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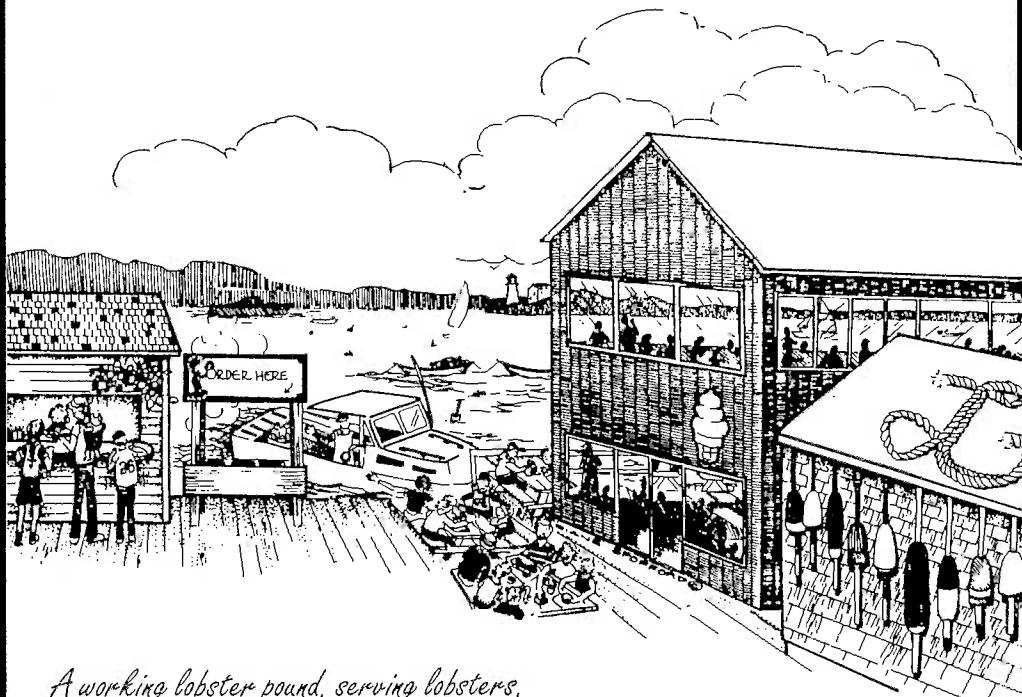
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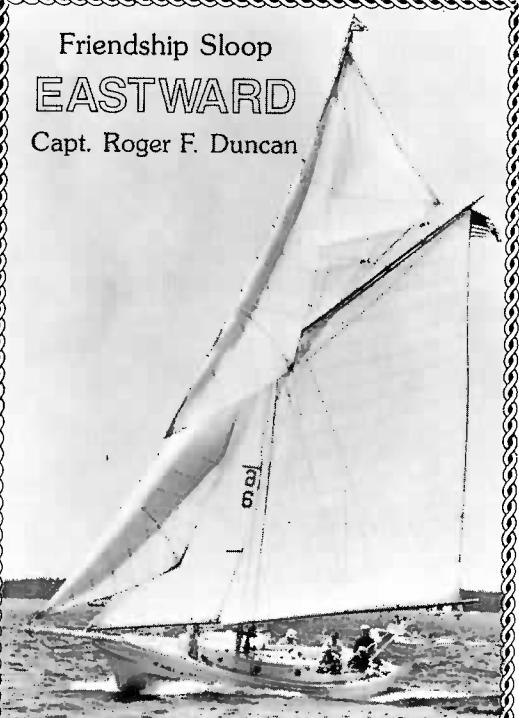
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Old Baldy

Commodore's Message

"You know, it takes a special kind of person to want to go in a Friendship sloop."

Roger F. Duncan

I laughed out loud when I first heard Roger utter those words in the film *Friendship Sloop: A Heritage Retained*. I felt that Roger had both called me a fool for wanting to own and sail a living fossil and congratulated me for the good sense to do it.

For me, sailing in wind and water with just the technology provided by bent wood, sail cloth, rope, and a magnetized needle was to provide balance to the frenetic, organized and somewhat predictable life I lead on shore in the computer industry. The need for this "technology antidote" must have been a rather common motivation in the Friendship Sloop Society, because it seemed that every other sloop owner I met in the Society worked for IBM.

The decision to own the most beautiful sailboat I had ever seen was greeted by my sailing friends with a mixture of envy and pity. Friendship sloops, I was told, are beautiful to look at, but you don't really want to attempt to own one. I mean, really, wooden boats are supposed to be just a bunch of organized rot held together by sheer force of habit. The advice I got was, "Buy fiberglass if you want to sail the boat, wood if you want to work on it." Gaff-rigged boats are sailed by those who don't care about the ability of a sailboat to sail to windward. I was being romantic, not practical, I was told. I did, however, get the feeling that each one of my detractors would have gladly traded places with me.

After a few years of sailing an "impossible" rig, I came to fully appreciate the advantages that a sail plan such as the gaff rig on a Friendship has to offer. I'm also sure a few sailors of the more recent rigs wondered how that old gaff-rigger managed to sail past them. After a few years of owning a wooden boat, the physical exertion of sanding and painting really has provided the perfect antidote to the sort of mental exhaustion that comes in my line of work. And, I've finally stopped blushing at the "prettiest boat in the harbor" compliments invariably cast our way when we drop the mooring pennant.

I suspect that these are the reasons that the Friendship sloop has survived these many years. Sloops were pretty boats when they were work boats, and they are pretty yachts now. Sloops were handy boats to sail a formidable load of fish to market then, and they are handy boats to sail a formidable load of friends and family on a day's outing now.

These attributes have served to attract the sort of special person to the Friendship sloop that Roger was referring to... the slightly daffy romantic who is sharp enough to want something useful, beautiful, and unique. For those of you who are dreaming about "going in Friendship sloops," you can find encouragement, support and advice as well as a delightful time at any one of the Friendship Sloop Society events. We're looking forward to meeting you there.

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The Bill Hadlock Memorial Award

This award is given in memory of our past Commodore and skipper of *Heritage*, Bill Hadlock. 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.

At the annual meeting the award was given this year to Al Beck, skipper of *Phoenix* since she was built in 1970. He has brought up his family, nautically speaking, aboard her so effectively that his son Tad is now a formidable skipper. Al was President of the Society in 1981-82 and now moors *Phoenix* year-round in Carvers Harbor.

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 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 awarded the trophy this year to John and Carole Wojcik for originating, maintaining and constantly improving the Newsletter, an important way of holding together a Society scattered through many degrees of latitude on both coasts and lakes between.

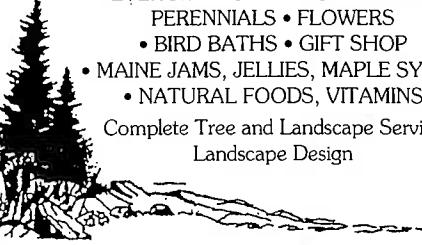
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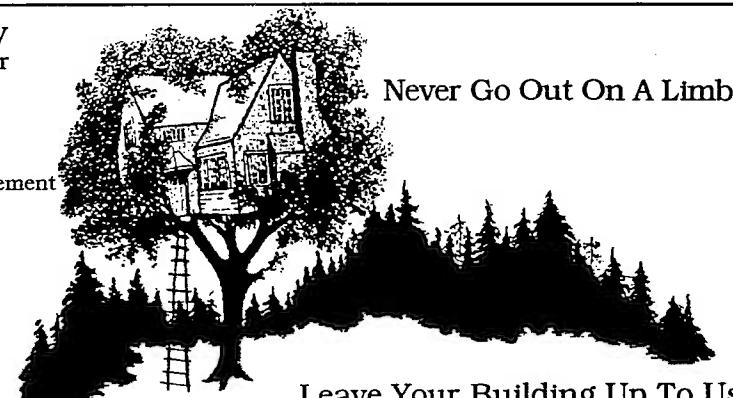
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Wenonah's Rookie Skipper

by Thomas L. Berry



Last May I defied all logic and friendly advice to plunge headlong into the trials, joys and anxiety of boat ownership. I bought *Wenonah*, a well-maintained 21-year-old Bruno & Stillman 30' fiberglass Friendship with enough wood to keep any varnishing fool content. The joys are many, as anyone who sails knows (particularly anyone who sails a gaffer). But, the apprehensions of boat ownership that first season were unexpected.

I was suddenly sailing "my boat," not crewing for someone or captaining a chartered vessel with seasoned sailing friends. I was now responsible for the safety of *Wenonah*, my crew and guests, most of whom usually turned out to be non-sailors. I alone was responsible for steering, navigating, watching the weather and warning folks to mind their heads because the boom is a dangerous weapon. All the while, I felt compelled to be calm and play the gracious host, even during some rare but memorable uncomfortable moments. Guests weren't supposed to know that I was frequently nervous in my new position.

Simple things that we take for granted were mine to introduce to guests. You flush the head by pushing the button... but don't flush until I see if the bowl is full enough! I'm a conservationist at heart, particularly when it involves spending my money on expensive batteries. Never step on the pedal that pumps the water to the folding sink unless the sink is in the down position. Doing so would break the bladder and the only way to get at it is to remove the head, a laborious, undesired

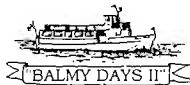
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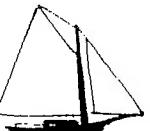
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task in the middle of the sailing season. Please don't drag the icebox lid across the teak seats. It scratches the varnish. Here I was with a list of "don'ts" when I wanted to be the perfect host and make everyone feel comfortable.

One glorious sunny, light-wind day, I took my family and friends with their two children out for a day sail. I was the only one who knew a thing or two about sailing, of course. We set the main, staysail and jib, and slowly beat our way out the Magothy River. I was cautious, as we were being set a bit too much. Approaching a channel mark close to port, I decided that tacking was now the prudent thing to do and, according to the chart, there was room to do it. Wrong! I had no sooner turned the wheel than we were aground. My wife started the engine (in neutral) as I sprang forward past our lazing, startled guests to the mast. The main came down smartly atop the boom as its end hovered just above the water to port. Thank God for lazy jacks. Of course our guests wanted to know what was going on. I said "we're aground" as I reached for the staysail halyard. Someone asked if they could get their sunglasses before they fell overboard. I tried to be gracious, but did I really give a damn if the glasses fell overboard (which they wouldn't)? Then it was a quick bolt back to the cockpit to furl the jib. There's nothing like roller furling on a traditional boat, is there? Embarrassed by this incident, I nonetheless calmly directed everyone to the port side and instructed them to grab the hand-hold on the cabin top and rock the boat in unison while I revved the engine in reverse. It took some doing to get the unison part down. Also, the simple direction of "throw your butts off the boat," even after a lively demonstration, meant different things to everyone. Not surprisingly, the children caught on to what was to be done quicker than the adults. I wound up rocking from the end of the boom, with my wife at the throttle, all to no avail. Had it not been for a kind neighbor in the *Wee Bit*, powered by a 287 hp inboard, we'd still be where we never intended to be. Thanks, Alan.

Had I been a guest or in my old "crew" position, I would have given it not another thought and reached for a brew. However, as the "skipper" I found myself dwelling on the grounding and explaining its ramifications in detail to our guests. I explained why all sails were lowered so quickly, why I went to the end of the boom, and why we stayed stuck to the damn bottom despite our best efforts. Talking helped my nerves... and embarrassment.

Didn't someone once say that you've never really sailed until you've run aground? But no one forewarns you that it's a different feeling running aground as "crew" versus "skipper" of your own vessel.

On the last weekend of my sailing season, my friend Joe and I were bringing *Wenonah* to Annapolis, a usually pleasant sail, for the start of the Tiller Club's Fall Regatta (Regretta?) the next day. Fresh 15-knot winds allowed us to back away from the dock and immediately raise the main. After beating badly for a while, we looked at each other and decided it was time to fire up the engine. I turned the key and nothing happened. "Pshaw" (or something a little stronger), I muttered. What was planned as a four-hour sail now looked like an all-day and post-sunset affair. *Wenonah* had a lot of tacking ahead of her just to get out of the river. I immediately thought the worst: abandon tomorrow's race and go back to the dock. That idea was

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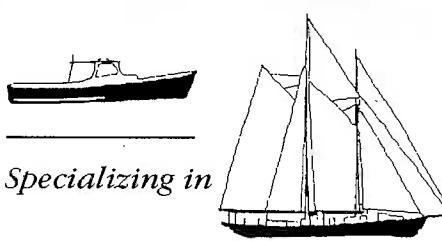
by Roger F. Duncan

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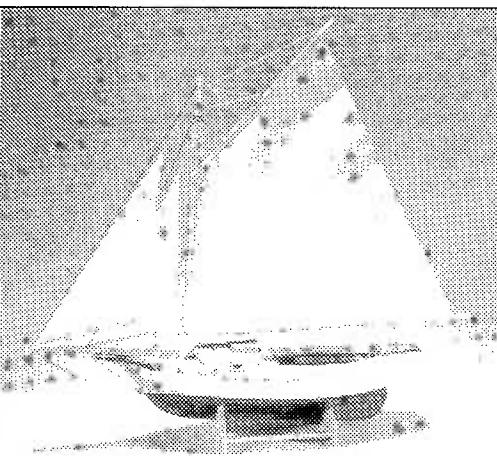
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quickly dispatched to the old-thoughts junkyard, and on to Annapolis we pushed. I realized that my familiarity with *Wenonah* was gaining confidence and "skipper" thinking was outweighing the old "crew" logic.

We beat our brains silly until we got to the Bay, then started the broad reach to Back Creek in Annapolis. Soon, I turned around to check on the dinghy we were towing and saw water where it shouldn't have been; it was about one-third full, mini-waves splashing playfully on the seats! We hove to, pulled the dinghy alongside, and commenced bailing. What happened? The "crew" in me totally *pased*; I had forgotten to insert the cap in the centerboard trunk. I'd left it right where it's kept, in the basement, next to the oars I faithfully remembered to bring along. Water bailed, towel shoved in the trunk, we moved on a half knot faster than before this delay. Sure enough, we arrived at Back Creek after sunset and reached our chosen anchorage in the encroaching darkness. There, we confidently turned back into the wind, luffed the sails, drifted to a stop, and lowered the anchor. The "crew" definitely felt more like "skipper" at the end of this day.

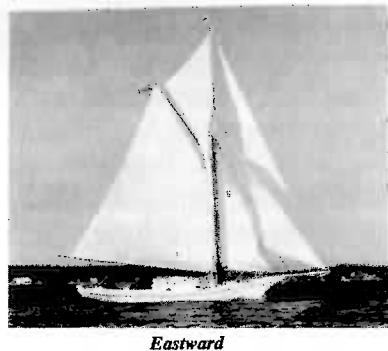
At the end of the race the next day, another boat kindly towed us up the channel to the gas dock at Herrington Harbor. Suddenly, in the middle of our turnaround at the dock, someone on my boat yelled, "Okay, let the line go." Without hesitation I barked, "NO, not yet!" Had he let go then, we would have been caught by the wind on our beam without steerage and drifted down the fairway to create God-knows-what chaos. I then understood that the "skipper" had fully arrived. There was no slow decision, no panic, no consultation with the crew, just a quick correct decision to do what was right, what had to be done to finish the docking the way it should be done, without incident.

A confident "crew" was transformed from timid "skipper" to assured "captain." I sense that the challenge of single-handing *Wenonah* is but a fresh breeze away. Let the season begin!

On the Cover

Jolly Buccaneer, 45 feet on deck, was built by Eugene McLain, son of "Grandpa Rob" McLain and Mary Morse, on Bremen Long Island in 1909 as *Myrtle E.* After a year fishing, she was sold to Reverend Nehemiah Boynton of Five Islands, fixed up as a yacht, and named *Sky Pilot*. Skippered by the minister and then by his sons, she was a familiar sight on the coast for years.

In December 1949 she sank in the passage behind MacMahans Island. Frank L. Sample, Jr. of Boothbay bought her, raised her, ballasted her with 9,000 two-pound axe heads, and sold her to Richard Swanson of Rockport, Massachusetts, second President of the Society. He sailed her regularly in annual regattas at Friendship, and in 1967 sold her to Bill Johnson, who took her to Florida. She was neglected, and finally sank in the Dania Waterway. Ordered removed as an obstruction, she fell apart as she was raised. A piece of her may be seen in the Friendship Museum.



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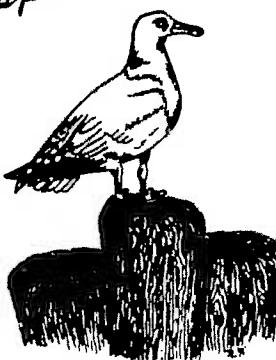
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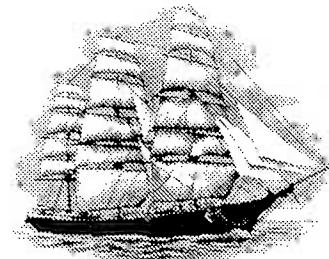
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MEMBER FDIC

A Letter to Bennett Noble

by David Graham



Bennett Noble is the author of frequent letters to the "Reading Chronicle," of which Bruce Morang is editor. Mr. Noble, whom we have been unable to locate, appears to have a detailed knowledge and appreciation of the Maine coast, equal to the editor's, especially as it relates to Friendship sloops and the Friendship Sloop Society. Mr. Morang may know more about him than he has thus far revealed.

Dear Mr. Noble:

... When it was discovered that Mother Earth was not flat and that falling off the edge was no longer a problem that could ruin an entire day, navigation has proliferated and eventually brought us to maneuvering vessels for pleasure – as in racing Friendship sloops.

... We met for lunch slightly more than a dozen years ago, he and I. It was a great get-together. The conversation quickly settled into the not-so-mundane subject of running sloop races. He had "Maine" written all over him – Nobleboro – not way down east by most standards, mind you, but far enough to convince the vast majority that it is close to the earthbound version of Heaven. His mindset was open, yet inquisitive. He was seriously concerned with the task that was to become a major portion of his non-workaday world for the next 12 years to come. "What's the best method for accomplishing this – and that?", he'd ask. Then, with an uncluttered mind, the kind that is not often found in the instant "expert" of today, he'd sit back and absorb the response. "Don't be afraid to do it with conviction," I told him, "and eventually they may cross the finish line waving at you with all their fingers instead of just one."

Off he trotted from that luncheon meeting, fully convinced that he was in the beginning stages of losing all manner of sanity, to say nothing of a few marbles. Later



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on, he managed to squeak through that first season off the coast of Maine without a major disaster falling plumb into his lap. This little-appreciated fact would mean nothing to most folks, but would prove to be his great confidence-builder that all-important first year. It was during "year one" that he quickly learned just how much work would be involved as he took up the strain on the workload hawser. "Don't forget to push for the announcement of this year's races" and "Remember the schedule" were familiar phrases that rang in his ears, as a late-winter snow shower was swirling about. With the sight of the first robin, it was "Don't forget the trophies" and "Remember the schedule" that faced him each day. As time for the races down east was approaching, he would awake to "Are the entrance forms coming in?," "Will we have a handle on the weather forecasts?" and "Oh, by the way, don't forget the schedule." Finally, with the fleet rendezvous it was "Will the afternoon breeze hold?" and "Oh yes, the schedule."

All the while, it was meetings, meetings, meetings. Meetings to organize this, meetings to organize that. They seemed endless. The bottom line was that it all added up to time – a lot of time. A small fraction of it would be sufficient for most of us to say "enough!" after a year or two. However, he stuck to it – and we loved every minute of it, every year of it.

It was in the closing moments of the annual meeting for the Friendship Sloop Society this past November. A hush had fallen upon the assembled multitude. Our leader of the past dozen years was about to retire. He stood tall and silent at the head of the room as Ralph Stanley, premier wooden-boat builder out of Southwest Harbor, presented him with an exquisite half-hull model of a Friendship sloop mounted on a beautifully finished section of plank. As Ralph softly spoke the words "For many years of faithful service," somewhere toward the back of the room a tear welled up in the eye of an old shipmate who more than a dozen years earlier had advised him to "Do it with conviction." In an instant it was over, and the "watch" was passed on to another hearty soul.

So raise your glass, Bennett old boy, and join me in a toast to the gent who unselfishly made it all run so smoothly these many years – "When all is said and done and the last sloop to finish has come home to roost, snug as a bug on her secure evening mooring, we shall remember all that he did to make our little section of Mother Earth a nicer place to be. We salute our very own – Bruce Morang."

He did it well!

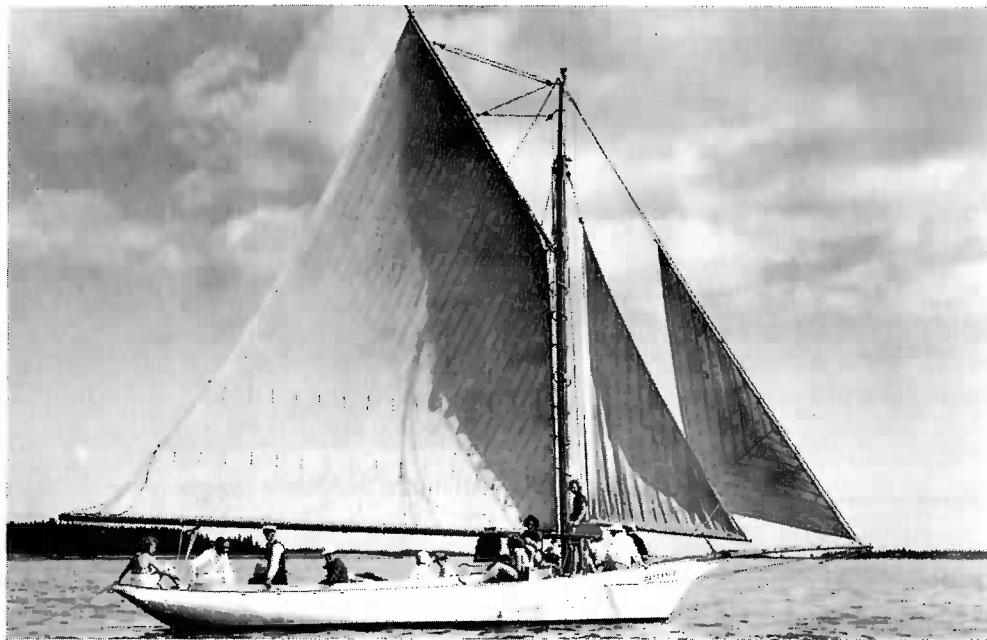


Ralph Stanley and Bruce Morang

David Graham

Mt. Desert Sloops in the 1890s

by Ralph Stanley



Sloop Reliance

Ballard Photo

Prior to 1890, most of the fishing around Mount Desert Island and vicinity was done from fairly large schooners, mostly engaged in the mackerel fishery and either laid up in the winter or engaged in the herring fishery going to the Magdalen Islands or Newfoundland. The herring fishery was very dangerous, as these vessels were mostly of the clipper model and not so well suited for winter weather. Smaller schooners were used in the shore fisheries and in the Bay of Fundy, mostly fishing for ground fish.

About this time there was much uncertainty in the fishing business. Some years mackerel were plentiful and other years they were scarce. Many of the smaller schooners engaged in the shore and bay fisheries were getting old, some having been built in the 1830s and 1840s, and it was not practical to build new vessels, as the business would not support the expense.

From the *Bar Harbor Record*, the local Mount Desert Island newspaper, there is a news item of October 13, 1892 from Cranberry Isles stating "Lewis G. Stanley has been to New Harbor and purchased for himself a new yacht boat. Nearly all the shipping in town comprises yacht boats now. The shipping list of Cranberry Isles has greatly deteriorated during the last 10 years."

These yacht boats were later called sloop boats, and today are known as Friendship sloops.

The *Bar Harbor Record* had many news items over the years concerning yacht boats. In 1893 at Bass Harbor, the yacht boat *Millie C.* was owned by A.J. Carver and S. Reed. The yacht boat *Volunteer* was owned by S. Lunt. This same year, Capt. Nelson Sprague of Swans Island sold his sloop *Imogene* and Fred R. Gott of Swans Island owned the sloop *Ethel*. In 1894 the *Record* gives an account of the yacht race at Bar Harbor. The boats participating were *Zaim*, owned by John Lyman, *Eunie*, owned by Neal and Shaw, *Hector*, owned by Conners Bros., all of Bar Harbor; *Bonanza*, owned by Clarence Joyce of Gott's Island; *Undine*, owned by Black and Torrey of Bass Harbor; and another yacht boat without



Sloop Defender

Ballard Photo

a name owned by Gott of Bass Harbor.

The *Record* of January 2, 1895 gives this account: "Capt. Benjamin Murphy of Gott's Island has been successful in the raising of the hull of the yacht boat *Imogene*, which was sunk off Duck Island when Capt. Trussell came so near to losing his life. Had Capt. Murphy been one moment later at the time of the accident, Capt. Trussell would have drowned." The boat was repaired, and on June 12, 1895 the *Record*, says, "Capt. Edwin Moore sailed with his family (from Gott's Island) to Ellsworth in his sloop *Imogene*." Capt. Benjamin Murphy owned the yacht boat *White Wings*, and in 1896, according to *The Record*, "A large centerboard sloop is being built for Mr. Ernest Moore by Mr. Freeman Gott at Bass Harbor."

From the *Record* of 1897, at Cranberry Isles, "Capt. Lewis G. Stanley, who for the last two seasons has sailed the family of Dr. Anderson, a summer sojourner occupying the Gray cottage at Northeast Harbor, in the yacht *Yolande*, is now having a larger boat built at East Boothbay by Mr. George M. Rice, to be ready for him in May. It is to be built wholly of hard wood. It is interesting to note that many of the fishermen have acquired yacht boats and are now engaged in sailing rusticators in the summer and lobster fishing in the fall and winter."

Also from the 1897 *Record*, "Capt. Benjamin Murphy is making a suit of sails for Capt. William Harding's yacht *Annie* and *Lizzie*." At Bass Harbor in 1897, "L.F. Gott is laying the keel for a new 32-foot yacht for President Elliot of Harvard. The one built for him last year by Mr. Gott did not prove acceptable, though built from the president's own dimensions. This boat will be two feet longer and six inches narrower than the last one."

In 1898, "Capt. Amos Staples of Gott's Island owned the sloop *Little Eva*."

At Gott's Island in 1899, "Capt. Erastus Gott has taken the keel off his sloop *Daisy* and will put a centerboard in her." At the same time, "Capt. George Murphy has taken out the centerboard from his yacht *Eva M. Holbrook* and will put on an iron keel."

At Cranberry Isles, May 24, 1899, "Wm. D. Stanley is having a yacht built at East Boothbay to be finished by the first of September." This same year, "Capt. S.N. Bulger purchased the sloop yacht *Haskell W. Gray*."

SALT MARSH CHARTERS

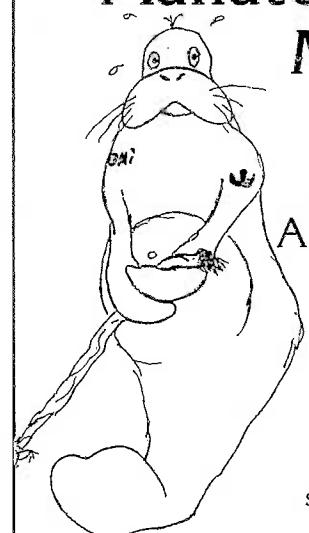
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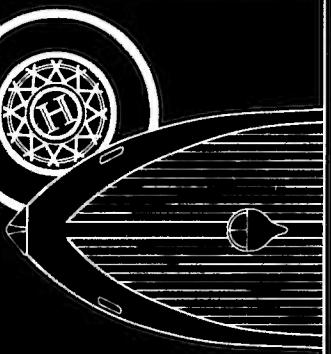


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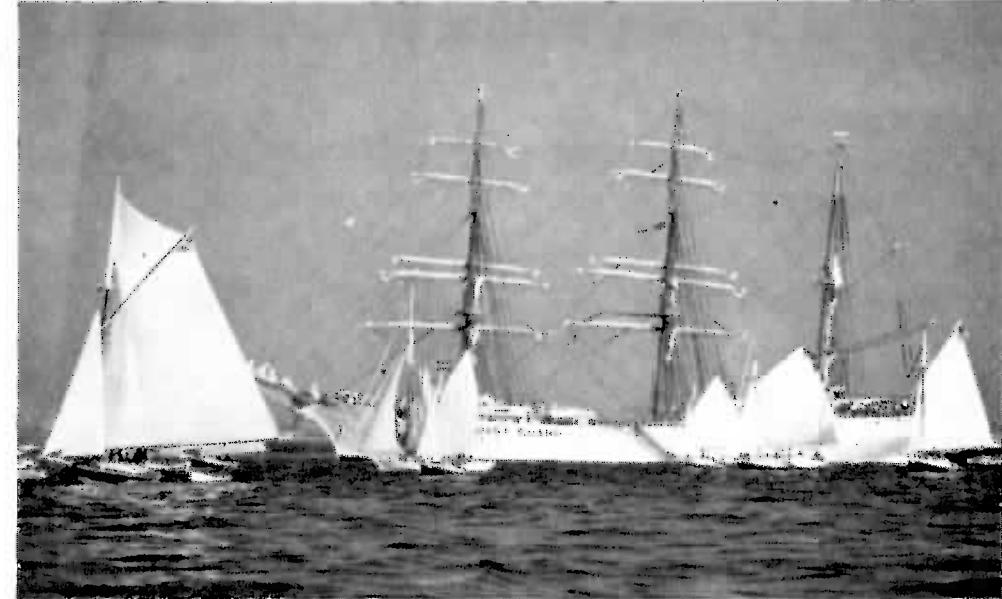
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Friendship sloops lead Sail '92 in Boston

Sail '92

by Andrea L. Wilson
Aboard Dick Salter's *Messing About*

The Friendship sloops rendezvoused in Hull at 5:30 a.m., and in the thick of fog Jim and I boarded *Messing About*. With one click of the VHF mike, Dick gathered the sloops together and herded them out toward the harbor. It was a good-sized group of Friendships, some 22 in all, including *Tannis*, *Eagle*, *Secret*, *Amicitia*, *Coast O'Maine*, *Perseverance*, *Voyager*, *At Last*, *Resolute*, *Noahsark*, *Ollie M.*, *Kim*, *Defiance*, *Banshee*, *Gaivota*, *William M. Rand*, *Compromise*, *Chebacco*, *Bucephalus*, and *Salatia*. As we made our way through the fog, each sloop kept a watchful eye on the others to be sure we stayed together.

We reached our positions to begin the festivities at the appointed hour. The Friendship sloops' sails filled as they fell in line to lead the *Constitution* up the harbor. While the sun glistened on the quiet waters in the morning sunlight, the Coast Guard managed the near impossible – keeping the harbor calm and under complete control.

As the sloops marched up the harbor toward Castle Island, we saw enormous crowds all along the shore. The mass of humanity looked like a sea of balloons lining the shore with all their brightly colored shirts. The Friendships responded in party-like style, sailing up to the crowds as close as they dared and giving a congratulatory cannon blast as they came abreast of the spectators. The sloops' traditional gaff rigs against the Boston skyline presented an unusual mixture of the past and the present.

We neared our destination, and to our surprise found a number of suitable openings in the mooring field in choice locations to observe the rest of the show. One by one the sloops dropped their sails, dropped their anchors, and settled in to enjoy the impressive display.

It is hard to imagine the greatness of these fine ships that made their way into Boston Harbor that day. Yet, the boat that gave me the most cause for thought was the lateen-rigged replica of the *Nina*, one of Columbus' boats. It was so small compared to the other ships in the harbor that day. I sat in amazement as I thought about how difficult the journey must have been in 1492. Politics aside, our voyage to get to this celebration wasn't nearly as difficult as the journey sailed by Columbus.

The Reincarnation of *Vera Jean*

by Dennis Mayhew



Vera Jean's original rig in the '20s

In one of her earlier lives, *Jessie May*, sloop number 164, carried the name of *Vera Jean* on her transom. This was her name in the 1920s

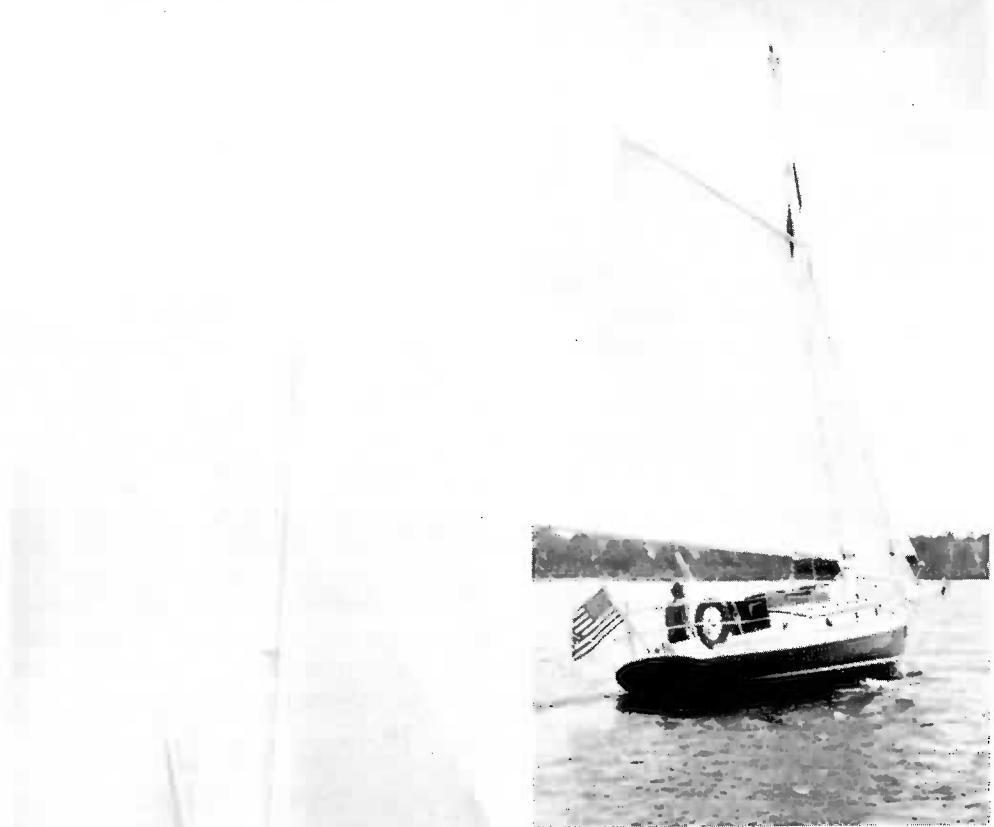


As a ketch in the '70s

when she was owned by Mr. Walter G. Goetsch. Unfortunately, this is as far back as I have been able to trace her history, and perhaps this may well be her original name, but the old girl dates back to 1906.

On her last haul-out we sanded her bottom and replaced some screws with bronze ones, reinforced her bowsprit, repaired several cracks in her mast and painted it, painted her bottom and topsides, and took off several layers of varnish, so now her bright work is befitting the lady that she is.

In the process of making her look more presentable, I decided to give her back her previous name, *Vera Jean*. Hence, the reincarnation of *Vera Jean*. It seems as



1993



though she is happy with this name which she flaunts in script letters on her transom.

But *Vera Jean* has gone through some other changes. Over the years she has had about all the rigs she could carry. When I

bought her 14 years ago, she was a ketch. I sailed her for a few years like this. Didn't like it! So I rigged her to a Marconi sloop and sailed her for several years with that rig. Didn't like it! So now she sports a gaff rig and has for a couple of years. I like it! And so does *Vera Jean*, because in a fair breeze she will hold a true course with little or no help from the wheel. These changes seem to have revitalized the old gal, and I am sure they please a few people in the Society – Roger, to name one.

I have now owned *Vera Jean* for over 14 years and have logged over 10,000 miles, and all of this time she has been a good friend and companion to me.

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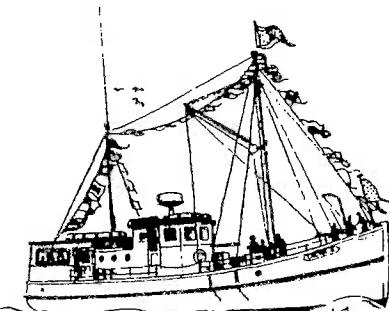
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What is it like to live in a house?

by Marjorie Wilder

For 15 years the Wilders lived aboard "Comesin" in the St. John River in Florida, and only this year built a house ashore and sold the sloop. "Comesin" was built by Erwin Jones in East Boothbay from Murray Peterson's design. Carlton Wilder will be remembered as the painter of the picture on the dust jacket of "Friendship Sloops" and of a print made from the painting. Marjorie is the author of several articles which have appeared in former yearbooks.

What is it like to live in a house? Easy – writing down the question.

For a decade-and-a-half we lived out there in the middle of the sky. That great overturned bowl gave us walls of a sort, that rimmed us round with distant woods, the bridge, our mysterious island, and the "slot" where the St. Johns disappears upriver.

We were anchored out there all alone, amongst passing fisherfolk and crabmen and helicopter pilots and water skiers, and for a while an aerobatics friend. Yachtsmen came calling, some we had met on cruises, some strangers – just dropped the hook and rowed over to make friends with *Comesin*, the outrageously beautiful Friendship sloop we lived aboard and loved passionately.

It was our custom out there to listen, day and night. To wailing winds or lapping wavelets or marching rain. We heard the long thrummmmm of tugs with barges over in the channel. The quick flare-ups of outboards coming in the darkness, with voices over, and vanishing. Intermittent tire hum on the bridge-grate a mile away. Sirens on Route 13 followed from Colee Cove to Orangedale. A train whistle far to the west as lonesome as anywhere. Visceral thunder. Visitors always murmured, "It's so quiet here!"

To live in a house is to be unaware of world sounds, unmindful of problems and pleasures that once existed. In our quiet house, which we also love passionately, perhaps because handmade, we are safe and snug, undaunted by elements. It won't sink.

But if doors and windows are closed to keep the cold out – or to keep it in, we probably won't hear you till you ring the doorbell. When we lived outside we'd have heard you by the time you crossed the creek on the swamp road, and would have met you at the mailbox.

That's a start on what it is like living in a house. When you come to see Carlton's new paintings, or in my next letter, I shall tell more, but you are running short of time now, and I must get ready for The Mandarin Art Festival on Easter weekend. See you there? Happy spring!

Marjorie



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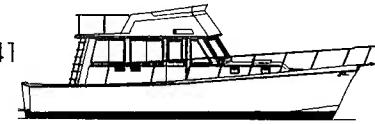
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Swansong

by Charles Dorchester

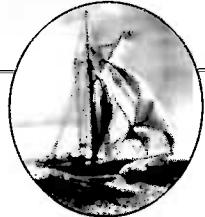
In 1930, at the height of the Depression in Connecticut, three ministers who had been able to purchase land and build summer cottages just before the crash found themselves tempted by the glut of boats going for a song, due to the near financial collapse of the shipyards.

Freme Rodgers had a boatyard in this condition with all kinds of boats for sale, and many persons owing him storage and repair fees. Now Freme did not have the best of reputations, as it turned out, but he saw these three landlubber preachers coming, or to be more accurate, he saw my father, the Rev. Donald Dorchester, coming. Dad had been charmed by the great yachts that raced in the America's Cup races, and by the boats of the New York Yacht Club. The idea of owning a big boat, a sailing vessel, had become a dream. There in Freme's boatyard was the *Swan*, built by Wilbur Morse in Friendship, Maine in 1917, a real Friendship sloop and a fairly new boat, going for a song. Dad talked to Uncle Fred, the Rev. Fred C. Allen, and the two decided this would be a real steal. The only hitch was that neither of them had any money. So Dad persuaded Grandpa, the Rev. Liverus Dorchester, to put up the money for the boat. Dad and Fred would take care of any necessary maintenance (of which, Dad assured Fred, there would be little, because this was practically a new boat, only 13 years old).

The deal was cut and the *Swan* was had for a song. The two ministers set about learning how to sail it. Dad always liked heavy weather. When the storm-warning flag went up, we would go out for a sail. I am sure that the idea of open ocean as the proper environment for the *Swan* to really do her stuff was part of the impetus for the journey around Point Judith.

I believe all three ministers were aboard. The sea was fairly heavy and the wind brisk as they rounded Point Judith. Uncle Fred was usually the cook on these ventures, so he headed below decks to get the alcohol stove going to heat up some baked beans. He came out as fast as he had gone down and reported that the bunk mattresses were floating. Returning with shortened sail and some weary arms from constant pumping, they came in to Freme Rodgers to have the boat hauled and to examine the cause of the problem.

It was clear the garboard planks (next to the keel) had opened and were leaking. Further examination showed a great deal of rot in the keel and in the floor timbers that ran over the keel between the ribs. An old ships' carpenter at the boatyard privately told Dad that it was a sign that green lumber had been used to build the boat. He asked if Dad had received any papers from Freme indicating the authenticity of his claim that it was a Wilbur Morse Friendship sloop. Dad was shaken; perhaps he had been hoodwinked. Uncle Fred said that Dad had carried them all along with his too-anxious enthusiasm, and now they were stuck with impossible repairs. Not to worry, said my father, they repair rot in houses with cement; we will do the same with this boat. He had a ships'



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carpenter replace the leaking garboard and replace some of the floor timbers that ran over the keel from the ribs. He and Fred set to filling the bottom of the boat with reinforced concrete. They even made a new concrete step for the mast to set in. This controlled the leak, covered the rot, stabilized the boat, and encouraged them to stay away from heavy weather.

But a doubt had been placed in my father's mind by the ships' carpenter. How could rot have set into a boat's keel in only 13 years? Was this really a Wilbur Morse boat, and was it only 13 years old?

It happened that a genuine Wilbur Morse boat, the *Sea Fox*, capsized early in its life and was brought to the neighboring shipyard, right next to Fremre Rodgers. It was to be repaired and examined to see what had caused the unusual accident. The story had it that no one had been lost in the capsizing and that it was caused by mishandling the boat. Nothing could be found wrong with the boat, but it was there for quite a period of time while being cleaned up and outfitted. Dad went over and examined it with the old ships' carpenter, who showed him on the bow a design that he called the "Wilbur Morse signature." Dad's *Swan* did not have those marks on the bow. The *Swan*'s markings were different. The ships' carpenter said, "I believe your boat was built by the Gamage Boatyard (in Bristol, Maine), not by Wilbur Morse."

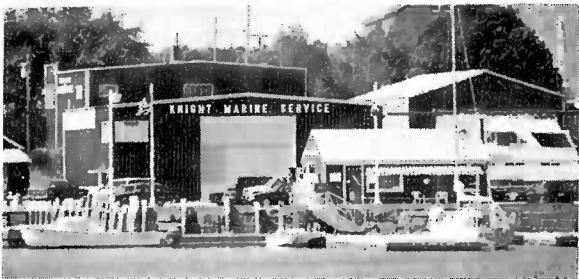
The boat was powered with a one-lung engine that was extremely reliable and surprisingly quiet. It was very dangerous to start, as it was started with arm power, reportedly by spinning the flywheel. It had a tendency to kick back fiercely. (As you may have guessed, my father was always the hero in these stories). It was rumored in our family that Uncle Fred would not use the engine, because he had badly damaged his arm on one occasion trying to start it. But Dad had no such qualms and therefore could take large crowds of friends and parishioners on trips.

I never knew that Dad suspected the boat was not a Wilbur Morse Friendship sloop. He never discussed it. But both my brothers recalled the examination of the bow of the *Sea Fox*. They could see that the *Swan* and the *Sea Fox* did not look the same in the bow markings. But the memory is riveted in their minds for another reason. The *Sea Fox* was owned in part by a Yale professor, who was convinced that its initial capsizing was a "fluke," as they say. The fishermen of Noank, Connecticut were very superstitious, and they said in the boys' hearing: "A man's a fool to put to sea in a boat that has sunk." According to my brothers, the *Sea Fox* left the Noank shipyard and shortly after that went down in 90 feet of water. All hands were lost, including the Yale professor.

I have not had a chance to verify any of the claims in this story. This represents a composite of what the three of us remember, from our father and from their impressions as children growing up on the *Swan* in the summertime. A Wilbur Morse boat, called the *Swan*, built in 1917, was still registered to a man in Mt. Sinai, Long Island, New York in 1960. I would love to have known if it had any cement in its keel.

Recollections of John, Douglas and Charles Dorchester, as retold by Charles

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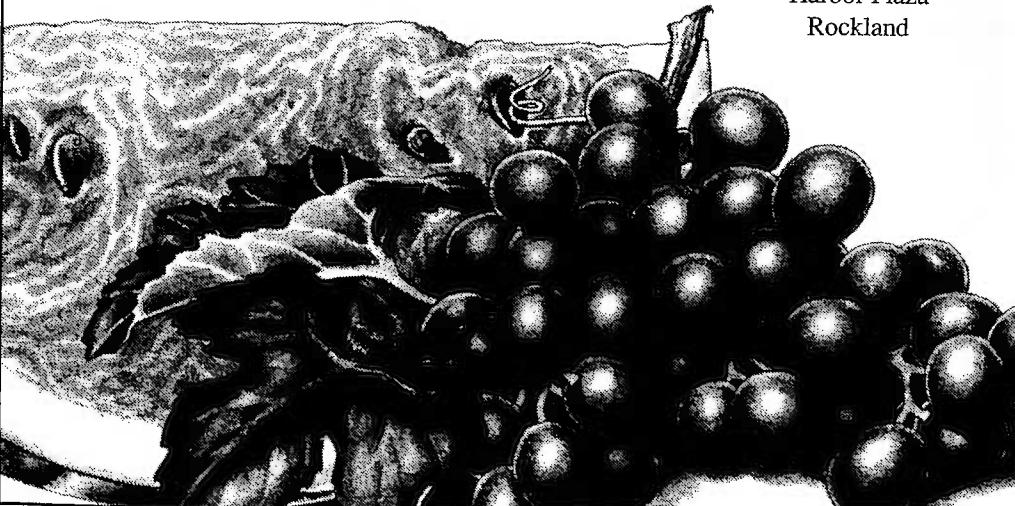


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"Just Sailing"

by Bob Rex

I thank Friendship sloops and the Friendship Sloop Society for reintroducing an old sailor to the pleasures of "just sailing." For the best part of 50 years, "sailing" had meant hurrying down to the club on race days, usually at the last minute, preparing the boat, then going out to the starting line to spend the next few hours racing. Every minute in the boat was devoted to total concentration on angle of starting line, course, wind velocity and shifts, currents, and opponents.

Sailing on non-race days consisted of tuning the boat, experimenting with sail trim and practicing starts, boat handling, mark roundings, tactics, etc. Leisure time was limited, so that one had to use what time was available to improve (hopefully) these skills. Appreciation of the day and the sheer delight of sailing was for the most part overlooked. We didn't even have time to stop and smell the mud flats!

Despite the concentration on racing, there are two sailing experiences that stand out in my mind. Many years ago, when the world and I were young, I was sailing an Indian Class sloop (a lovely Alden one-design) across Boston Harbor from Winthrop to Quincy to pick up the crew for an afternoon race. I was sailing single-handed on a close reach in a crisp 12-knot breeze. Perched on the weather rail with the early morning sun shining and with glittering drops of spray dancing across the bow, I had the feeling that the boat was alive!

Crewing on Dick and Alice Salter's *Liberty* brought back these earlier, less-hurried times. One doesn't need to hike out on a Friendship! There's time to look around, enjoy the day, hail friends and throw water balloons. One day in particular at Boothbay is memorable. Bruce, in his infinite wisdom, posted a course that meant, in essence, no race that afternoon. After that fact had slowly sunk in, Captain Dick handed me the wheel and we took *Liberty* for a sail. The day was bright and sparkling, with a steady 15-knot breeze driving *Liberty* through the seas. It was one of the two or three days of an entire season that are perfect. Alice, Dick and Larry were sitting about, dozing or just looking at the glorious scene that lay before us. I had the helm for three or four of the most satisfying hours I have ever spent on the water. Back on the mooring there was enough time for friends to visit for a chat, capping off a perfect day. Add to that two days of keen racing, and another successful Regatta was enjoyed by all.

The racing is fun, frustrating at times, but fun nevertheless. Racing can improve a skipper's boat-handling ability and increase his awareness of the effect that wind velocity, shifts and currents will have on a boat. The racing adds immeasurably to the camaraderie at the Rendezvous. Fellow-skippers assist each other in making improvements or repairs. Ideas are exchanged as we try to foster a better understanding of the rules, and each other.

The cruise to Bath, the races at Boothbay, and the day-sail to Friendship for Friendship Day combine to make for a great Regatta. The fact that all of these activities take place in what is surely one of the most beautiful areas on the east coast is a very large plus.

Build, buy or borrow a Friendship and join us!

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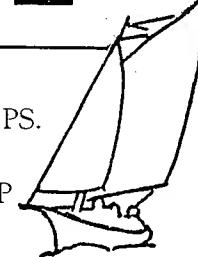
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She's been some twelve years building and has just tasted saltwater.
The Friendship fleet welcomes DESIREE – #226 –
and her young dude skipper.

Pendleton Memorial Scholarship Fund

by Elbert S. Pratt

Friendship Harbor was a racing scene long before Bernard MacKenzie came to Friendship in 1960 and met with Herald Jones, Carlton Simmons, Ralph Winchenpaw and John Gould. He brought a plan to invite Friendship sloop owners to bring their vessels to these waters for a summer weekend of friendly racing and general camaraderie. This event was held in Friendship for 22 years and was the most ambitious project in the town's history. Yet there are postcards with 1910 postmarks showing eight Friendship sloops racing on Muscongus Bay. The leading sloop is carrying main and jib topsails.

From the mid-1920s to the present time, the "summer folk" along the shore have had their own racing fleet. They used the Friendship Catboat, 16 feet long, a seven-foot beam, centerboard, and a shallow draft, built by Friendship residents Gene Brown and Archie Thompson. The heyday of this activity spanned some 40 years. After the early 1960s, racing catboats became sporadic, sometimes consisting only of the Labor Day event.

But to get back to the Friendship sloops after the foundation of the Friendship Sloop Society in 1960: While they were out on the bay racing, one of the harbor events would be a catboat race out to the Martin's Point buoy, through Hatchet Cove and back. In the first year there was an outboard motor boat race in the harbor where the people on the wharves, numbering 2,000 or so, could watch the entire event. Also at the wharf there were swimming races for the young people, along with rowing races and trap-hauling.

Just up the hill from the docks was the Sloop Society Gift Shop, stocked with goods made by members of the Society and local townspeople. At the Society's awards banquet, after the last race, the Gift Shop Chairman would rise and announce proudly that the shop had raised \$2,000 for the Scholarship Fund. This success continued for a number of years and was responsible for a substantial part of the Fund principal.

In his first letter to the editor of the Sloop Society Year Book in 1968, Bill Pendleton, the first Chairman to administer the Trust, wrote, "... we will be able to award some boy or girl from Friendship in the vicinity of \$400 in scholarship assistance. We realize that this is a small part of the cost of an education for one year, but the hope is that the Fund will grow and that subsequent years will see much more available for annual awards." Now the Trustees average six awards paid from an annual Trust income of about \$4,000.

The great news is that, in the last 25 years, Trust income has increased to 1000% of that original amount. But we now divide it among six people rather than giving it to just one person. This means that each receives only 160% of the original \$400. The darkest part of the picture is that college costs have risen 800% in the same period of time.

This is why it is important to continue to build up the Fund. This is why it is important that Sloop Society members, townspeople, and friends support this program to help the young people from this small fishing village to prepare to take their places in modern society. There is so much more available in life than can be found in Friendship.

Help us in this project. Make your check payable to the Pendleton Memorial Scholarship Fund and mail it to the Rev. David Bell, Treasurer, P.M.S.F., P.O. Box 354, Waldoboro, ME 04572. Your contribution is tax deductible. Thank you.

1992 Winners

New London Regatta

Saturday, July 4

Class A

1. *Cap't George* Walter Durant
2. *Natanya* Joe Hliva
3. *Rights of Man* Phil Smith

Class B

1. *Fiddlehead* Harry Jackson
2. *Muscongus* Jack Vibber

Sunday, July 5

Class A

1. *Natanya* Joe Hliva
2. *Rights of Man* Phil Smith
3. *Cap't George* Walter Durant

Class B

1. *Fiddlehead* Harry Jackson
2. *Muscongus* Jack Vibber

Boothbay Regatta

State of Maine Trophy, Best Over All: William Rand

Division I

Herald Jones Trophy, *William Rand*
Bruno-Stillman Wheel, *Bucephalus*
Lash Brothers Trophy, *Celebration*

Class A

Wilbur Morse Trophy, *Chance*
Charles Morse Trophy, *Gladiator*
Alexander McLain Trophy, *Morning Star*

Division II

President's Trophy, *Chance*
Homecoming Trophy, *Anna B.*
Winslow Trophy, *Tannis*

Spirit of Friendship, Bob Lash
Gladiator Trophy, *Bucephalus*
Nickerson Trophy, son of Anna B.
McQuaid

Owner-Builder Trophy, Harold Burnham *Kim*
Post Office Trophy, "Water Skier" on *Chance*
Danforth Trophy, *Secret*
Stanley Cup, *Endeavor*
Liberty Trophy, *Sarah Mead*
Jarvis Newman Trophy, *Celebration*
Chrissy Trophy, *Betty Monk*

Marblehead Regatta

Ridgeway Cup Over All Winner: Phoenix Tad Beck

Division I

1. *Retriever* Ben Rice
2. *Kim* Harold Burnham
3. *Corregidor* Brian Flynn

Division II

Tannis Jack Cronin
Gladiator Bill Zuber
Resolute Charlie Burnham

Gloucester Schooner Festival

1. *Tannis* and *Kim* tied
2. *Voyager* Bernard MacKenzie
3. *Eagle* Don Huston

1993 Program

NEW LONDON – JULY 9, 10 & 11

- Friday, July 9 –** Gather for gam and food at the Thames Yacht Club in the evening.
- Saturday, July 10 –** Race Day 1 – There will be a picnic after the race, followed by the annual Thames River Fireworks Extravaganza.
- Sunday, July 11 –** Race Day 2 – Breakfast ashore. After the race there will be an awards party at the Yacht Club. For further information call Jack Vibber, 5 Soljer Drive, Waterford, CT 06385. (203) 442-7376.

SOUTHWEST HARBOR – JULY 17

Ralph Stanley and Miff Lauriat are planning an informal race in the Western Way. Inquire at Ralph Stanley's boat shop or call (207) 244-3795.

MAINE MARITIME MUSEUM, BATH – JULY 24 & 25

- Saturday, July 24 –** The fleet will start up the Kennebec River on the flood tide about 11:30 a.m. High water at Bath is at 4:30 p.m. Moorings will be available off the museum. There will be a cook-out at 6:30 p.m.
- Sunday, July 25 –** This is a day to experience the many imaginative museum exhibits. The fleet will sail by the museum about 12:30 p.m. High water is about 5:30 p.m. There will be a barbecue ashore at 6:30 p.m.
- Monday, July 26 –** The fleet will sail to Boothbay either down the Kennebec or the Sasanoa. High water at Bath is at 6:05 a.m. Low water at Boothbay at 11:05 a.m.

BOOTHBAY HARBOR – JULY 26-29

- Monday, July 26 –** The fleet is expected to arrive during the afternoon. Those living aboard their sloops will be assigned the inner moorings. The grill will be fired up at the Yacht Club for those who would like to cook ashore. Model yacht races are planned for the late afternoon.
- Tuesday, July 27 –** Skippers' meeting at 8:15 a.m.. The first race will start at 11:00 a.m. at the discretion of the Race Committee. No formal program is planned for the evening.
- Wednesday, July 28 –** Skippers' meeting at 8:15 a.m. if needed. The fleet will follow Commodores Jim and Andrea Wilson in *Old Baldy*, sailing by the Fishermen's Memorial in Boothbay Harbor. The second race will start at 11:00 at the discretion of the Race Committee. Dinner after the race at the Newagen Inn. Transportation to and from Newagen will be provided.

Thursday, July 29 – Skippers' meeting at 8:30 a.m.. if required. The third race will start at 11:00 a.m. at the discretion of the Race Committee. After the race, awards will be made at the Yacht Club and the grill will be available. A lobster dinner will be served at the Yacht Club for those who sign up for it.

We are reminded that no liquor is to be brought ashore at the Yacht Club. The Club bar will be open late each afternoon.

FRIENDSHIP DAY – JULY 30 & 31

- Friday, July 30 –** Sloops will proceed independently to Friendship. There will be a cookout ashore on the northwest end of Friendship Island.
- Saturday, July 31 –** Breakfast ashore. There will be a brief memorial service near the memorial stone overlooking the harbor in remembrance of our departed members and friends. About 10:30 a.m., a parade of sloops will open the celebration of Friendship Day.

MARBLEHEAD REGATTA – AUGUST 14 & 15

- Saturday, August 14 –** Skippers' meeting at 9 a.m. at the Corinthian Yacht Club. The first gun will be fired at 10 a.m. Cocktails and dinner will be served at the Yacht Club after the race.
- Sunday, August 15 –** Again, expect the first gun at 10 a.m. Awards will be made after the race at the Yacht Club.
- Moorings in Marblehead should be available by calling the dockmaster at the Corinthian Yacht Club on VHF Channel 69, CB channel 13, or by telephone at (617) 631-4745.
- The fleet will race in two divisions, both starting together but with the smaller boats sailing a shorter course. For further information, Call David Graham at (617) 631-6680.

GLOUCESTER SCHOONER FESTIVAL – SEPTEMBER 4 & 5

- Saturday, Sept. 4 –** There will be a number of small craft races, one especially for Friendship sloops. There will be a fish fry ashore at a nominal cost.
- Sunday, Sept. 5 –** The Mayor's Race will be held for schooners over 75 feet, the start of which should be an impressive sight. There will be another race for schooners 45-75 feet. After the races there will be an awards dinner.

Moorings and berths in Gloucester will be available. Call or write the Cape Ann Chamber of Commerce, 33 Commercial Street, Gloucester, Massachusetts 01930 or call (508) 283-1601.

The Annual Meeting will be held on November 20 at a place to be announced.

FRIENDSHIP SLOOPS REGISTERED WITH THE FRIENDSHIP SLOOP SOCIETY

Sloops are classified: Class "A" = "Originals" built prior to 1920; Class "B" = "Replicas" & "Near-replicas" built after 1920

Length On Deck (L.O.D.) rounded to nearest foot; TBL = To Be Launched; OLD = Built before WW II; c = circa

Builder names separated by "&" built together; separated by "/" built sequentially

Alphanumeric in "Builder(s)" column is builder's model & hull number (if known)

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Residence	Homeport	Sail Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Residence
1.	VOYAGER	30'	Charles A. Morse	1906	Alex & Tina Moir, Staten Island NY	Great Kills Harbor NY	92. PUFFIN	25'	James Rockefeller/Basil Day	1975	Suzanne C. Fleming, Prospect CT
2.	dictator	31'	Robert E. McLain	1904	Peter M. Chesney, Burbank CA	Deer Isle ME	93. ANNA R.	25'	Kenneth Rich	1970	Stuart L. Rich, Cape Elizabeth ME
5.	CONTENT	25'	Stuart M. Ford	1961	Rich & Beth Langton, Edgicombe ME	Boothbay Harbor ME	94. DIANA	25'	Newman (P03)/Rockefeller	1971	Ebenezer & Diana R. Gay, Hingham MA
6.	EASTWARD	32'	James Chadwick	1956	Roger & Mary Duncan, East Boothbay ME	East Boothbay ME	95. WESTWIND	40'	Charles A. Morse	1902	John & Diana Fassak, Mansfield MA
7.	TANNIS	38'	W. Scott Carter	1937	Jack & Mary Cronin, Sturbridge MA	Salem Willows MA	96. VOYAGER	32'	Lash Brothers	1965	Bernard W. MacKenzie, Scituate MA
9.	AMITY	30'	Wilbur A. Morse	c1900	James Russell Wiggins, Brooklin ME	Benjamin River ME	97. GANNET	27'	Unknown	1903	Tom Miller, New Boston NH
10.	MARY ANNE	31'	Lash Brothers	1958	Dr. Joseph Griffin, Damariscotta ME	Damariscotta ME	99. BUCCANEER	29'	Wilbur A. Morse	c1911	Tirocchi Family, Johnston RI
11.	SHULAMITE	24'	W. Prescott Gannett	1938	Nicholas Kingsbury, Kennebunkport ME	Cape Porpoise ME	100. MORNING WATCH	26'	Bernard Backman	1970	Dan Stevens, Mystic CT
13.	EASTING	29'	Charles A. Morse	1920	James & Beverly Pierpont, Key Largo FL	Milford CT	101. GOOD HOPE	30'	Bruno & Stillman (07)	1971	Barta & Lee Hathaway, Newburyport MA
14.	POSH	30'	Wilbur Morse 2nd	1946	Curt & Jeanne Harding, St. Thomas USVI	Boothbay Harbor ME	102. TODDY	35'	Lubbe Voel [Germany]	1972	Mary L. Morden, Bad Axe MI
15.	VIDA MIA	30'	Edward L. Stevens	1942	George & Cindy Loos, Cape May Courthouse NJ	Cape May NJ	103. SOLASTER	25'	Newman (P04)/Newman	1970	Dr. Curtis C. Ruff, Falmouth ME
16.	RETRIEVER	22'	W. Prescott Gannett	1942	Ben Rice, Shrewsbury & Judith Rice, Scituate MA	Scituate MA	104. COCKLE	28'	Elmer Collemer	1950	Rupert & Regina Hopkins, Miller Place NY Mt.
18.	CHRISSEY	30'	Charles A. Morse	1912	Wiegleb Family, Cushing ME	Pleasant Point ME	105. AT LAST	30'	Bruno & Stillman (05)	1971	George Kwass & Steve Bloom, Andover MA
19.	BLACKJACK	33'	Wilbur A. Morse	c1900	Wilson Fletcher, Bar Harbor ME	Northeast Harbor ME	106. HOLD TIGHT	25'	Newman (P05)/Newman	1970	William C. Reiff, Mount Desert ME
21.	WILBUR A. MORSE	30'	Carlton A. Simmons	1946	Richard Brown, Pt. Townsend WA	Ventura Harbor CA	107. MAGIC	22'	Passamaquoddy (01)/Johnston	1970	Nancy & Andrew Kandutsch, Bar Harbor ME
22.	ELLIE T.	25'	John G. Thorpe	1961	John G. Collins IV, East Hampton NY	Three Mile Harbor NY	109. PETREL	31'	G. Cooper	1933	Robert & Paula Libby, Cape Porpoise ME
23.	DEPRESSION	30'	Unknown	1899	Lloyd & Tina Olson, Boothbay ME	Pleasant Cove ME	112. SECRET	27'	Philip J. Nichols	1971	Bob & Bette Monk, Burlington MA
24.	TERN	25'	Wilbur A. Morse	c1900	Philadelphia Maritime Museum	Philadelphia PA	113. YANKEE PRIDE	30'	Bruno & Stillman (14[a])	1971	James J. & Margaret E. Craig, Keyport NJ
27.	SARAH E.	25'	Bob McLean & Sid Carter	1939	Havre de Grace Maritime Museum	Havre de Grace MD	114. BASCHERT	30'	Bruno & Stillman (08)	1971	Bill & Carol Schunemann, Braintree MA
31.	WHITE EAGLE	28'	Wilbur A. Morse	c1914	William A. Cronin, Sturbridge MA	Rebuilding	115. GOOD FRIEND	30'	Bruno & Stillman (12)	1971	Harvey & Lee Goodfriend, Simsbury CT
32.	NOMAD	33'	Wilbur A. Morse	1906	Tom Ash, North Weymouth MA	Rebuilding	117. LEADING LIGHT	30'	Bruno & Stillman (10)	1971	John & Eve Crumpton, Oxford ME
34.	PAL O' MINE	27'	W. Prescott Gannett	1947	James B.L. Lane, Winchester MA	Essex MA	118. WENONAH	30'	Bruno & Stillman (14[b])	1971	Thomas L. Berry, Pasadena MD
35.	MARY C.	20'	Nathaniel D. Clapp	1962	Roger Burke, Ipswich MA	Rockport MA	119. VALHALLA	30'	Bruno & Stillman (15)	1971	Paul & Sally Wolfe, Pittsburgh PA
37.	CHANCE	31'	Wilbur A. Morse	1916	Maine Maritime Museum, Bath ME	Bath ME	120. PERSISTENCE	30'	C. Simmons/J. Lichtman	TBL	John Lichtman, Friendship ME
39.	DOWNEASTER	30'	Lash Brothers	1963	Forrester B. Valle, Washington ME	Spruce Head ME	122. EDEN	25'	Francis Nash & Ed Coffin	1971	Douglas Tarr, Bar Harbor ME
40.	COMESIN	32'	J. Ervin Jones	1962	John & Linda Livingston, Jacksonville FL	Jacksonville FL	123. RESOLUTE	28'	Charles A. Burnham	1973	Charles A. Burnham, Essex MA
42.	SELKIE	26'	C. Simmons & J. Hennings	1963	Captain Fred Perrone, Plymouth MA	Plymouth MA	124. CALLIPYGOUS	30'	Bruno & Stillman (17)	1971	Richard & Tina Sharabura, Toronto, Ontario
43.	GYPSY	23'	Judson Crouse	1939	Bob & Jane Lash, Orland ME	Bucks Harbor ME	125. BILLY BUDD	25'	Al Paquette	1969	Holbrook Family, Rochester MA
44.	SAZERAC	35'	Wilbur A. Morse	1913	Roland Barth, Alma ME & Alan Lewis, Boston	Round Pond ME	126. WHIM	20'	Chester Spear	1939	Marilyn Lindblom, Hanover MA
45.	FLYING JIB	30'	W. Scott Carter	1936	Kevin J. Crowley, Brentwood NH	Newburyport MA	127. MARIA	21'	Charles A. Burnham	1971	Frank Friend, Essex MA
46.	DIRIGO	30'	Lash Brothers	1964	Bill & Judy Wasson, Thomaston ME	Rockland ME	128. SCHOODIC	31'	E. Collemer/B. Lanning	1973	Bruce & Mary Lanning, Winter Harbor ME
47.	GALATEA	30'	McKie W. Roth Jr.	1964	Don Murray, Sausalito CA	Sausalito CA	129. GISELA R.	25'	Andrew P. Schafer	1969	James O'Hear, Sag Harbor NY
49.	SURPRISE	33'	Phillip J. Nichols	1964	Steven & Eliza Bailey, Tenants Harbor ME	Tenants Harbor ME	130. NARWHAL	25'	Newman (P06)/Newman	1972	James Rosenbaum, Milwaukee WI
50.	HERITAGE	29'	Elmer Collemer	1962	Frank & Brinna Sands, East Thetford VT	Bremen Long Is. ME	131. NOAHSARK	29'	John Chase	1972	Richard R. Willis, Ipswich MA
52.	RIGHTS OF MAN	30'	Lash Brothers	1965	Philmore H. Smith Jr., Westfield MA	Newport R I	133. INDEPENDENCE	30'	Bruno & Stillman (21)	1973	Frederick G. Schwarzmans, Bernardsville NJ
53.	EAGLE	32'	Wilbur A. Morse	1915	Captain Donald Huston, Nahant MA	Nahant MA	134. BEAR	22'	Passamaquoddy/Collins	1973	Jim Horigan, Reading MA
54.	ECHO	22'	Lee Boatyard	1965	William Thon, Port Clyde ME	Port Clyde ME	135. HATSY	25'	Newman (P07)/Morris	1973	Richard C. Kennedy, Nobleboro ME
57.	OLD BALDY	25'	James S. Rockefeller	1965	Jim & Andrea Wilson, Rye NH	Kittery ME	136. SQUIRREL	28'	Charles A. Morse	1920	Larry & Stephanie Moxon, Mystic CT
58.	CATHY	21'	Jeremy D. Maxwell	1969	Ted & Cathy Chase, New Harbor	New Harbor ME	137. AVSEHA	35'	McLain?	OLD	Larry Thomas, New Orleans LA
59.	SARAH MEAD	30'	Newbert & Wallace	1963	Ted Hanks, Jefferson ME	South Bristol ME	138. UNICORN	28'	Robert P. Gardner	1973	Chris Day, Islesboro ME
60.	OLD SALT	32'	Robert A. McLain & Son	1902	Joe Calvanese, Plantsville CT	Plantsville CT	139. LYNX	25'	Newman (P08)/Morris	1973	Al & Jimmy Lee Lindquist, Columbia Falls ME
61.	WINDWARD	25'	James S. Rockefeller	1966	David Westphal, Cranberry Isles ME	Great Cranberry Isle ME	141. KATIE E.	25'	James H. Hall	1974	Frank D'Agosta, Jonesport ME
62.	COLUMBIA	23'	Lester Chadbourne	c1950	John & Kimberly Bundza, Barrington NH	Great Bay NH	142. ALBATROSS	21'	Peter Archbold	1976	Stephen & Annette Locke, Brockport NY
63.	KHOCHAB	28'	Speers	1953	Tom Gervais, Vineyard Haven MA	Vineyard Haven MA	143. FAIR AMERICAN	25'	Newman (P10)/Morris	1974	Francis P. McIntire, Santa Maria CA
64.	AMICITA	33'	Lash Brothers	1965	Jeff Pontiff, Plymouth MA	Plymouth MA	144. JOSIE	25'	Newman (P09)/Morris	1974	Bruce & Trudy Andrews, Standish ME
66.	VENTURE	32'	Wilbur A. Morse	1912	William A. Sauerbrey III, Mystic CT	Mystic CT	145. YANKEE LADY	31'	Newman (D02)/Lanning	1974	Paul & Carolyn Edwards, Mattituck NY
67.	HIERONYMUS	33'	Ralph W. Stanley	1962	Albert P. Neilson, Honey Brook PA	Southwest Harbor ME	146. FIDDLEHEAD	25'	Newman (P01)/C. Chase	1970	Harry Jackson, Groton CT
68.	ROBIN L.	25'	James H. Hall	1967	Ronald Terenzi, Bristol ME	Bristol ME	147. ANNA B.	31'	Newman (D01)/Jones	1974	C. Murray McQuaid, Jacksonville FL
69.	COAST O' MAINE	30'	Vernell Smith	1967	John Bundza & Peter Keefe, Barrington NH	Great Bay NH	148. SLOOP OUT OF WATER	38'	Norris Carter	1905	Joe Vinciguerra, Andover MA
70.	GRACE O' MALLEY	35'	Roger Morse	1967	Captain Jon P. Finger, Rockland ME	Rockland ME	149. FIDDLER'S GREEN	25'	Roy O. Jenkins	1978	Dick Leighton, Bowdoinham ME
71.	GLADIATOR	32'	Alexander McLain	1902	Bill & Caroline Zuber, Friendship ME	Friendship ME	150. WOODCHIPS	25'	Deschenes & Willet/ <i>et al</i>	TBL	Neil Allen, Orleans MA
73.	WEST INDIAN	26'	Pamet Harbor Boat	1951	Christoff Skoczylas, Kenora, Ont., Canada	Kenora Ont	151. DEPARTURE	15'	W. Prescott Gannett	1936	Dr. Llewellyn Bigelow, Alexandria VA
74.	PATIENCE	30'	Malcom Brewer	1965	Rev. John Arens, Needham MA	Cataumet MA	152. OLLIE M.	32'	Ken F. Murphy	1977	Kent F. Murphy, Swampscott MA
75.	OMAHA	35'	Norris Carter	1901	Susan Barnard, Waldoboro ME	Friendship ME	153. ANGELUS	22'	Passamaquoddy/Collins	1975	Jim & Elaine Carter, Everett MA
80.	HEADWAY	35'	Fred Buck & 'Skip' Adams	1941	Chris & Julie Head, Norwell MA	Marion MA	154. MUSCONGUS	28'	Albion F. Morse	1909	Captain's Cove Seaport, Bridgeport CT
82.	MORNING STAR	28'	Albion F. Morse	1912	Judy A. Oneal-Brooks, Nashua NH	Sandy Point ME	155. QUEQUEQUE	25'	Newman (P11)/Morris	1975	Marc Roman, Riviera Beach FL
83.	PERSEVERANCE	30'	Bruno & Stillman (01)	1969	Robert L. Jacobson, Hoboken NJ	Jericho Bay ME	156. DEPARTURE	31'	Newman (D03)/Morris	1975	Doug & Irene Ambasry, Sugar Hill NH
84.	PHILIA	22'	McKie W. Roth Jr.	1969	Betty & Al Whitrenour, St. Augustine FL	Cotuit MA	157. LIBERTY	31'	Newman (D04)/Salter	1980	Peter Carter, York ME
85.	HEIDI LEE	38'	Jeremy D. Maxwell	1974	Matthew & Heidi Gabrilowitz, Cranston RI	Wickford R I	159. PACIFIC CHILD	30'	Bruno & Stillman (03)	1969	Art Fox & Mike Irwin, Parker AZ
86.	ALLEGIANCE	24'	Albert M. Harding	1970	Hale Whitehouse, Cape Porpoise ME	Cape Porpoise ME	160. DEFIAENCE	22'	McKie W. Roth Jr.	1973	Morgan L. Hendry, Wilmington DE
87.	EAGLE	22'	McKie W. Roth Jr.	1969	Dana Williamson, Cambridge MA	Charles River MA	161. SUMMERWIND	22'	Sam Guild & Bill Cannell	1976	Norman E. MacNeil, Woods Hole MA
88.	APOGEE	30'	Bruno & Stillman (02)	1969	Dr. H. Maurice Landemare, Toms River NJ	Toms River N J	162. IRENE	38'	Charles A. Morse	1917	Bob Wakefield, Falmouth ME
89.	ERDA	22'	McKie W. Roth Jr.	1970	Francis 'Pat' West, Vineyard Haven MA	Vineyard Haven MA	164. VERA JEAN	30'	Charles A. Morse	1906	Dennis Mayhew, Niceville FL
90.	SALATIA	25'	Newman (P02)/Newman	1969	Miff Lauriat, Southwest Harbor ME	Southwest Harbor ME	165. REUNION	25'	Clifford G. Niederer	1975	Mason E. 'Ric' Stober III, Concord CA
91.	PHOENIX	30'	Bruno & Stillman (03)	1970	Alfred E. Beck, Vinalhaven ME	Carvers Harbor ME	166. SCHOODIC	25'	Concordia Company	1967	Elton 'Toby' Hall, South Dartmouth MA
							167. FREEDOM	28'	Ralph W. Stanley	1976	Richard Dudman, Ellsworth ME
							168. LOON	30'	Newbert & Wallace/Jacob	1974	Edward Brennan, Newcastle ME
							169. DEFIAENCE	22'	Eric Dow	1976	Jonathan & Vivi Leavy, Newton MA
							170. LADY OF THE WIND	31'	Newman (D05)/Morris	1976	William Manookian, New York City NY
							171. GOLDEN ANCHOR	31'	Newman (D06)/Morris	1976	Peter Metzler, Sorrento ME
							172. AMNESTY	25'	Jim Drake	1982	Jim Drake, Carlisle PA
							174. - NONE -	31'	Newman (D07)/unfinished	TBL	Arnie & Jill Standish, Brunswick ME

Homeport
Stony Creek CT
Cape Elizabeth ME
Vinalhaven ME
Rebuilding
Scituate MA
Rebuilding
Johnston RI
Mystic CT
Salem MA
Lake Huron MI
Deer Isle ME
Winthrop MA
Keyport NJ
Weymouth MA
Groton CT
South Freeport ME
Pasadena MD
Ben Avon PA
Building
Bar Harbor ME
Essex MA
Toronto ON
Mattapoisett MA
Hanover MA
Rebuilding
Winter Harbor ME
Noyack NY
Milwaukee WI
Ipswich Bay MA
Oxford MD
Swampscott MA
Round Pond ME
Mystic CT
Lake Ponchartrain LA
Islesboro ME
Islesboro ME
Jonesport ME
Brockport NY
Port St. Louis CA
Southwest Harbor ME
Mattituck NY
Groton CT
Brockport NY
Patio Gazebo
Yarmouth ME
Unfinished
Alexandria VA
Swampscott MA
Bass River MA
Bridgeport CT
Riviera Beach FL
Pemaquid Harbor ME
York Harbor ME
San Diego CA
Round Pond ME
Falmouth MA
Rockland ME
Choctawhatchee Bay FL
Oakland CA
South Dartmouth MA
Iseford ME
Round Pond ME
Winthrop MA
Travers Island NY
Bar Harbor ME
Baltimore MD
Unfinished

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

the Reader has ANY INFORMATION regarding any of these sloops, please contact the Society

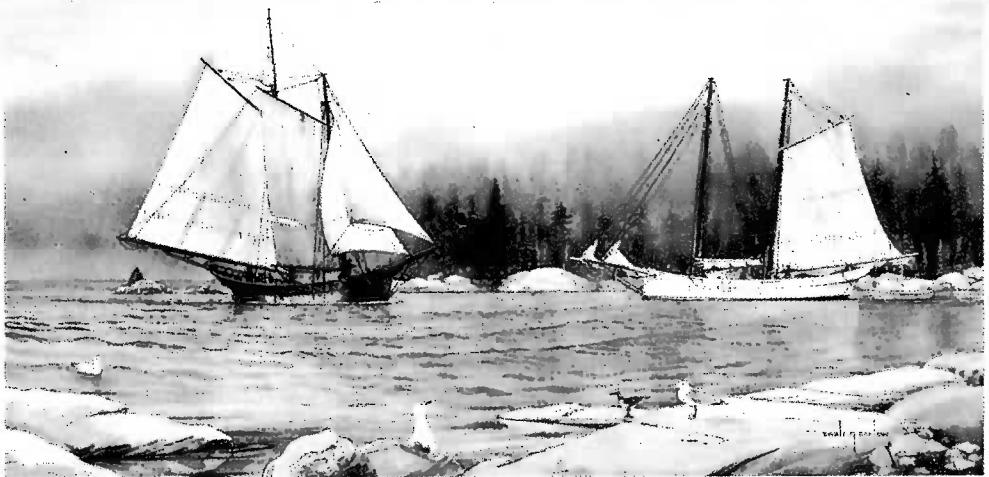
Name (Former Name)	L.O.D.	Builder(s)	Launched	Comments
FRIENDSHIP	29'	Wilbur A. Morse	1902	Last seen c1983 at Little Compton RI, ashore since c1968
SEA DUCK (Freya)	36'	Charles A. Morse?	c1901	Ketch rigged 1951, sold to unnamed parties c1970, taken to ME
KIDNAPPED (Fly-A-Way)	21'	Unknown	1921	Sunk off Hull MA in August 1965 squall, salvage confirmed
SMUGGLER (Pressure)	28'	Philip J. Nichols	1942	Owned by North Kingston RI parties in 1983
ELEAZAR (Gold Ivy)	38'	W. Scott Carter	1938	Advertized for sale 1977, then located on Hudson River
- NONE - (Khanum?)	32'	Wilbur A. Morse	c1915	No information since NJ registration with the Society in 1965
IOCASTE	33'	Charles A. Morse	c1907	Sold 1992 to unidentified parties
GALLANT LADY	33'	Morse	1970	Last known to be at Toronto c1980
BEAGLE (Sea Queen)	28'	Charles A. Morse	1905	Sold May 1970 to an unnamed Staten Island NY party
REGARDLESS (Friendship)	39'	Fred Dion	1963	Repaired 1979 at Manatee Pocket FL enroute to Caribbean
DOWN EAST	30'	Bruno & Stillman	1970	Last known to be cruising the Caribbean Feb. 1987
AMISTEAD	25'	R.T. White/R.E. Lee	1977	Sold in Galveston Bay TX area c1979 to unknown parties
CLARA (Etta May)	27'	Elmer Collemer	1960	Sold March 1988 to unidentified Anacortes WA parties
VOGEL FREI	30'	Wilbur A. Morse	c1910	In Mediterranean in 1977, rumored as wrecked in West Africa
BRANDYWINE		McKie W. Roth Jr.	1968	Last known in south San Francisco Bay in the mid-1970's
REWARD	25'	William A. Greene	1975	Last known at Isleton CA in 1980's; UOP student living aboard
TRUMPETER (You & I)	28'	Charles A. Morse?	OLD	Last known to be in the Galveston Bay TX area in late 1970's
CELENE	22'	Unknown	OLD	Sold c1979 from Canada to unknown (Detroit area?) parties

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

il Name (Former Name)	L.O.D.	Builder(s)	Launched	Comments
3. FINNETTE (Right Bower)	40'	Wilbur A. Morse	1915	Destroyed c1968 at Norwich CT
4. GOLDEN EAGLE (Queeqeg)	26'	Albion F. Morse	c1910	Destroyed c1980 at Lynn MA
8. BANSHEE	30'	Wilbur A. Morse	OLD	Destroyed c1980 at New Bedford MA
7. JOLLY BUCCANEER (Myrtle E.)	45'	Eugene McLain	1906	Sunk 1972 at Melbourne FL, destroyed 1973
0. MURRE (Moses Swann)	30'	Morse	c1910	Wrecked Oct. 1974 at Guilford CT, destroyed c1978
6. VIRGINIA M. (Swan)	28'	Morse	1917	Destroyed c1982 at Waterford CT
8. BOUNTY	22'	W. Prescott Gannett	1932	Destroyed Spring 1984 at Noank CT
9. SUSAN (Ocean Belle)	41'	Charles A. Morse	1902	Wrecked Christmas Eve 1977 at Hillsboro Inlet FL
5. MARGIN	25'	Unknown	OLD	Destroyed c1985 at Walldoboro ME
8. CHANNEL FEVER	33'	F. A. Provener	1939	Destroyed Oct. 1985 at Rockport ME
2. TEMPTRESS (Result)	33'	Philip J. Nichols	1934	Destroyed Fall 1987 at Westerly RI
5. PACKET	26'	Charles A. Morse	1925	Destroyed Fall 1980 at Vineyard Haven MA
8. EMMIE B.	37'	Reginald Wilcox	1958	Burned 1974 at Southport ME
9. NIMBUS	30'	A.T. Chenault III	1954	Destroyed c1979 at Slidell LA after Hur. <i>Camille & Betsy</i>
8. LOON	35'	Charles A. Morse	c1907	Destroyed c1972 at Stamford CT
1. AMOS SWAN (Amos Swann)	26'	Wilbur A. Morse	c1910	Blown ashore Nov. 1980 at Camden ME
5. TINQUA	30'	Bruno & Stillman	1971	Lost rudder & wrecked 1977 on Whaleback Ledge ME
3. EVA R.	33'	Edward Robinson	1906	Sunk Hur. <i>David</i> 1979; destroyed c1983 at Port Chester NY
3. MEDUSA	25'	Ron Nowell	1979	Blown ashore in 45 knot gale c1982/3 at Marshall CA
0. AIKANE	31'	Newman (D10)/Chase	1978	Burned in Feb. 1983 boatyard fire at Stonington ME
3. AURORA (Lucy S.)	26'	Unknown	OLD	Abandoned c1981 at Ipswich MA boatyard, beyond repair
7. SATE HAWAII (F. M. M.)	21'	Hobart McLain	1900	Blown ashore in Hurricane Hur. 1901 at Provincetown MA

DOCUMENTED SLOOPS BUILT ON BREMEN LONG ISLAND, MAINE: 1903

CNo	Name	L.O.D.	Builder(s)	Measured	1904 Owner	Homeport
7055	ELVIA ALICE	33' 1"	Alexander 'Bug' McLain	Jan. 9	A. J. Prior	Friendship ME
1450	ROUGH RIDER	38' 7"	Eugene McLain	Jan. 9	Stopford & Dodge	Beverly MA
7741	CAKE WALK	32' 0"	Robert A. McLain & Son	Mar. 28	David W. Fifield	Stonington ME
7972	IDLEWILD	33' 6"	Robert E. McLain	Mar. 28	Unknown	Portland ME
3367	MYRTIE E.	31' 0"	Charles E. Carter	Mar. 28	James Seavey	Cushing ME
961	BISMARCK	38' 8"	Norris Carter	Mar. 28	Unknown	Salem MA
688	EDNA	33' 0"	John C. McLain	Mar. 28	Samuel W. Price	Portland ME



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★ Friendship Day ★ ~ Saturday, July 31 ~

For more than 50 years the Friendship Ambulance Service has maintained a free ambulance service for the town of Friendship. A group of women formed the organization in 1942 during World War II in answer to the medical needs of the community. Being a private organization we support ourselves without help from Friendship tax dollars. Our biggest fundraiser is FRIENDSHIP DAY, and we invite one and all to come enjoy the festivities and support the Friendship Ambulance Service!

~ Schedule of Events ~

- 7-10 a.m. Breakfast at the shore
- 9 a.m. Memorial Service at the Friendship Sloop Society Memorial Stone
- 9:30 a.m. Food & Bake Sale – at the Firehouse
Craft Sale – Firehouse
- 10 a.m. Parade of Sloops – Harbor
Friendship Cruises – Friendship Sloop *Gladiator* – Town Landing. Departure schedule: 10 & 11 a.m.; 1, 2:30 & 4 p.m.
\$5 per person, advance tickets contact Capt. Bill or Caroline Zuber (354-8036)
- 11 a.m. Town Parade
After Parade Music on the grass, Hahn Center lawn. Old time songs with Friendship's Michael Cooney & John & Ellen Gawler Dunkin' booth
Lunch & snacks available at various locations in town
- Noon- 1 p.m. Blood Pressure Clinic – Hahn Center
- 1 p.m. Auction – Hahn Center – Friendship Day's famous auctioneer, Bill Michaud
- 1:30 p.m. Children's Field Events – Ballfield
- 5 p.m. Chicken Barbecue – Harbor
- 6 p.m. Kid's Basketball Shoot – Friendship School Gym
- 6:30 p.m. Softball Game – Ballfield
- 8 p.m. Variety Show – Hahn Center, with Michael Cooney, John and Ellen Gawler, and some of your Friendship friends and neighbors.

Spend a Week with a Friendship Sloop

*Sloops **GLADIATOR** and **SURPRISE** team up each June and September to bring you a truly unique experience. Sail for five full days aboard each sloop learning the FUNdamentals of sailing these traditional sailing craft. Sleep ashore each night at the East Wind Inn, on Tenants Harbor, Maine. Learn from Captains Steve Bailey and Bill Zuber the finer points of sailing the coast of Maine in a Friendship. Experience first-hand the rugged beauty of the coast aboard a traditional part of its maritime history.*



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Capt. Steve Bailey
Tenants Harbor,
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