held with one hand while the resulting slack in the jib sheet is taken up by the other hand. It develops all the power I normally need for the single jib on *Erda* (71 square feet,) but for really heavy going I have a second handy billy with a 3-to-1 advantage. This requires a double block and a single block with becket and is just as easy to use. I generally remove the billy after each use so the boat is ready to come about immediately. I'm sure others have used this simple little device, although I admit I've never seen one other than my own.



The Handy Billy

I also use the billy to take up on the peak halyard while underway without having to luff. Dacron line slowly stretches under tension, allowing the gaff to sag down enough to spoil the aerodynamic shape of the sail. We have all seen this happen many times when a tight spot appears just under the gaff jaws. It takes a very strong pull to get the peak up again where it belongs while the sail is full of wind.

continued on page 39

Mini-Rita

Edmund S. Childs of Longmeadow, Massachusetts obtained the plans of *Rita* from Mystic Seaport. He writes in part:

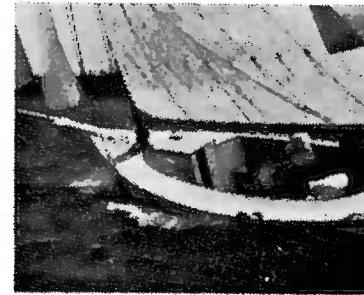
"I had the plans enlarged to get a 27" waterline equivalent to the Laughing Whale sloops sailed in NYC. The photo enclosed shows my result. It is a plank on frame model with cabin enlarged to enclose the radio receiver and mechanical controls for the sails and rudder. The keel fin and keel bulb were my own design but with depth and weight suggested by the best performing model Friendships sailing in Central Park. I was pleased to find in January at Springfield's Boat Show that my version floated to its waterline in a tank."

Ed has sailed *Rita* in competition in Florida and has found that with some slight changes she stands up well to 20-knot winds.

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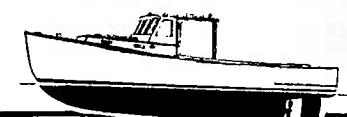
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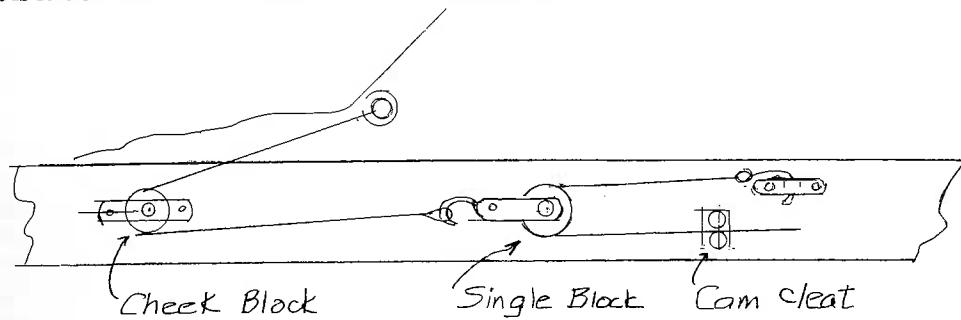


continued from page 37

The rig on *Erda* makes only two concessions to modern technology. The first of these is, of course, synthetic yarn. The second one is the cam cleat which gives one big advantage in quick and easy sail handling.

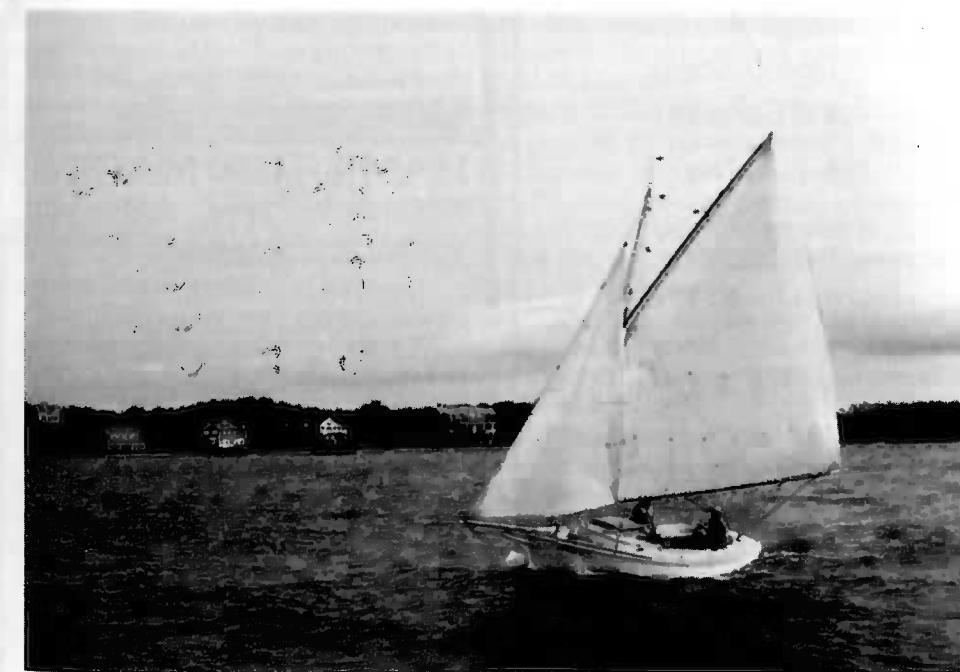
I have another handy billy I use to reef the main. When reefing, we often fail to pull hard enough on the outhaul, resulting in a main that looks something like a scallop shell! And that sail has lost a great deal of its drive to windward. Some people think if there is plenty of wind, a little sloppiness in reefing is okay, but I disagree. The boat needs all the power it can get from the smaller sail to push through a rougher seaway.

My reefing billy consists of a small single sheave block to double the pull on the leach outhaul. It can be hooked on in a minute and results in a reefed main that is flat and smooth. It is left on until the reef is taken out. See illustration.



The Reefing Billy

Now that I have divulged all my little secrets, I wish you all very happy sailing and fast racing.



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A Promising Friendship

by William M. Rand, Jr.

Sustained common interests over time make for a flourishing friendship. Just such a feeling sparked the first formal meeting of the Maine Maritime Museum and the Friendship Sloop Society back in 1985 when Society officers Dick Salter, Bruce Morang and Al Zink called on the Museum's director with a proposal for collaboration.

The proposed match made great sense. Goals and objectives of both organizations were in many cases identical, as both shared a strong dedication to the history, building and sailing of Maine ships. The Museum, founded in 1962, already included Friendship sloop material in its exhibits and archives. Reconstructing the 33-foot lobstering sloop *Iocaste*, a 1907 Charles Morse original, was a major project of the Museum's Apprenticeshop, and the beautiful 32-foot *Chance*, another original built in 1916, represented the Museum in the annual Friendship regattas.

The Friendship Sloop Society during this same period had become a family of enthusiastic sloop builders, rebuilders, owners, and sailors. Many of the 220 member sloops claimed Maine home ports, and 45 of them were true originals built before 1920. The annual July regatta saw as many as 50 of these fine ships challenging each other on Muscongus Bay while narrowly avoiding intimate contact in legendary Handicap Alley. But the Society had no permanent home. The small museum in Friendship exhibited sloop material, but space was limited. Sloop "headquarters" moved with each change of secretary.

Principal elements of the 1985 proposal included storage of the Society's widely scattered documents, builders' prints, photos, books and models in the Museum's archives and library; making this material available to the public through the Museum's library; selling prints and instructions to home sloop builders; handling membership records, mailings, inquiries and publicity. The plan included compensating the Museum for these activities and in effect made the museum the Society's permanent headquarters. The proposal was well received and a draft was prepared for presentation to the Museum's December board meeting.

The plan might have been implemented, but higher priorities prevailed. The Board decided to concentrate on a major fundraiser to make possible the construction of a large new Maritime History building. The Sloop Society's big proposal went into dry-dock. By mid-1989, however, the spectacular new building was finished, the ultra-modern, environmentally-controlled archives and library were ready, and superb new exhibits were in place — including a video of two sloop builders telling how it is. An enthusiastic new director, Jean Webber, is now at the helm, supported by an enthusiastic staff.

The promising proposal has been refloated. The Sloop Society held its April 1989 executive committee meeting in the new Museum boardroom, the Society was a guest of the Museum and Bath Iron Works for the launching of the Aegis cruiser *Gettysburg* in July, and the annual dinner was held in the Museum's main lobby in November. Boxes of Sloop Society material collected by Al Zink are appearing in the library. Sorting and cataloging has begun.

A set of easy-to-follow prints and guidelines for building a basic Nick Roth 22-foot Friendship are now on file under librarian Nathan Lipfert's care and are available for sale to interested new boatbuilders who have strong desires but limited background and shop equipment. News of the Museum and of the Society now appears in each other's newsletters. A memorial to past commodore William Hadlock hangs in the library, and the warmth of the renewed relationship is shared by all.

The new friendship flourished and the Friendship sloop sails even more proudly into Maine's maritime history.

1989 Results

Boothbay Regatta

State of Maine Trophy	<i>Toddy</i>
Over-all winner	
Division I	
Herald Jones Trophy	William R. Rand
Bruno-Stillman Trophy	<i>Endeavor</i>
Lash Brothers Trophy	<i>Old Baldy</i>
Division II	
President's Trophy	<i>Toddy</i>
Winslow Trophy	<i>Chance</i>
Homecoming Trophy	<i>Tannis</i>
Cup	<i>Eastward</i>
Class A (Originals)	
Eda Lawry Trophy	<i>Chance</i>
Jonah Morse Trophy	<i>Gladiator</i>
Cup	<i>Morning Star</i>
Owner-Builder Trophy	<i>Omaha</i>
Danforth Trophy	<i>Endeavor</i>
Nickerson Trophy for Youngest Crew Member	Thomas Samuel Morang
Post Office Trophy	The Race Committee
Spirit of Friendship Award	<i>Omaha</i>
Jarvis Newman Trophy	<i>Old Baldy</i>
Gladiator Trophy	<i>Rights of Man</i>

New London Regatta July 8

Class A	<i>Rights of Man</i> <i>Yankee Lady</i> <i>Captain George</i>	Phil Smith Paul Edwards Walter Durant
Class B	<i>Finest Kind</i> <i>Fiddlehead</i> <i>Elizabeth Jane</i>	Michael Looram Harry Jackson Bill Owens

July 9

Class A	<i>Noah's Ark</i> <i>Rights of Man</i> <i>Yankee Lady</i>	Dick Willis Phil Smith Paul Edwards
Class B	<i>Fiddlehead</i> <i>Finest Kind</i> <i>Puffin</i>	Harry Jackson Michael Looram Susan Flemming

1989 Marblehead Regatta Results

The Gloom and Doom weather forecasting for the weekend of August 19 and 20 loomed no better than the awful weather we had experienced throughout the earlier portions of the month. As the "Friendship Weekend" approached, we watched the weather systems like a hawk. Still it seemed there would be no break. To everyone's surprise, Saturday dawned clear, with a light northeast breeze that eventually filled in from the east and held for the day! This allowed the race committee to select triangular courses for the two divisions, who were sent twice around. Sunday's conditions were better yet, with a stiff breeze from the southwest that allowed the committee to set another triangular course through the islands of upper Salem Sound, resulting in one of the nicest races we had seen in a number of years at Marblehead.

In the end, the results proved equally interesting. The two-division regatta resulted in the following sloops taking home silver:

Marblehead Regatta

Ridgway Trophy, Over-All Winner: #57 *Old Baldy*

Division I	
First.....	# 84 <i>Philia</i>
Second.....	# 221 <i>Seal</i>
Third.....	# 223 <i>Hostess</i>
Division II	
First.....	# 7 <i>Tannis</i>
Second.....	# 91 <i>Phoenix</i>
Third.....	# 157 <i>Liberty</i>

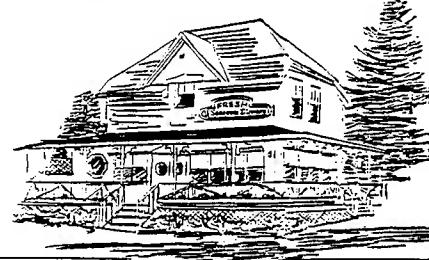


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1990 Results

New London

Class A

1. _____
2. _____
3. _____

Class B

1. _____
2. _____
3. _____

Boothbay Regatta

State of Maine Trophy: _____

Division I

Herold Jones Trophy: _____

Bruno & Stillman Trophy: _____

Lash Brothers Trophy: _____

Division II

President's Trophy: _____

Winslow Trophy: _____

Homecoming Trophy: _____

Cup: _____

Class A

Eda Lawry Trophy: _____

Jonah Morse Trophy: _____

Cup: _____

Owner-Builder Trophy: _____

Danforth Trophy: _____

Nickerson Trophy: _____

Post Office Trophy: _____

Spirit of Friendship Award: _____

Jarvis Newman Trophy: _____

Marblehead Regatta

Ridgway Trophy: _____

Division I

1. _____

2. _____

3. _____

Division II

1. _____

2. _____

3. _____

Gloucester

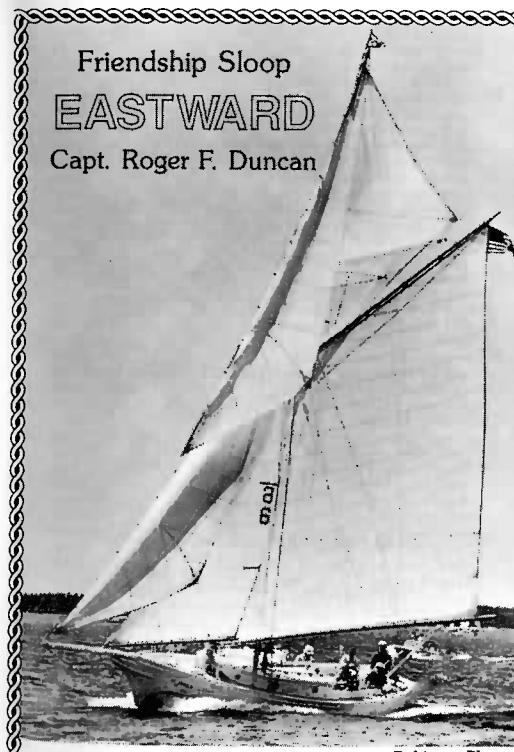
Oakum Bay

Yacht Canvas Systems, Inc.

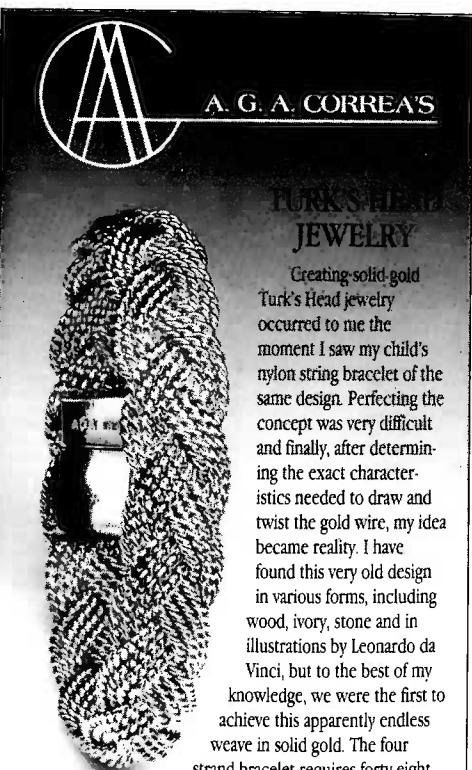
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211. ANSA	22'	James D. Hamilton	1982	James D. Hamilton, Andover MA
212. ACHATES	22'	Mckie W. Roth Jr.	1980	Richard C. Leigh, Nashville TN
213. AMIE	25'	Bob Holcomb (Alaska)	1978	Hal Hanson & Perry Lovelace, Edmonds WA
214. GAIOTA	31'	Newman (D19) / Pettegrow	1982	Bill & Cathy Whitney, Newton MA
215. ELLEN ANNE	22'	Passamaquoddy Yachtis	1968	David Colmar, Lincoln RI
216. AMITY	39'	W. Scott Carter	1941	John F. Nichols, New York City NY
217. ODYSSEY	33'	Shoreline Boats	1972	Dr. Peter Haynatz, East Stroudsburg PA
218. WILLIAM M. RAND	22'	John B. Rand	1982	William M. Jr. & John B. Rand, Raymond ME
219. YANKEE BELLE	23'	Paul G. Edwards	1983	Paul & Carolyn Edwards, Mattituck NY
220. AIKANE II	31'	Newman (D20) / Pettegrow	1984	Hal C. Marden, Wilmington DE
221. SEAL	22'	Ahern (01) / Zink	1984	Alvin J. Zink Jr., Andover MA
222. LADY JANE	16'	Richard L. McInnes	1982	Richard & Jane McInnes, Belpre OH
223. HOSTESS	25'	Newman (P17) / Peter Chase	1981	John P. Chase, Marblehead MA
224. TRUE LOVE	19'	James Eye Walnwright	1983	Jim Walnwright, Gig Harbor WA
225. PHILIP J. NICHOLS	28'	Philip J. Nichols	1981	Sigurd A. Knutson Jr., Freeport ME
226. DESIRE	31'	Larry Plumer	TBL	Larry Plumer, Newbury MA
227. CELEBRATION	25'	Newman (P15) / Hodgdon	1980	Greg & Annette Merrill, Southbury CT
228. CAIRDEAS	22'	Ahern (09) / Fitzgerald	TBL	John F. Fitzgerald, East Walpole MA
229. CAPTIN GEORGE	30'	Bruno & Stillman (09)	1970	Walter Durant, Mystic CT
230. HEGIRA	25'	McKie W. Roth Jr.	1980	David MacClain, Marlborough CT
231. SOLOMON GUNDY	22'	M.W. Roth Jr. / W.C. Butcher	1984	William C. Butcher, Suffield CT
232. COMPROMISE	22'	Ahern (08) / White	1979	Peter C. Toppan, Scituate MA
233. PRINCESS PAT	22'	Harry Armstrong	1987	Harry & Pat Armstrong, Winter Park FL
234. ELIZABETH JANE	22'	M.W. Roth Jr. / D.W. Owens III	1985	D. William Owens III, Branford CT
235. FINEST KIND	22'	Sam Guld & Geoff Heath	1981	Mike & Karen Looram, East Haddam CT
236. AUNTY POOLE	25'	Harry Bryant	1970	Steve Morrissey, Kingston NH
237. R. V. WINKLE	19'	Ahern (B1) / Patten	1975	Randy Caruthers, New Castle NH
238. VIKING	22'	Ahern / Ulwick	1980	Steve Ulwick, Wakefield MA
239. CHEBACCO	30'	Bruno & Stillman (22) / Ginn	1987	Mike Ginn, Essex MA
240. RAVEN	26'	Floody Reed	1965	Philip L. Holt, Brunswick ME
241. BLUE SANDS	34'	Boston Boat Co.	TBL	Dan Gould, Phil Rice & Dave Beaman, Charlestown MA
242. TECUMSEH	36'	Charles A. Morse	1902	Dan Taylor, Hollywood FL
243. ERIN	22'	Ahern (05) / Hersey	1979	Bruce & Trudy Andrews, Ghent NY
244. MAUI	30'	Bruno & Stillman (18)	1971	Stephen Deane, Pompano Beach FL
245. LA PALOMA	25'	Unknown (B.C., Canada)	1969	John J. Caldicott, Seattle WA
246. DAME-MARISCOTTA	19'	Ahern (B6) / Shelley	1983	Rose & Hans P. Sinn, Huntington NY
247. RITA	35'	Apprenticeshop	1989	Frank V. Snyder, Greenwich CT
248. TIMBER	22'	Rick Conant / Greg Fisher	1978	Greg Hickley, West Hartford CT
249. BABY BLUE	25'	Newman (P18) / Pettegrow	1983	Dorothy & Bob Reuman, Waterville ME
250. BELFORD GRAY	29'	WoodenBoat School	TBL	WoodenBoat School, Brooklyn ME
251. BUCEPHALUS	19'	Ralph W. Stanley	1986	Alex Forbes, Greenings Island ME
252.				
253.				
254.				

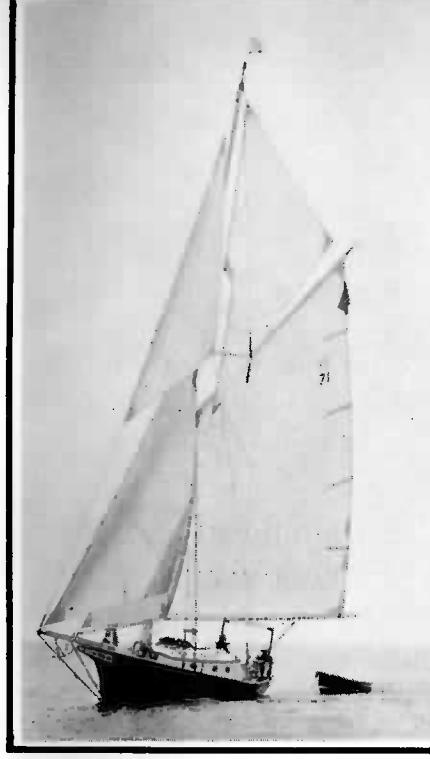
REGISTERED SLOOPS NO LONGER IN EXISTENCE: "GONE BUT NOT FORGOTTEN"

SAIL	SLOOPNAME (Former Names)	L.O.D.	BUILDER	LAUNCHED	COMMENTS
4.	GOLDEN EAGLE (Queeqeq)	26'	Albion F. Morse	c1910	Destroyed c1980 at Lynn MA
8.	BANSHEE	30'	Wilbur A. Morse	OLD	Destroyed c1968 at New Bedford MA
17.	JOLLY BUCCANEER (Sky Pilot, Myrtle E.)	45'	Eugene McLain	1906	Sunk 1972 at Melbourne FL, destroyed during 1973 salvage attempt
26.	VIRGINIA M. (Swan)	30'	Morse	c1910	Wrecked on Gulford CT sand bar October 1974, destroyed c1978 at Branford CT
28.	BOUNTY	28'	Morse	1917	Destroyed c1982 at Waterford CT
29.	CHARLES W. PRESTON (Freya)	22'	W. Prescott Gannett	1932	Destroyed in the Spring 1984 at Noank CT
48.	SUSAN (Ocean Belle)	41'	Charles A. Morse	1902	Wrecked Christmas Eve 1977 on sand bar at Hillsboro Inlet FL
55.	CHANNEL FEVER	33'	F. A. Proverer	1939	Destroyed October 1985 at Rockport ME
72.	RIGHT BOWER (Finnette, Right Bower)	40'	Wilbur A. Morse	1915	Destroyed c1968 at Norwich CT
76.	TEMPTRESS (Pensive, Result)	33'	Philip J. Nichols	1934	Destroyed in the Fall 1987 at Westerly RI
76.	PACKET	25'	Charles A. Morse	1925	Damaged in storm, then destroyed in Fall 1980 at Vineyard Haven MA
78.	EMMIE B.	37'	Reginald Wilcox	1958	Burned 1974 at Southport ME
79.	NIMBUS	30'	A. T. Chenuit III	1954	Twice hurricane damaged (Camille & Betsy), destroyed c1979 at Slidell LA
108.	LOON	35'	Charles A. Morse	c1907	Destroyed c1972 at Stamford CT
111.	AMOS SWAN (Amos Swann)	26'	Wilbur A. Morse	1910	Blown ashore and wrecked November 1980 at Camden ME
116.	TINQUA	30'	Bruno & Stillman	1971	Lost rudder and wrecked July 1977 on Whalback Lodge ME
158.	EVA R.	33'	Edward Robinson	1906	Sunk in Hurricane David 1979; destroyed c1983 at Port Chester NY
173.	MEDUSA	25'	Ron Nowell	1979	Blown ashore and wrecked in 45 knot gale c1982-3 at Marshall CA
190.	AIKANE	31'	Newman (D10) / Carl Chase	1978	Burned in February 1983 boatyard fire at Stonington ME

"LOST" REGISTERED SLOOPS (UNKNOWN STATUS AND/OR LOCATION)

If the Reader has ANY INFORMATION regarding these Sloops, please contact the Society

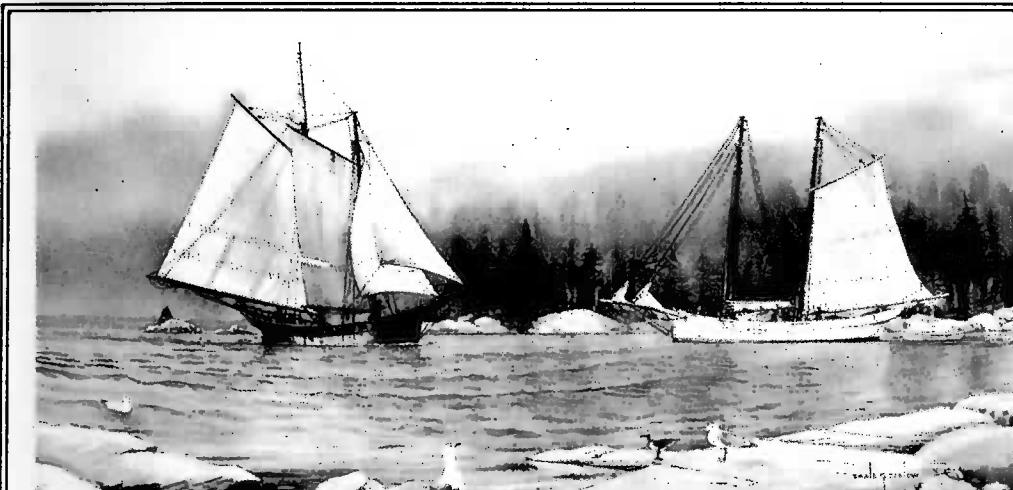
12.	FRIENDSHIP	29'	Wilbur A. Morse	1902	Last seen c1983 at Little Compton RI, ashore since c1968
25.	SEA DUCK (Freya)	36'	Charles A. Morse?	c1901	Ketch rigged 1951, sold to unnamed parties c1970, believed taken to ME
30.	KIDNAPPED (Fly-a-way)	21'	Unknown (Bremen, ME)	1921	Sunk off Hull MA in August 1965 square, salvage confirmed, believed sold to RI parties
33.	SMUGGLER (Cyrano, Suchet, Pressure)	28'	Philip J. Nichols	1942	Owned by North Kingston RI parties in 1983
38.	ELEAZAR (Gold Ky, Eleazar)	38'	W. Scott Carter	1938	Advertised for sale 1977, then located on the Hudson River
51.	- None - (Dream Boat?, Khanum?)	32'	Wilbur A. Morse	c1915	No information since registration with Society in 1965
62.	COLUMBIA	23'	Lester Chadbourne	c1950	Reported sold to Portsmouth NH parties in 1980, unable to locate sloop or parties
65.	GALLANT LADY	33'	Morse	1907	Last known to be at Toronto c1980
73.	WEST INDIAN (Dauphine)	26'	Pamet Harbor Boat	1951	Located in the Naples FL area until 1974, then gone
77.	BEAGLE (Sea Queen)	28'	Charles A. Morse	1905	Sold May 1970 to unnamed Staten Is. NY party
81.	REGARDLESS (Friendship)	39'	Fred Dion	1963	Reported repaired in Manatee Pocket FL boatyard in 1979 enroute to Caribbean
110.	AMSTAD	25'	R.T. White / R. E. Lee	1977	Sold in Galveston Bay TX area c1979 to unknown parties
121.	CLARA (Island Trader, Etta May)	27'	Elmer Colomer	1960	Sold March 1988 to unidentified parties, reportedly in Anacortes WA area
125.	W.H.M.	20'	Chester Spear	1939	Last known to be in Hingham Harbor MA in the late 1970's
132.	VOGEL FREI	30'	Wilbur A. Morse	c1910	Cruising in European waters in 1977, rumored to have wrecked on West Africa coast
140.	BRANDYWINE	McKie W. Roth Jr.	1968	Last known to be in the southern part of San Francisco Bay in the mid-1970's	
154.	MUSCONGUS (Yankee Trader, Altair, Racer)	28'	Albion F. Morse	1909	Last known to be in storage in the Fairfield - Southport CT area
163.	REWARD	25'	William A. Greene	1978	Last known to be in the Galveston Bay TX area in the midlate 1970's
176.	TRUMPETER (Grace, Grace W., You & I)	28'	Charles A. Morse?	OLD	Last known to be in the Galveston Bay TX area in the midlate 1970's
179.	CELENE	22'	Unknown	OLD	Sold c1979 from Canada to unknown parties, believed to have gone to the Detroit area



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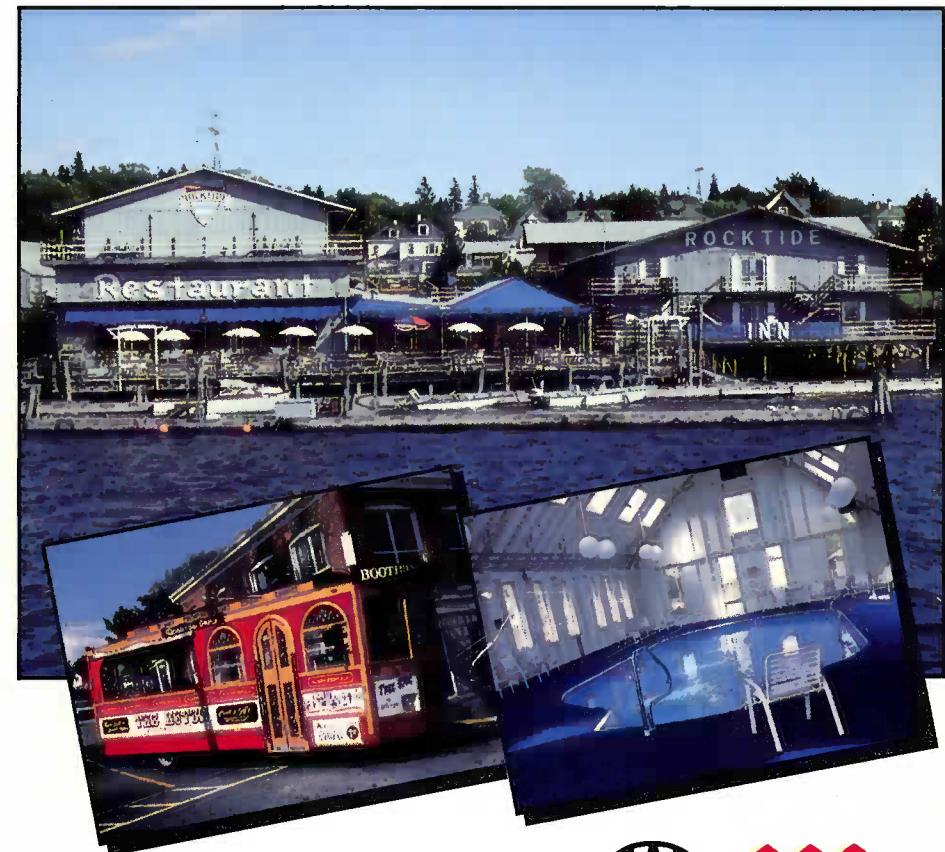


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