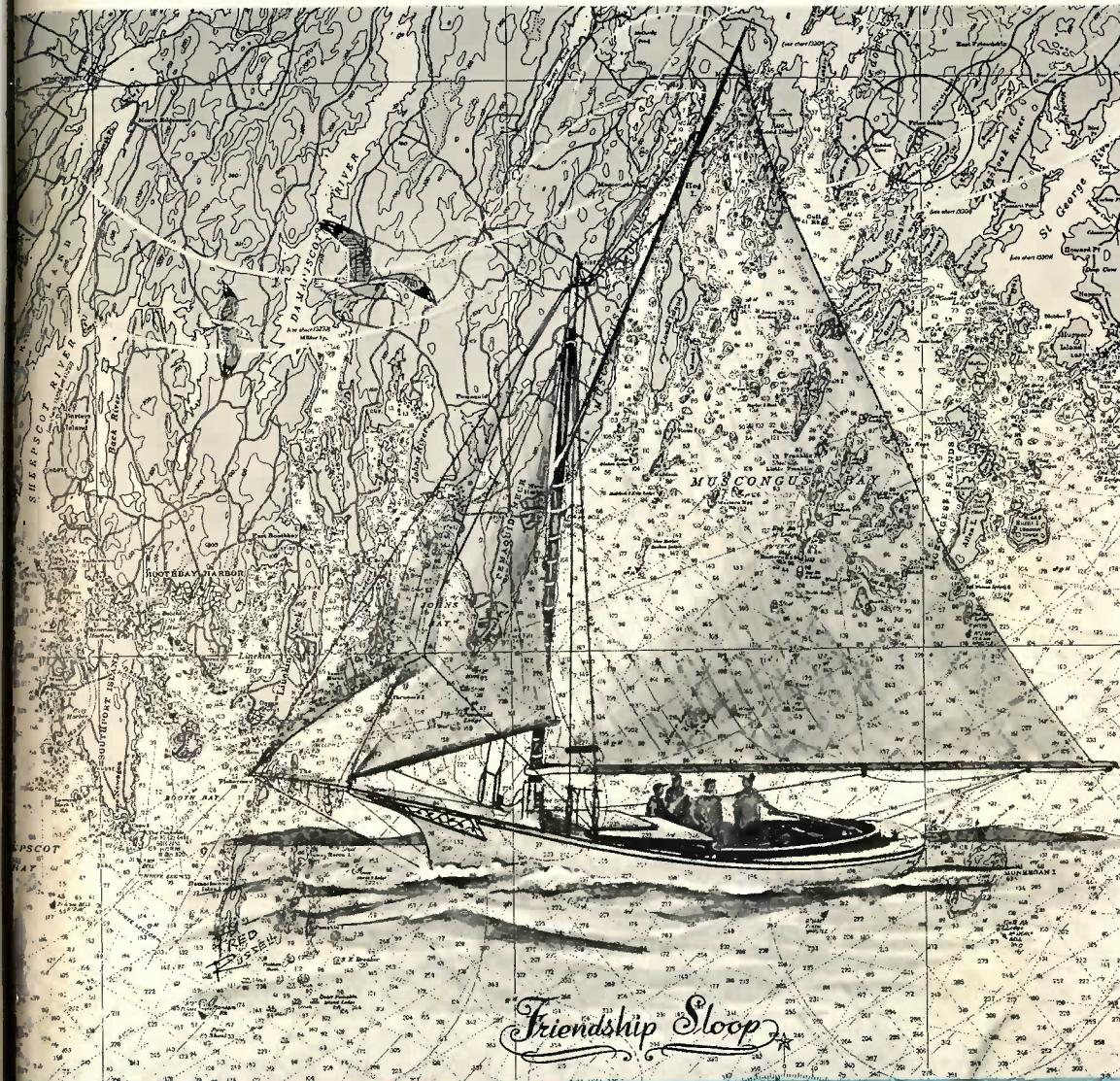


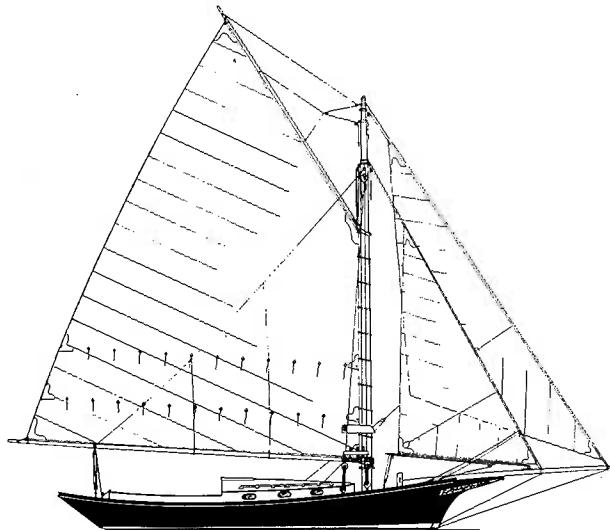
Friendship Sloop Days



23rd Annual Homecoming
Friendship, Maine
July 27, 28, 29, 30

**1983
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President's Message

There is a deep aura of nostalgia that binds us all together. This nostalgia is difficult to define other than a gut feeling of deep respect for the people and their boats that have gone before us. This feeling permeates the Sloop Society and gives it direction. Everything needs a reason for being and we should be proud to be a part of perpetuating the story of Friendship sloops. We are the fortunate ones who have experienced the feeling of tradition, excitement and respect for Friendship sloops and everything they stand for. Sail on into your own little chunk of history with a smooth sea and a fair breeze.

Bill Hadlock, *Heritage*

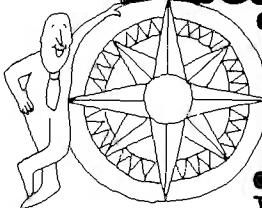


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Friendship Sloop Society

23rd Annual Homecoming
Friendship, Maine — July 28, 29, 30, 1983

WEDNESDAY, July 27 — 7 p.m.
Skippers' Meeting on Friendship
Marine Wharf

THURSDAY, July 28
9:30 a.m. - Skippers' Meeting
12:00 noon - Starting Time of First
Race

FRIDAY, July 29
9:30 a.m. - Skippers' Meeting
12:00 noon - Starting Time of
Second Race
6:00 p.m. - Chicken Barbecue on
hill at harbor

SATURDAY, July 30
9:30 a.m. - Skippers' Meeting
10:30-11:30 a.m. - Parade of
Sloops
12:00 noon - Starting Time of
Third Race
Approx. 6:00 (Race permitting) Awards
Presentationon lawn in front of
Cannoneer's House
Approx. 6:30 Friendship Sloop
Community Dinner;
Lobster or Chicken on hill
overlooking the harbor

All are invited

Our Cover Girl

Our cover is the unique work of artist Fred Russell of North Newcastle, Maine. The sloop is *Estella A* pictured romping across a chart of our own Muscongus Bay. Artist Russell, a jovial, retired Boston advertising executive and commercial artist, delights in using this medium of watercolor directly on charts of the New England coast.

Estella A, built in 1904 by Robert E. McClain, is now on permanent exhibit at Mystic Seaport after being rebuilt several years ago at the Morse yard in Thomaston. She's a Class A original. And as for artist Russell, he's an original as well; and he's exhibiting this year in the Friendship Sloop Society Gift Shop at the head of the wharf.

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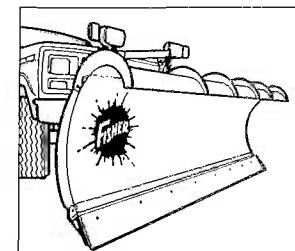
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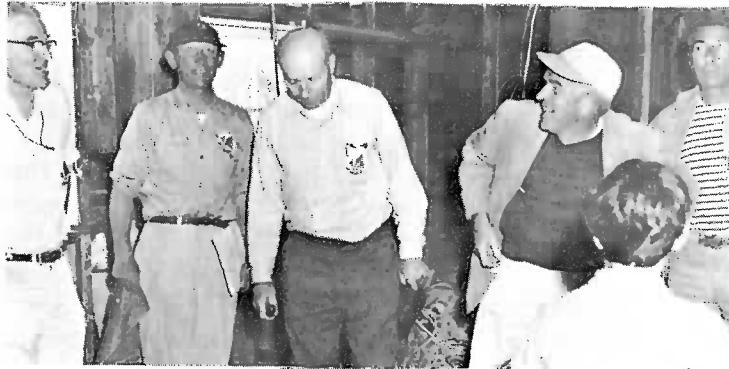
WISHES

THE BEST OF LUCK TO ALL IN THE 1983 FRIENDSHIP SLOOP RACES.



TO SKIPPER A FRIENDSHIP SLOOP

by J. Malcolm Barter



Boutillier Photo

Skipper's meeting. Captain Barter 4th from the left.

The 10 o'clock Skippers' Meeting is over. All attending have heard the race committee announce that the Portland Weather Bureau predicts clear skies, no fog, and a south-southwest wind of 15 to 20 miles an hour. Another Friendship Sloop Race is on; starting time at 12 noon in outer Friendship Harbor, the course to be posted on the committee boat before the first gun.

What is to take place within two hours is a competition unique in yacht racing, at least on the New England Coast and probably nowhere else except maybe among an assortment of ole-time gaff-riggers in England. Sloops designed at the end of the last century as fishermen's workboats — sturdy craft of oak and pine, gaff-rigged with a long, dipping bowsprit, a clipper bow and an elliptical stern — will be competing among their own kind (originals, and replicas in wood and fiberglass, of varying lengths) over a course of 12 miles or more around Muscongus Bay, where they were conceived.

To own a Friendship Sloop is to possess a boat of character, a nautical treasure. To skipper one is a privilege that I was fortunate to enjoy for sixteen years, sailing first in *Downeaster* in 1963 and 1964 and in *Dirigo*, bald-headed and later with topsails, from 1965 until she was sold in 1979. Both 30-footers were built by Lash Brothers Boatyard of Friendship. Two of the Lash brothers who helped build them, Douglas and Harold, sailed with me as crew, as did some of their sons and daughters.

A skipper's role at Friendship begins long before that briefing session on the dock. He must check to make sure that all his crew are on hand and their names given to the secretary of the Friendship Sloop Society to be relayed to the announcer on the public address system for the parade of sloops around the harbor on Saturday. He must make certain that his boat is ready to sail and is properly equipped; a lifejacket for everyone who will be on board and a life ring to throw to anyone who might fall overboard; also a compass, chart of Muscongus Bay, numbers on the sail, and a radar reflector (a foot-square cardboard box covered with aluminum foil and with a line attached for hoisting it aloft will suffice) in case the race committee boat or the Coast Guard has to come looking in a fog for unreported sloops. He must also have seen to it that his boat has undergone her periodic measurement for handicap, and that he or the boat owner has signed the necessary waiver releasing the race committee and the Friendship Sloop Society from any

liability should his boat or anyone on it be involved in a mishap during the race.

In most cases, the skipper and the boat owner will be one and the same, but not always. Nor will the skipper always be the helmsman, although he generally assumes that role. But whether the skipper steers the boat himself or gives instructions to the person at the helm, he's the man in charge.

No matter what previous racing experience a skipper may have, sailing a Friendship Sloop is different. It doesn't handle like a "Lightning" or one of those assembly-line, plastic-hulled sloops with a tall skinny mast, a boom so short it ends forward of the pedestal wheel, and with a big genoa jib extending aft almost to the stern. A Friendship Sloop doesn't carry a spinnaker downwind. She relies instead on that big, barn door of a mainsail swung out on one side and with whatever headsails, jib, forestaysail, or flying jib, that can be wung out on the other. On *Dirigo*, we'd hold her jib topsail out by pushing a long pole against the sheet fastened aft. With that huge sail aloft bellied full, *Dirigo* would go downhill like a train of cars.

Also, we found out early on what most Friendship Sloop skippers have since discovered: that in light air a Friendship Sloop will go faster down wind when down by the head. Nowadays, one sees one or two persons out on the bowsprit and with most of the rest of the crew well forward as the sloops come winging home to the finish line in Friendship Harbor. Since the mast on a Friendship Sloop is stepped well up in the eyes of her, most sloops have a weather helm. We found that by carrying a luff up as far as the first three hoops when going to weather in a stiff breeze we could gain as much as a half knot as a result of reducing drag on the rudder.

A Friendship Sloop skipper must have at least a rudimentary knowledge of the racing rules: namely, a boat on the starboard tack has the right of way (Bill Danforth liked to stress that point when he was race committee chairman), and if another boat has an inside overlap when approaching a mark of the course, you have to give her room to round it. The skipper should also know his boat: possess familiarity with all her running rigging and how everything is supposed to work, know how to distribute bodies aboard to maintain balance and trim (not everybody can ride around the course in the cockpit; some have to sit or lie on the side deck), and be able to decide how much sail to carry in different kinds of wind. Before the annual races, we always took *Downeaster* and *Dirigo* out weekends for trial runs to tune up the boat and practice handling sails, especially the jib topsail. What in the beginning resembled a Chinese fire drill as we brought *Dirigo* about soon became a smooth routine.

Then, there are tactics. Among his many duties, the skipper is generally the tactician. He makes the final decision where to cross the starting line (the weather end of the line is not always the most advantageous because of too many boats clustered there fouling each other's air); when to tack; and which boats to cover or to keep dogging, waiting for an opportunity to slip ahead. He constantly watches the telltale yarns on the shrouds for any slight change in the wind and keeps an eye peeled to weather for any signs of a freshening breeze — the smoke from the overhead exhaust of a lobsterboat, rippling on the water, or a big cruising yacht with a bone in her teeth.

A wise skipper keeps his crew apprised of what he plans to do and seeks the advice of seasoned crew members who have sailed with him before. He makes it a point to assign some job to all aboard, even if for some first-timer, it



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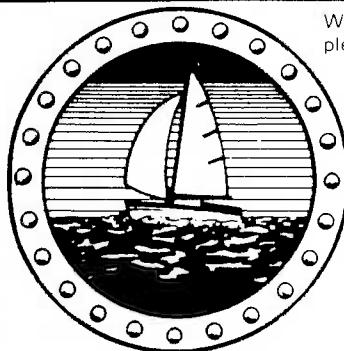
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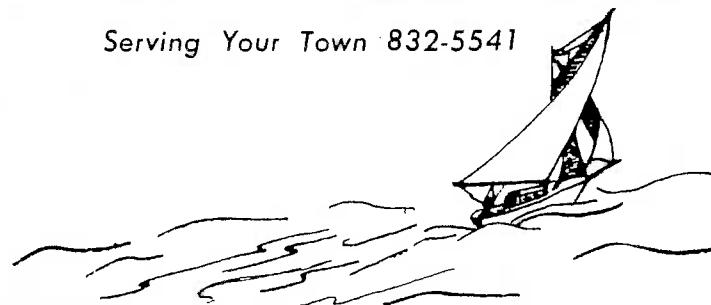


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is only straightening the wind yarns
should they become tangled in the rigging
as the boat is tacked. The old Navy
saying applies to Friendship Slooping:
"A good ship is a taut ship, a taut ship is
a good ship."

Sailing to win, a skipper is responsible
for getting the most out of both his sloop
and his crew, but not so as to endanger
the boat or the boats of others, nor, like
Captain Bligh, to the point of causing
mutiny in the cockpit. When you come
right down to it, racing a Friendship
Sloop is more than just a test of
seamanship. It's a joyful occasion.
Lucky indeed are those fortunate to ex-
perience it.

Downeaster won the Governor's Cup
in 1963, and *Dirigo* in 1965 and 1967.
Dirigo also won the Maine Retired Skip-
pers' Race at Castine in 1978 with
owner-skipper Ernest Sprowl at the
helm. In that race a skipper must be 65
years or older and have been born in
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Capt. Barter at the helm of **Dirigo**
Boutilier Photo

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LETTER TO THE MAN WHO FOLLOWED THE RACE

Dear Sam,

It was good to get your letter about how fast and maneuverable is your new power boat and also your account of the Friendship Sloop race. I hope your pictures come out well. I agree that the sloop skipper who threw a bottle at you and referred to *Glass Slipper* as a "damned old stink pot" was not acting entirely in the spirit of the Friendship Sloop Society, but perhaps I can imagine why he did it.

A sail boat going to windward in a light breeze and smooth water generates a unique magic of balance in motion. The wind acts on the sails to move the boat ahead. As she gathers speed, she adds the wind of her going, moves a little faster, and so gradually builds a gentle speed dependent on her own momentum. The sun is warm; the breeze is cool. The taut sail whispers; the weather rigging, the sheets and halyards barely sigh; the water ripples under the bow, slides gently aft, and closes astern leaving no seam. The skipper with his hand on the sensitive tiller holds the gentle tensions carefully balanced, feels in his finger tips the momentum building. He lives in a quiet world of wind and water, sun and silence.

Now, if he happens to be engaged in a race at the same time, his concentration is doubled and tension increases as the square. The momentum must be steadily built, the balance carefully maintained. No one must move suddenly. The sails must be precisely trimmed and kept hard full, and the boat must be held up to the wind. At the same time, the competitors must be watched carefully. Is one creeping to windward where he can force us to sail in his dirty air? Is another tacking to gain the right of way? Will we pass ahead of him or will we have to give way? Are we gaining fast enough on one ahead to give us an overlap at the buoy?

And then you come charging up from astern, your wake a long scar on the surface of the bay, your engine shattering the quiet morning. You stand at the gleaming controls on the flying bridge, range up alongside to windward, wave cheerfully, and pick up your camera. Your high bridge interferes with the steady flow of wind. The waves of your wake catch up with the sloop, lifting her stern, burying her bow, rolling her to windward so the boom slats over and back, shaking the wind out of her sails, destroying the momentum so carefully cultivated. The smell of your exhaust envelops the sloop, symbolizing the destruction you have caused and the advantage you have conferred on the competitors. Can you wonder that even a friendly skipper might feel

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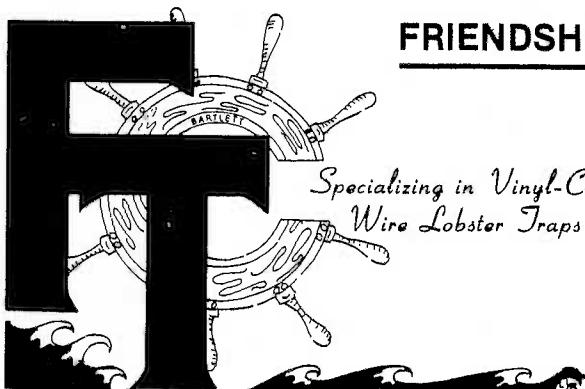
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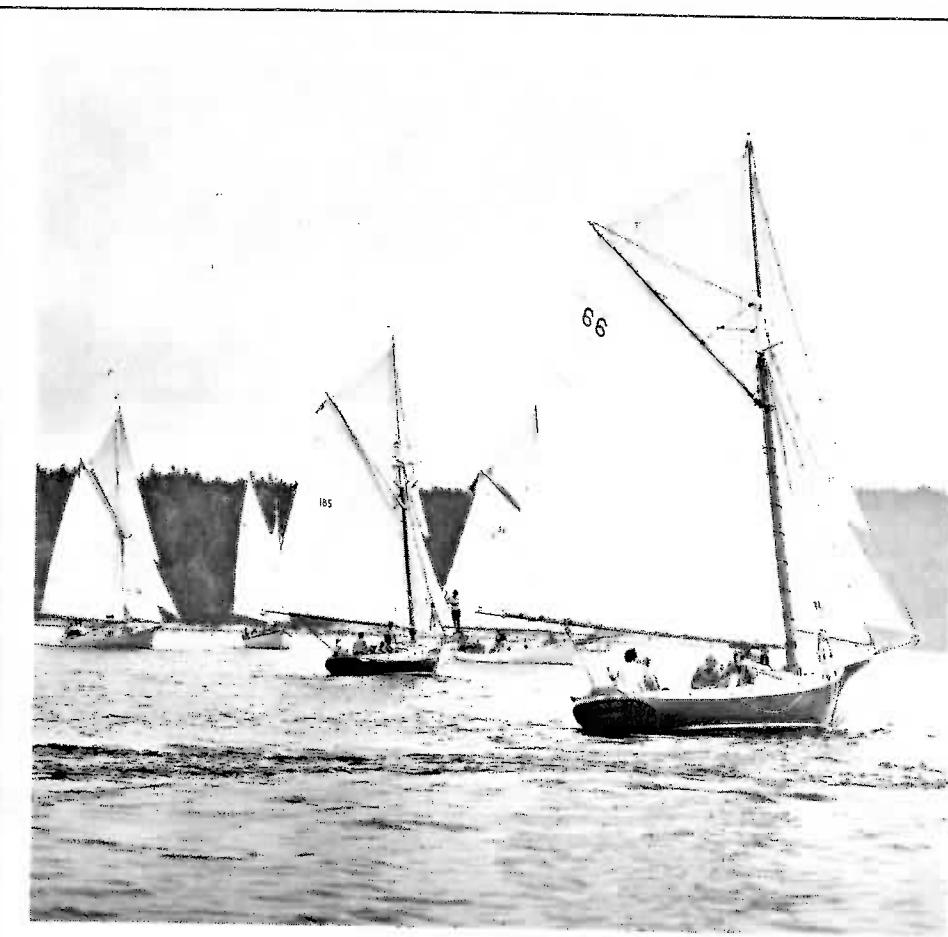


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Racing in light air
Boutilier Photo

so frustrated as to refer to your lovely *Glass Slipper* as a "damned old stink pot" and even be driven to hurl a bottle at your vanishing stern?

The next time you go out to watch a race, stay to leeward of all the competitors, move slowly through the water, stay well clear of the marks of the course, and use your telephoto lens. It may be that you will not be noticed during the day, that you will at length build a reputation as a good seaman, and that you will be welcome aboard a sloop when the anchor is down.

Fair winds,

Joe

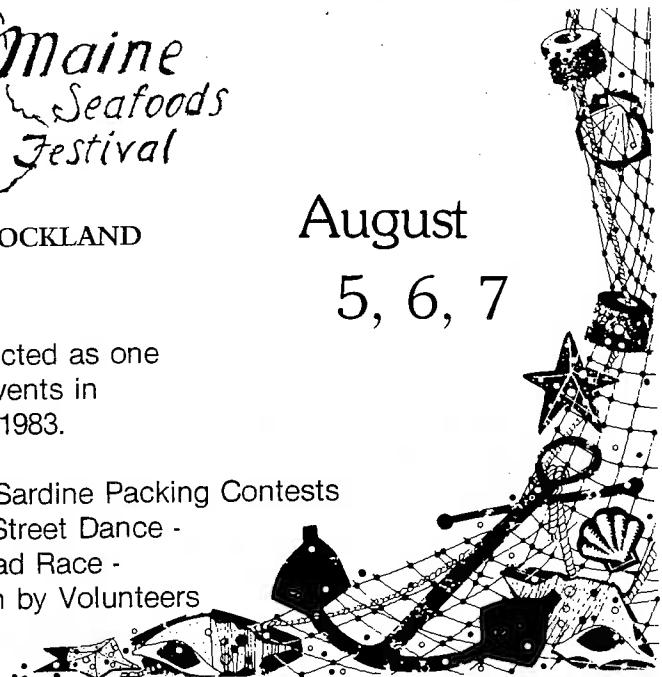
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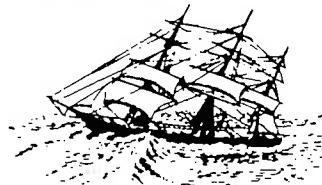
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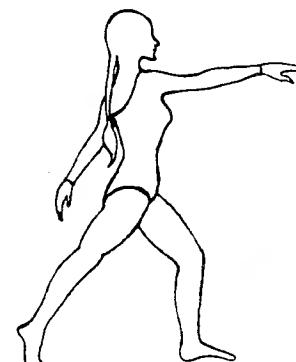
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"FEATURE ATTRACTION"

A COUSIN OF THE FRIENDSHIP SLOOP

by Hugh G. Williams

Friendships were not the only sloops that evolved on Muscongus Bay's Bremen Long Island. During the years before Wilbur Morse moved his shop from there to Friendship Harbor, several other types — generically known as Muscongus Bay sloops — were developed and widely used for inshore fishing. One of these, which I owned as a boy in the 1930's, provided me with not only my first experiences of ocean sailing but also a chance to appreciate the unique qualities of these able little workboats. I wish I had made better use of this knowledge.

First a word about design. A Friendship sloop came into her full glory beating home against a screeching westerly with a heavy catch of groundfish in her hold. But her smaller cousins, intended for lobstering, weir work, mackerel jigging and fishing around the ledges, were specialized toward handiness, carrying capacity, dependability in all weathers, and steadiness as a working platform, often for one man working alone. They were characterized by rather generous beam, large open cockpits, plumb bows with a very fine entrance, and a beautifully clean run. A sizeable mainsail was set on an unstayed mast that was stepped well forward; a small foretriangle consisted of a single medium sized jib or two very small ones. Some were keel boats with a severely hard turn to the bilge, but many others, especially the older models, were centerboarders.

The twenty-two foot *Lucille*, built by Tom Brackett of New Harbor soon after 1900, came to me tired and worn at the end of a strenuous and unpampered working life. Parts of her deck could be penetrated by any determined forefinger. Her bilge, packed mostly with beach-rock ballast and scrap iron, was daily filled by an inexhaustible spring of salt water, and in its tomato-bisque-like visibility the leak was impossible to locate. *Lucille*'s sails seemed to have been stored in a coal cellar full of mice.

Construction was ponderous — in the local phrase, 'gormy'. Her oak tiller, if recycled as a baseball bat, could have slugged a fly ball deep into the stands, and it demanded respect from a helmsman of whatever age, height and weight. The mast, with the girth of a utility pole, was planted nearly in the eyes of her and applied an awesome downward thrust whenever *Lucille* plunged into a deep trough between seas. Protruding nearly three feet over the stern, the main boom made reefing a memorable adventure. A tiny cuddy just forward of ten feet of wide-open cockpit, gave grudging shelter in a rain shower. By no criteria was she a sensitive boat.

But the virtues of her type were all there. Her stability was marvelous; she had obviously provided secure footing for the lobsterman and plenty of space for his traps, bait barrels and baskets for the catch itself. The generous mainsail allowed her to be handled like a catboat while slaloming in and out around a string of traps, with no need for tending jib sheets or continually guiding them around a weedy, waterlogged lobster pot. Native materials had been used almost exclusively; cleats and the forward bitts were of oak, as was

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Model of an early Muscongus Bay Sloop
Smithsonian Institute
Photo #2364

the massive well that held the rudder post. The size of the mast, a stout native spruce, eliminated expensive wire rigging and reduced windage. With the mainsail strapped in and the tiny headsails doused, she would lie perfectly still in the wind's eye for handlining or jigging a few mackerel. Her weight made ranging up to a mooring or a wharf so easy that in this respect all other boats have been spoiled for me. Fast? Well, in a twenty-knot westerly, with the sheets started a bit, she'd go like blazes.

I should have made much better use of her good qualities than I did. However, being young, foolish and possessed of a lavish imagination, I was determined to convert *Lucille* into a cruising yacht.

A friendly and tolerant fisherman who was also a skilled shipwright made the deck tight and sound. In response to my fears about that expanse of cockpit ("What'll I do if we take a big breaking sea aboard?"), he built a cabin-house that stood up like "The Texas" on one of Mark Twain's sidewheelers. Now it was no longer possible to set up two full-length folding cots in that dangerously spacious cockpit and simply throw a tarpaulin over the boom for shelter. Instead there were two miserable pine shelves that no mattress would ever fit, and a hitherto insignificant deck-beam that caught me right across the forehead whenever I tried to sit up. Still, the outside could be varnished and a natty-looking life ring with '*Lucille*' painted on it mounted on the roof. And, a sardonic cousin pointed out, she'd be lots faster down wind.

Who, in those days, ever heard of a yacht without standing rigging? Therefore, on went a pair of shrouds that produced windage, much romantic humming when it breezed up, and some continually frozen-up turnbuckles to work on.

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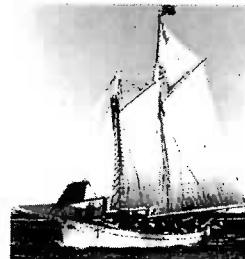
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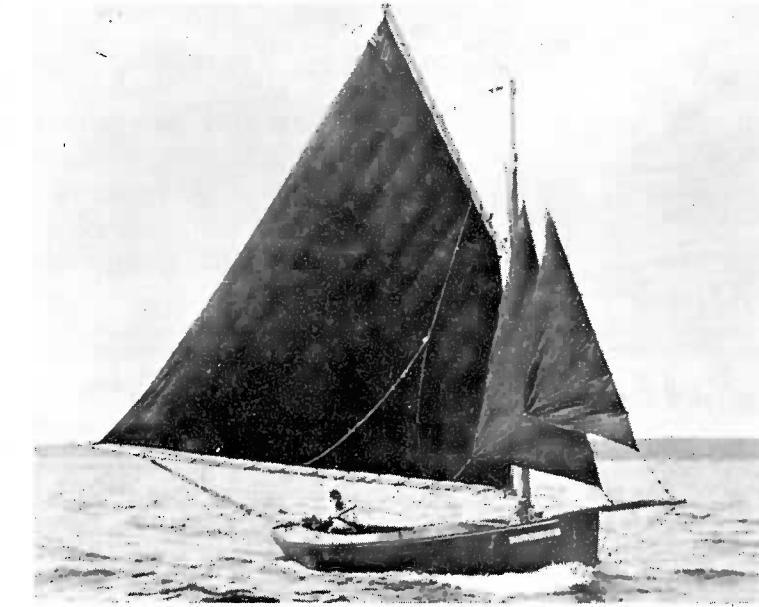
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Capt. Williams at the helm of **Lucille** about 1932
Maine Maritime Museum

An exotic impulse dictated that those mildewed sails be dyed, so a few days went into boiling them in a tub of catecue, a reddish preservative generally used on a seine net. From then on, after every shower, *Lucille* looked like the sole survivor of an eighteenth-century naval battle. Steel wool wouldn't begin to get that red stain off the decks; it merely left particles of rust that added a sickeningly measly effect.

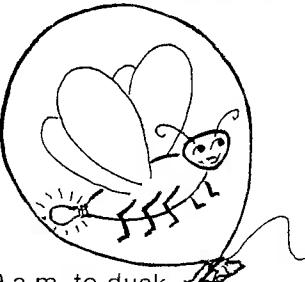
During the years I owned her, *Lucille* was constantly used for day-sailing, picnicking and fishing trips, duties for which her original lay-out would have suited her ideally. I think she made one cruise, which lasted all of three days. But I'd at least had the grace not to rename her *Moonshadow* or *Windsong*.

She was finally sold to an Ohioan who put her on a flat car and shipped her out to Lake Erie. The story that got back to us was that eventually she had sunk in a heavy blow. Those beach-rocks and pieces of scrap iron doubtless took her down with very little fuss.

Hearing this, I got to thinking about that ballast and what it might have done to a group of us one afternoon, but these feelings were indeed mixed. A hard, rain-laden southerly was raising a steep breaking chop outside New Harbor, and we sailed *Lucille* out into it. About ten minutes under way, somebody noticed a pencil-sized jet of water geysering up from one side of the transom, though this would happen on only one tack. Out came buckets and pump, and we managed easily to keep up with it, as *Lucille* was so steady on her feet. Such sailing in a stiff and sea-kindly boat was so exhilarating that we kept at it till nearly dark — driving her hard on the offshore

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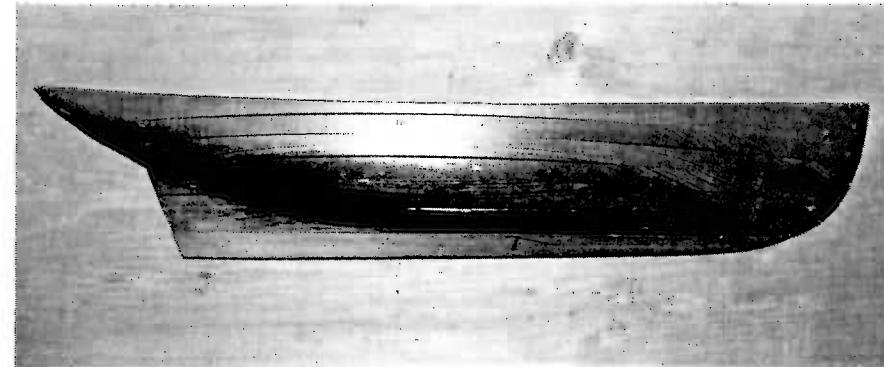
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Builder's half-model of **Lucille**
Maine Maritime Museum

tack and bailing with spirit on each run back in. The iron and the beach stones could well have done for us all that day, but instead they showed us *Lucille*'s best under the working conditions she was built for. She and her sisters and cousins were well designed to give pleasure to some, as they had brought profit to others, and they were eminently qualified for recognition in the family of craft that included Friendship sloops.



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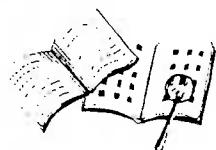
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Meduncook/Friendship 1743-1983

by Betty Roberts

In this world of nuclear power, electronics, space stations, walking in space, samples of moon rocks, super highways, jets, and corner hamburg stands, it is impossible for us to imagine living on this earth with nothing but a complete wilderness around us. That is the way it was in 1743 when a group of settlers, mostly descendants of the Pilgrims, landed on the shores of the Meduncook river and formed the Meduncook Plantation (now Friendship), starting a new life for themselves. One interesting side note is the reason for this group's abandonment of the Massachusetts Bay Colony — they were tired of being overcrowded and wanted to be free to pursue their own religious differences.

It is hard for us now to imagine the trials and tribulations that beset the inhabitants of this Meduncook Plantation. Making a settlement from the wilderness and fashioning a new life style could have been no easy job in the face of so many odds.

These settlers arrived about the time the Indians and French were trying to drive the English out with a war. Meduncook Plantation saw only a small portion of the raiding and Indian trouble, but a fort was built on Garrison Island for the protection of the settlers, and in 1774 twenty-three families lived in its shelter. There were several instances when the Indians would attack, but in 1758 the Indians made their last raid on the fort killing 8 men but not taking the garrison. The French and Indian War ended in this area when the settlers ordered the Indians to throw their hatchet into a cove. The English knew the Indian stopped fighting when he buried his hatchet and if aggravated, would dig it up again and resume fighting. With the hatchet at the bottom of a cove, there was no way the Red Man could retrieve it. Thus peace temporarily came to the Meduncook colony, and the Cove to this day is known as Hatchet Cove.

Before long Boston was up in arms over oppression from the English. Revolution was sure to come. At this point Maine was still a part of Massachusetts, and with many family ties still in the Bay State Colony it was understandable that the unrest affected the Meduncook settlement. It had no officers, but a group of men wrote a letter to Boston "expressing good wishes and support to the people of Boston." Captain Robert Jameson and a crew of two from Meduncook were in the habit of taking a boat load of cord wood to Boston. This lucrative product would bring \$1.50 a cord down there. It so happened that one of the trips coincided with the Boston Tea Party. Dressed as Red Men they helped throw the tea into Boston Harbor from one of the British ships. Then, after the Battle of Lexington and Concord, the inhabitants took up a collection and sent it to the Minute-Men to help in their fight.

In 1807 the Meduncook Plantation petitioned the General Court of Massachusetts to become a town, and it was approved March 30, 1807. The town then duly elected officers, voted \$100 for schools, \$50 for the Gospel, \$54 to John Studley to build a bridge, and named the town Friendship.

Again signs of war began to appear. The English ships were patrolling the coast, and a blockade was set up in 1812. Men were kidnapped and pressed into naval service for the King of England. John and Sarah Davis and their 10

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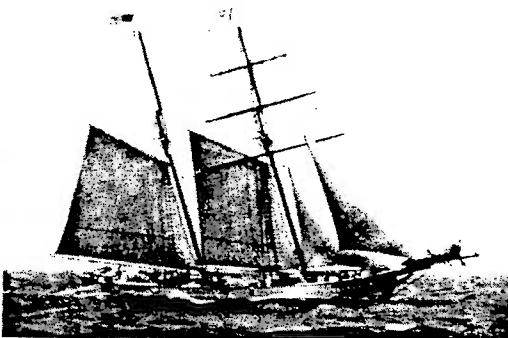
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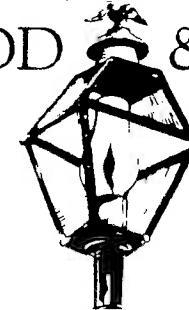
Friendship harbor in the 1960's and the 1890's

children lived on Friendship Long Island. One day John and his oldest son went out fishing, and they never returned. It is believed they were kidnapped and pressed into the British navy. Poor Mary was left alone to bring up the family.

The British decided they would demolish the fishing fleet at Friendship during the war. Slowly they sailed along the coast sneaking in for an attack. Thirteen year old William Jameson walking along the shore spied the fleet heading in and ran to spread the alarm thus saving the fishing boats.

Present day natives proudly recall the stories told to them by their grandparents about witnessing the battle between the English *Boxer* and the American *Enterprise* off Monhegan. Sept. 5, 1813 at 3:15 P.M. the two ships engaged in combat; the *Enterprise* with her 16 guns and 102 men — the *Boxer* with 18 guns and 104 men. The battle lasted 35 minutes; both captains were killed. The villagers knew the *Enterprise* had won when she started towing the *Boxer* to Portland.

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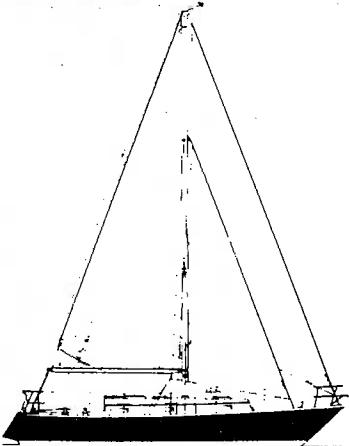
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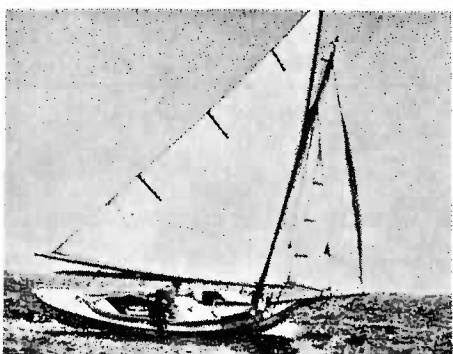
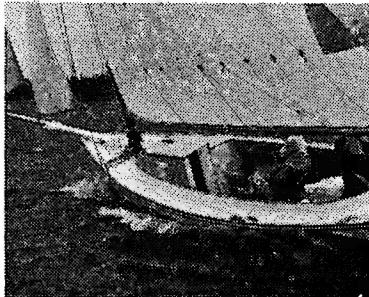
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The Town had 6 school districts. The schools were erected of wood, and were located where most convenient for the largest number of students. One building was moved within the district so often it was finally constructed of brick so it had to stay placed. Boys would toss snow balls down the chimney to hear them fry and sizzle when they hit the fire.

Evidently wolves and bears had been a problem because in 1888 by vote of the town, "Boys will not be allowed to carry revolvers to school." It is believed this was passed because some of the teachers were getting a little nervous.

Transportation was mostly by water, and supplies and passengers arrived by a steamboat which came in 3 times a week. Finally a railroad was built to Waldoboro. From there it took 3 hours to reach Friendship by stage.

In 1874 the Town raised \$1000 for roads. Men and oxen were paid 20¢ an hour, and island inhabitants were exempt from road tax.

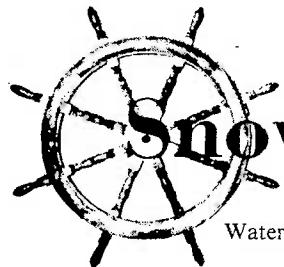
Through the years Friendship has had many industries: lumber yard, drug store, millinery shop, ice cream parlor, barber shop, 2 ice companies, 3 grist mills, 2 brick yards, and many more. Silas Brown had a coffin shop. The pine stained coffins sold for \$14 each and you could have a full funeral for \$115. Burnham & Morrill had the Clam Factory, and shipped 7000 barrels of clams a year with 100 barrels in a shipment. There were four Post Offices with the Lawry P.O. and Friendship P.O. getting two mails a day. E. Friendship got mail once a week, and the Martins Point P.O. which was open only in the summer was open daily from 7 - 8:00 P.M. and had a coffee social while the mail was being sorted.

Courtesy Ed Coffin and
The Friendship Museum

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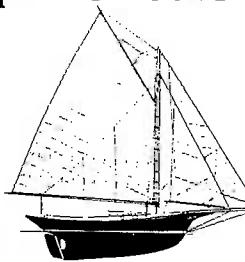
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It has always been the sea that sustained life. The first settlers came by sea, and they stayed because of the abundance of fish, herring, and clams. Morse Island had 2 fish drying plants and shipped a boat load of dried fish every week to New York. In the late 1800's lobstering was prevalent. This is the time the Friendship Sloop came into the picture. 1901 was the year 22 Friendship Sloops were built along the shore of Bremen Long Island. Everywhere along the shores boats of all kinds were being built, but it is the Friendship Sloop that has become the queen of the fleet. Right up to the present time Friendship sloops and lobstering have a very great influence. Around the turn of the century a Friendship Sloop could be purchased for \$400 and lobsters were seven cents a lobster. Today a Friendship Sloop can go for as much as \$65,000 and lobsters average about \$2.75 per pound. A quarry did a big business providing granite for many uses even Grant's Tomb, but here again it was because the granite could be shipped out by sea.

We may be living with the dread of nuclear confrontations, strikes and other problems but life in Friendship has found strength to carry on because of the sea. 240 years that old ocean has helped and it is a sure thing it will for 240 years more.

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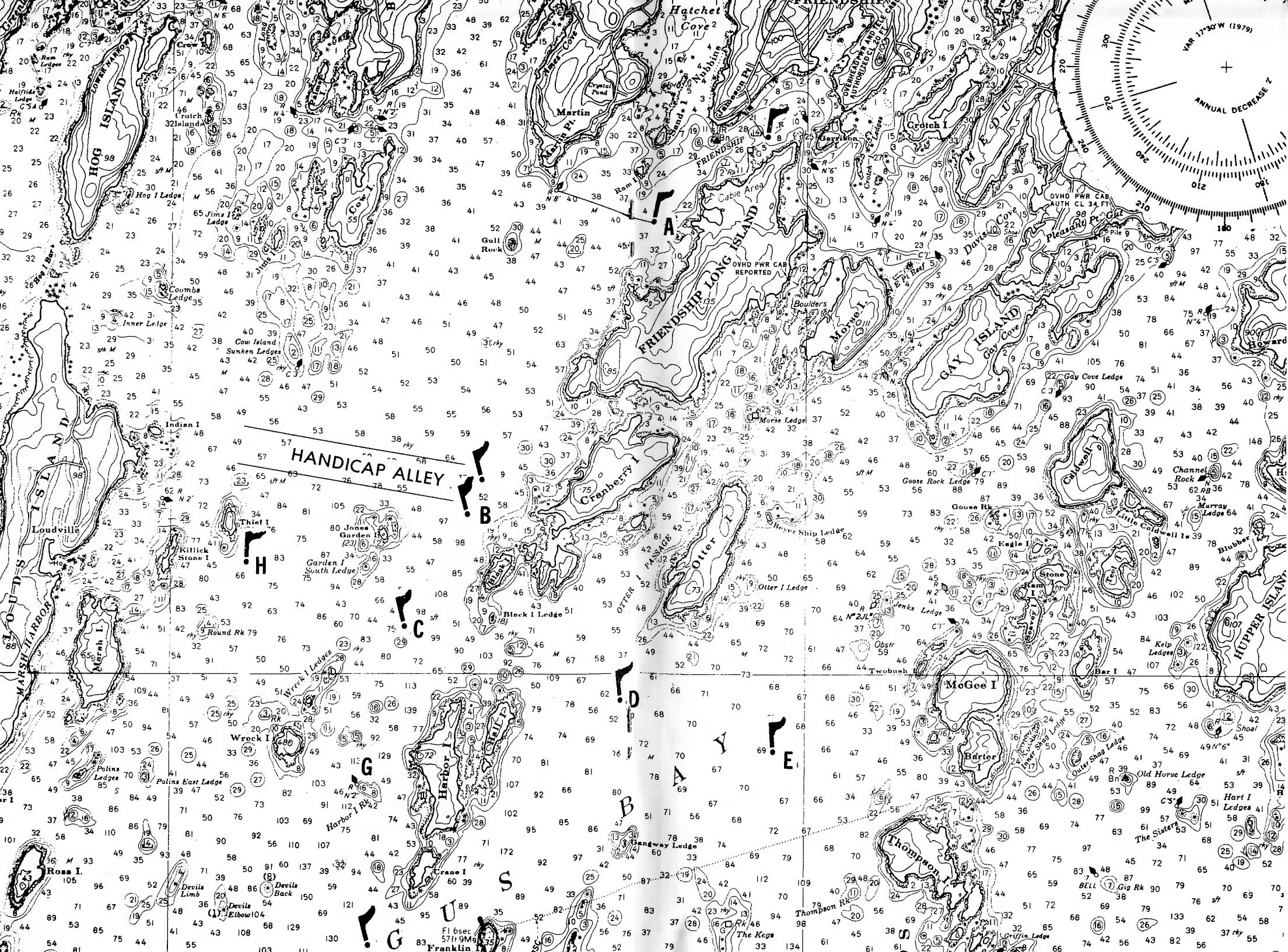
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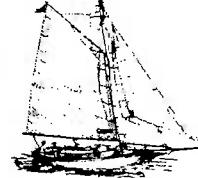
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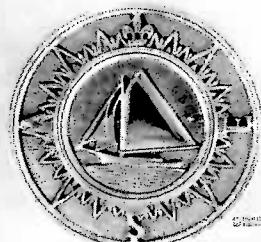
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PORTLAND ATTACKED

On July 25, 1982, Portland celebrated its 350th anniversary, part of the celebration being a re-enactment of the destruction of the city in 1775 by a British force. The account of the battle and the heroic part played in it by Capt. Dick Salter's sloop **Liberty** is told by the **Portland Press Herald** and Capt. Salter.

Colonists, British get 'rowdy'

By Tom Bradley
Staff Writer

Three British ships tacked toward the Eastern Promenade, firing cannon at the modest village of four houses, a white church and a pair of outhouses.

After a seemingly endless period of exchanging mock fire with the settlement, the gunships scored a direct Celebration 350 "hit." The top of the men's outhouse was blown off in a puff of talcum-powder white smoke. Then it caught fire and burned, and the fire spread to the adjacent outhouse.

Some of the more than 15,000 people on the heights above cheered and applauded the long-awaited destruction Sunday afternoon. "Where's the guy running out with his pants around his knees?" joked one spectator.

The direct hit was later identified as the turning point of the mock Revolutionary War battle — a re-enactment of the British bombardment and burning of Old Falmouth (Portland) on Oct. 18, 1775.

The British hit was premeditated. "A little vulgarity never hurt," said Charles Hatch of Boxford, Mass., a member of the Essex Regiment, which made up a number of the characters on both sides.

Meanwhile, the British ships continued to avoid the mock cannonfire from shore — not to mention the motorboats and sailing ships moored off the promenade.

Then the second terrible thing happened. A house was hit and collapsed. Then another house somehow caught fire, and the fire spread to still another house and from there to the church.

They burned to the ground, sending bits of cardboard soaring into the air and leaving one modest cardboard structure remaining. The sun went behind the clouds, and the brightness was replaced by a gloom.

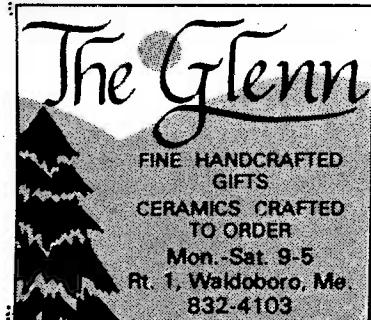
The mass destruction prior to the landing of British troops hadn't been planned. The plan was that the one house would be burned, but "the wind immediately shifted to the wrong direction," said Hatch.

The result was that a British landing party suffered boos and casualties so a few soldiers could torch the last house.

Both sides of colorfully costumed soldiers shot their muskets at close range, and the British finally pulled back. The spectators who were able to stand the pace and find a place to see cheered for the good guys.

Then the audience wandered back to booths selling hot dogs, hamburgers, onion rings, french fries, lobster dinners and pizza.

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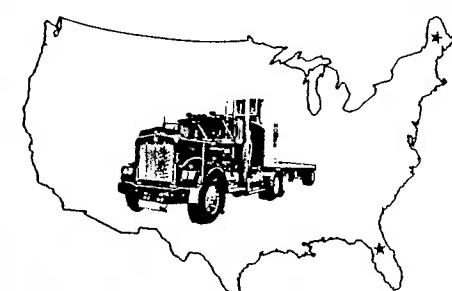
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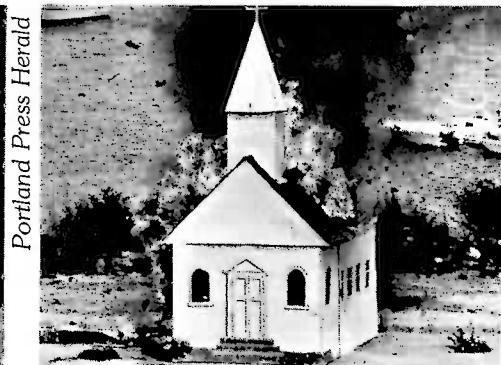
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EXCERPT FROM THE LOG OF SLOOP LIBERTY

- 1225 Rounding House Island. Sighted three gunships off East Promenade, Old Falmouth (Portland) and smoke on the shore.
- 1227 Observed vessels thru the glass from weather shrouds. All three vessels flying British ensigns and engaged in shelling colonist settlement ashore. One house hit and collapsed. Two other homes and a church afire. Vessels obviously came inshore under cover of darkness and being uncontested, are now fully engaged in waging mass destruction on our colonists. Surely, they will attempt to land troops to complete their mayhem!
- 1228 Sounded Beat to Quarters, and rigged for action. Set our racing jib and largest ensign to let the enemy see that we are eager. Below deck can be heard the sounds of children's toys finally being stowed, the clatter of gear being dragged clear of our trusty cannon, "Old Toby," and hatchways being screwed and battened down.
- 1232 Gun crew ready at their station. Remainder of crew and guests stand keenly along either side of the deck, as if on Saturday's Parade of Sloops in Friendship Harbor.
- 1238 Orders passed to load and run out "Old Toby."
- 1240 Cleared for action.
- 1255 Maneuvered to windward of lead vessel, as they briefly retreated to resupply their powder and balls from below decks. Hailed same as we came within earshot: "Ahoy British vessel. You are in colonial waters; standby to strike your colors or be sunk!"
- 1257 Enemy declines to strike.
- 1303 Drew abeam and fired full broadside into enemy's rigging, leaving her dismasted and dead in the water, effectively striking her colors for her.
- 1311 Quickly reloaded, jibed, and rounded under stern of second vessel. Raked her decks from astern. Felled her captain and drove crew below decks, as she ran hard aground on shallows close inshore.
- 1318 Third vessel reluctant to engage us. Her crew attempted to escape in longboats.

Portland Press Herald

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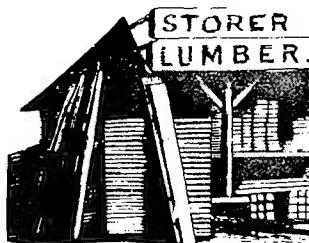
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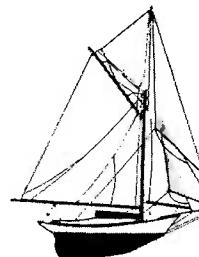
Sloop Liberty

- 1420 Ran down and captured same. Turned them over to thankful local authorities ashore.
- 1423 Secured from Quarters.
- 1430 Set course for inner harbor.
- 1505 Secured to anchor in 4 fathoms off east side of harbor. Ordered one measure of grog for all hands. Two for captain.

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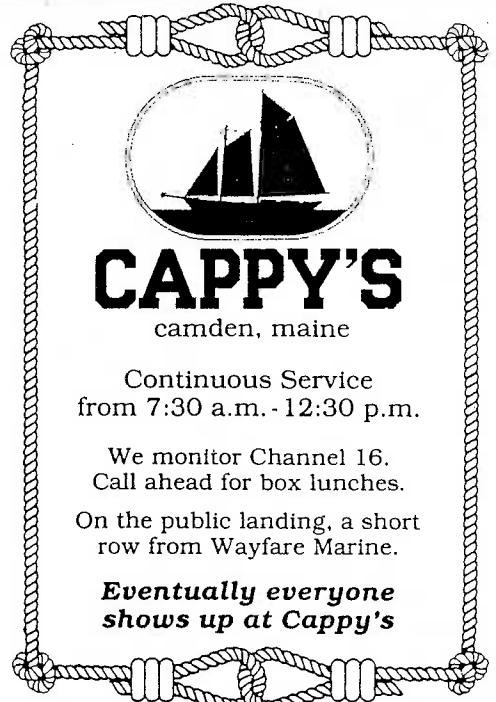


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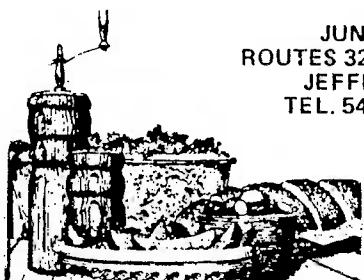


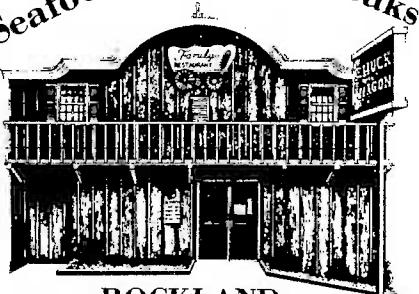
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| Class B | Anjaaca Trophy | SARAH MEAD | Ted Hanks |
| Class C | Burnham & Morrill Trophy | SCHOODIC | Bruce Lanning |
| Class D | Herald Jones Trophy | PHOENIX | Al Beck |
| Pemaquid | Jarvis Newman Trophy | SALATIA | The Lauriats |
| Middle of Fleet | Bill Danforth Trophy | CHRISTANIA | William Davis |
| Longest Voyage | Gladiator Trophy | BANSHEE | John Wojcik |
| Youngest Skipper | Nickerson Trophy | GLADIATOR | Bob Zuber (17) |
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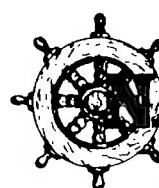
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AN INN OVER THE WATER

HANDICAPPING FRIENDSHIP SLOOPS

by Roger F. Duncan

In the days when sloops were used regularly as work boats, races were often organized on holidays to see whose boat could be first around a course. There was sometimes a cup for the winner, and it was hinted that occasionally wagers were made on the outcome.

When yachting became popular around Boston, Newport, and New York and owners did not have to use their boats to make their livings but had time to race them frequently, an effort was made to determine not only which was the fastest boat but who was the most skillful skipper. One method was to make all the boats the same — hence class racing and the development of great fleets of Star boats, Flying Dutchmen, and Lasers. Another method was to give the faster boat a handicap, to require the faster boat to beat the slower boat by a certain number of minutes in order to be declared the winner. This soon became a very complicated procedure. As the handicap formula was refined, boats were built to beat the rule, and the rule was even further refined.

With Friendship sloops, however, which were not built to beat a rule but to haul lobster traps, the handicap formula can be considerably simplified because all the boats are similar in design although of different sizes. Hence as most other things are about equal, length and sail area are the principal factors in the formula. A longer boat can be driven faster through the water, and the boat with the greater sail area has the greater driving power under ordinary conditions. The outcome of all the calculation, however, is a "rating," usually close to the waterline length of the boat. From this is calculated an average speed for each boat and the number of seconds per mile which one boat will gain on another. With this information, there are basically three ways in which a race may be handicapped.

Corrected Time

In running a race with forty contestants, all with different handicaps, they all start together, they all sail the same course, and the time of each boat is taken. The correction for each boat's time is calculated and an order of finish based on the corrected times is drawn up. The winner, then, is seldom the first boat to finish, for a boat finishing in the middle of the fleet or even last may take home the cup. Spectators watching the finish can tell which boat covered the course the fastest but can have no idea of who is the real winner until some time after the last boat has finished. Also this method is subject to some inequities because the wind may drop or the tide turn after the leaders finish and thus penalize the slower boats unduly.

Handicap Alley

Another method of applying the handicap is to start all the boats together but to make the faster boats sail farther. Thus somewhere during the race, all except the slowest boat must sail off at right angles to the course for a distance proportional to the time each must give the slowest boat. This has been the method most used by the Friendship Sloop Society and is illustrated on the chart at page 24. In the beginning, when only about a dozen sloops started, a lobster buoy was set out in handicap alley for each one. Because Friendship sloops were originally much used for lobstering, it seemed appropriate that

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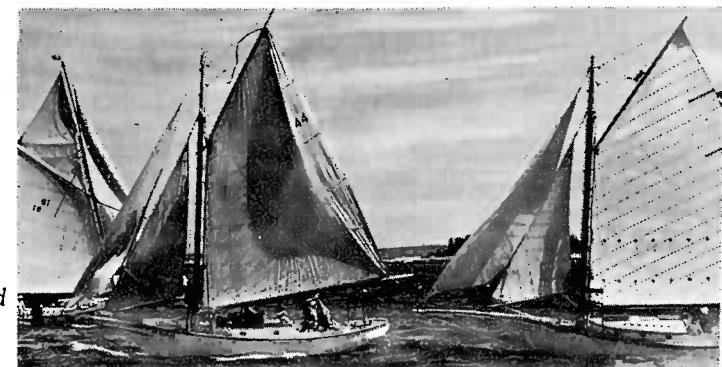
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each should pick up his buoy and bring it in. This involved so much time for the Race Committee in re-setting buoys for the next race, however, that boats were required only to round their buoys. Now with nearly fifty boats in the race, they are grouped so that those with about the same handicap round the same buoy and there are only about a dozen buoys set out.

After the race starts, with all forty-odd boats crossing the starting line more or less together, the contestants soon sort themselves out, the faster ones ranging ahead and the slower ones dropping back. The race resolves itself into a procession with a few close encounters as more skillful or fortunate skippers pick up a draft of wind off an island or get a lift from a fair tide. As the fleet approaches the buoy at the entrance to handicap alley and makes a right-angle turn to reach down the line of turning buoys, there is often some crowding and occasional desperate shouts for buoy room, but soon the skipper finds himself headed across Muscongus Bay on a port tack reach, crowded among boats of his own size vying for windward positions or bearing off to crowd by to leeward. The faster boats are far ahead and the slower ones well astern. Suddenly a boat close ahead gybes right in front of him, rounding her mark, and heads back, directly toward him, madly shouting "STARBOARD". Our skipper must give way, avoiding a sloop to leeward of him and aware of a spear of a bowsprit almost overhanging his taffrail. And suddenly he is right on his own mark, tacking right in front of a big sloop on his weather quarter, bearing down on him, a bone in her teeth, her mainsail blocking out half the sky and her lookout completely occupied in searching ahead through binoculars for a more distant mark. As his crew trims sails for the reach back to the mark at the head of the alley, he finds himself with the right of way over boats still coming down but whose skippers are trying to keep ahead of their immediate competition, find their own marks, and perhaps eat lunch at the same time.

When he rounds the buoy at the head of the alley, he finds a new boat race. Ahead lie a number of smaller, slower boats who have profited by their short handicaps. To win, he must catch all of them. He is overhauling them hand over fist, but the race may not last long enough to catch them all. Meanwhile, the big boats astern are rolling up on him, the water roaring under their bows and their tall topsails blanketing everything ahead of them. Instead of a fairly stable procession of boats forming something like a parade, we have a most unstable crowd of yachts each desperately trying to catch the prizes ahead and as desperately fleeing from the pirates astern. If the handicapper has done his work perfectly, the whole fleet will cross the finish line together. It has never happened that way but frequently the whole fleet will finish within the hour.



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Some skippers like handicap alley because the first to finish is the winner, because the fleet is mixed up and everyone gets a chance to see almost everyone else, and because the slower boats get a chance to be ahead for a while at least. Also, because the boats finish nearly at the same time, a late afternoon calm or shift of wind is not likely to penalize the slower boats unduly.

Others dislike the alley because they feel that the traffic in the alley is dangerous with ten-ton boats going in opposite directions and rounding marks all in a heap. Also the handicapping is less precise than in the elapsed time method because it is done in groups rather than individually. If the wind is east of south or north of west, the alley which lies northwest-southeast becomes a beat and a run instead of a reach, and hence is much harder on the boats which must sail the longer distances. And with forty boats crossing tacks while others run before the wind, all in a narrow space, the traffic is something to behold. Even in an ordinary southerly breeze, the wind is not constant for the length of the alley, usually being softer at the ends and stronger in the middle under Jones Garden Island, thus penalizing the smaller and larger boats at the expense of the others. Finally, the handicap buoys must be set out before the first race and the calculations of their positions must be based on a course of a predetermined length. When the race day comes, that course may not prove to be at all desirable.

The Staggered Start

A new solution to the handicap problem may be tried this year. The boats will be grouped according to their ratings just as they are for handicap alley. The slowest group will start first. The next group, each flying a characteristic flag, will start next. If their average handicap is 20 seconds per mile more than that of the first group and the race is twelve miles long, they will start 240 seconds or four minutes after the first. The length of the course will have been established before the skippers' meeting on the day of the start and each group will be assigned a starting time. Guns will be fired as usual at 11:50, 11:55 and 12:00. After that, the flag of each succeeding group will be flown from the Committee Boat and a gun fired for the start of that group.

While this system introduces considerable confusion at the start and eliminates the stirring spectacle of 40 Friendship sloops starting abreast on a line a mile long, it also eliminates the sometimes dangerous crush when half the sloops decide that the weather end of the line is the only place in this world where they want to be when the gun barks. Under this system, the first to finish is the winner, the fleet is mixed up, the smaller boats are ahead at least for a while and there is no unfair effect from boats sailing different courses. The boats should all finish within a short time so the change in wind or tide late in the day should make little difference. There is still a chance that the smaller boats will start in a very light air and that the bigger boats starting half an hour later in a brisk breeze will find their smaller friends only half a mile off the line and easy prey. And no one finds out without analysis of starting and finishing times which boat is the fastest.

Whichever method is used — Corrected Time, Handicap Alley, or the Staggered Start — there are sure to be inequities brought about by unforeseen circumstances. The wheel of fortune still turns and the wind still bloweth where it listeth. The skillful will still take advantage thereof and no doubt the afflicted will still feel distressed. However, all of us will no doubt remember that we are here for a good time and will each do his best to see that we all get what we came for.



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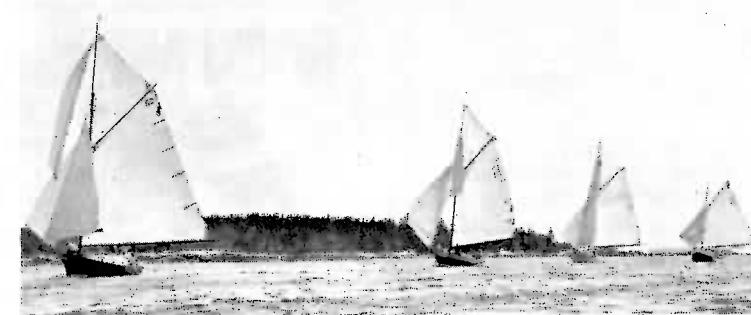
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Apogee, Heritage, Ollie M, and Kochab running home.
Boutilier Photo

MEASURE UP PLEASE

We are requesting that **all** sloops be remeasured this year so that handicap data can be updated. A new, simplified measurement form will be available to all skippers here in Friendship, and also at Marblehead in August. Please note the deadline for all remeasurements and reclassification is December 1, 1983. Your 1984 assigned handicap will be "permanent" (or until the boat's hull is rebuilt, or her standing rigging and sail area significantly altered).

-Bruce N. Morang,
Race Committee Chairman



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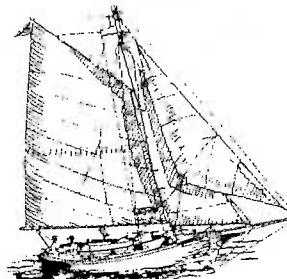


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List of Member

Friendship Sloops

Classification of Sloops:

CLASS A—Originals built 1920 or before

CLASS B—Replicas built of wood 1921 or after

CLASS C—Near Replicas

CLASS D—Replicas built of other material than wood

| No. & Name | Class | Built By | Length | Present Owner |
|--------------------|-------|---|--------|---|
| 5 Content | B | Stuart M. Ford 1961 | 25' | Robert Edwards Naples, FL |
| 6 Eastward | B | James Chadwick 1956 | 32' | Roger & Mary Duncan East Boothbay, ME |
| 9 Amity | A | Wilbur Morse 1900 | 30' | James R. Wiggins Brooklin, ME |
| 13 Easting | B | C. A. Morse 1920 | 29' | James R. Pierpont Milford, CT |
| 15 Vida Mia | C | E. L. Stevens 1942 | 30' | George Loos N. Cape May, NJ |
| 18 Chrissy | A | Charles Morse 1912 | 30' | Ernst Wiegleb Pleasant Point, ME |
| 21 Wilbur Morse | B | Carlton Simmons 1947 | 30' | Karl Keiser & Thomas Olson Cundy's Harbor, ME |
| 22 Ellie T. | B | John Thorpe 1961 | 25' | John Collins, IV East Hampton, NY |
| 24 Ancient Mariner | A | Wilbur Morse Circa 1900 | 25' | Holt & Virginia Vibber Waterford, CT |
| 27 Sarah E | B | Robert B. McKean 1939 | 25' | Eldon & Elizabeth Homsey Wilmington, DE |
| 32 Nomad | A | Wilbur Morse 1906 | 33' | Craig Rowley Amston, CT |
| 37 Chance | A | Wilbur Morse 1916 | 31' | Maine Maritime Museum Bath, Maine |
| 40 Comesin | B | Irvin Jones 1962 | 32' | Mr. & Mrs. Carlton Wilder Green Cove Springs, FL |
| 42 Selkie | C | Carlton Simmons J.P. Hennings 1963 | 26' | Albert McDougall Byfield, MA |
| 43 Gypsy | C | Judson Crouse 1939 | 23' | Bob & Jane Lash Orland, ME |
| 44 Sazerac | A | Wilbur Morse 1913 | 33' | D. Aitken, Woodside, CA R. Barth, Alna, ME R. Snyder, Whitefield, ME D. Stover, Alna, ME |
| 49 Surprise | B | Phil Nichols Round Pond 1965 | 33' | Robert P. Phaneuf Chelmsford, MA |
| 50 Heritage | C | Elmer Collemer Murray Peterson 1962 | 29' | Bill & Barbara Hadlock South Freeport, ME |
| 52 Rights of Man | B | Lash Bros. 1965 | 30' | Philip Cronin Cambridge, MA |
| 53 Eagle | A | Wilbur Morse 1915 | 31' | Donald Huston Nahant, MA |
| 57 Old Baldy | B | J.S. Rockefeller 1965 | 25' | Dorothy Ahlgren Kittery Point, ME |
| 58 Tern | B | Jerry Maxwell 1969 | 21' | Michael Bull Stratford, VT |
| 59 Sarah Mead | B | Newbert & Wallace 1963 | 30' | Ted & Consuelo Hanks Jefferson, ME |

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| | | | | | |
|----|-------------------------------|---|--|-----|--|
| 64 | Amicitia | B | Lash Bros. 1965 | 33' | Jeff & Susan Pontiff Plymouth, MA |
| 66 | Venture | A | Morse 1912 | 27' | R. Stevens Kleinschmidt Pittsfield, ME |
| 69 | Coast O'Maine | B | Vernell Smith 1967 | 30' | John & Billie Rutledge Kittery, ME |
| 70 | Spirit (formerly Symbolon) | B | Roger Morse 1967 | 30' | Christopher Beebe. Friendship, ME |
| 71 | Gladiator | A | Alexander McLain 1902 | 32' | William Zuber Friendship, ME Stuart Hancock Manasquan, NJ |
| 75 | Omaha | A | Morse 1901 | 35' | C.F. Hansel, Jr. Cranford, NJ |
| 80 | Headway | B | F. Buck & A. Adams 1941 | 35' | Christopher Head Stow, MA |
| 82 | Morning Star | A | Albion Morse 1912 | 28' | Robert Wolff Cambridge, NY |
| 84 | Philia | | Kennebec Yacht 1969 | 22' | Richard Condon Atkinson, NH |
| 88 | Apogee | D | Bruno & Stillman 1969 | 30' | H.M. Landemare Toms River, NJ |
| 90 | Salatia | D | Jarvis Newman 1969 | 25' | Cyrus, Jed, Cynthia & Miff Lauriat Southwest Harbor, ME |
| 91 | Phoenix | D | Bruno & Stillman 1970 | 30' | Anne & Alfred Beck Exeter, NH |
| 94 | Diana | D | Jarvis Newman & James Rockefeller 1970 | 25' | Ebenezer Gay Hingham, MA |
| 95 | Westwind | A | Morse 1902 | 40' | John Fassak Cincinnati, OH |
| 96 | Voyager | B | Lash Bros. 1965 | 32' | Bernard MacKenzie Scituate, MA |

★ ★ ★ ★ 1983 Winners ★ ★ ★ ★

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| | | | | | |
|-----|-----------------|---|--|-----|--|
| 105 | At Last | D | Bruno & Stillman 1971 | 30' | George Kwass Andover, MA |
| 109 | Petrel | B | G. Couper 1933 | 31' | Michael Brown Dorchester, MA |
| 112 | Secret | B | Philip Nichols 1971 | 27' | Robert & Elizabeth Monk Burlington, MA |
| 113 | Yankee Pride | D | Bruno & Stillman 1971 | 30' | James & Peg Craig Keyport, NJ |
| 117 | Leading Light | D | Bruno & Stillman 1971 | 30' | John & Eve Crompton Oxford, ME |
| 118 | Wenonah | D | Bruno & Stillman 1971 | 30' | Scott & Beth Newsham Solomon's, MD |
| 122 | Ray of Hope | | Nash & Coffin 1971 | 25' | William & Catherine Payne Monhegan Island, ME |
| 123 | Resolute | B | Chas. Burnham 1973 | 28' | Charles & Maria Burnham Essex, MA |
| 124 | Callipygous | D | Bruno & Stillman 1971 | 30' | Richard Sharabura Toronto, Ontario |
| 125 | Billy Budd | C | Al Paquette 1970 | 25' | Fred & Anne Holbrook Rochester, MA |
| 128 | Schoodic | C | Collemer & Lanning 1972 | 31' | Bruce & Mary Lanning Winter Harbor, ME |
| 130 | Narwhal | D | Jarvis Newman 1972 | 25' | Jim Rosenbaum Milwaukee, WI |
| 131 | Noahsark | B | John Chase 1972 | 30' | Richard R. Willis Ipswich, MA |
| 146 | Fiddle Head | D | Jarvis Newman Carl Chase 1968-1970 | 25' | Harry & Rebecca Jackson Groton, CT |
| 149 | Fiddler's Green | B | R. Jenkins 1978 | 25' | Roy Jenkins Waterville, ME |
| 157 | Liberty | D | Jarvis Newman Dick Salter 1975-80 | 31' | Alice & Dick Salter Manchester, MA |
| 159 | Pacific Child | D | Bruno & Stillman 1969 | 30' | John & Doreen Nosworthy San Diego, CA |
| 160 | Defiance | | McKie Roth 1973 | 23' | Morgan & Vita Hendry Wilmington, DE |
| 162 | Irene | A | C. Morse 1917 | 38' | John & Mary Clarke Vineyard Haven, MA |
| 163 | Reward | C | William Greene 1975 | 25' | William & Jean Greene Rocklin, CA |
| 164 | Jessie May | A | W. Morse 1906 | 30' | Doreen & Dennis Mayhew St. Clair, MI |
| 165 | Reunion | B | Niederer 1975 | 25' | Mason Stober, III Alameda, CA |
| 167 | Freedom | B | Ralph Stanley 1976 | 28' | Richard & Helen Dudman Ellsworth, ME |
| 168 | Loon | B | Newbert & Wallace Hugh Jacob & Sons 1974 | 30' | Hugh & Ruth Jacob Bath, ME |
| 172 | Amnesty | B | Jim Drake 1981 | 25' | Jim Drake Carlisle, PA |
| 178 | Essential | D | Jarvis Newman Carl Chase 1977 | 25' | Robert Stein Huntington, NY |
| 180 | Banshee | D | Jarvis Newman John Wojcik 1978 | 25' | John & Carole Wojcik Norwell, MA |
| 183 | Silver Heels | D | Jarvis Newman Tom Morris 1978 | 25' | Ed & Karen Carroll Ft. Collins, CO |

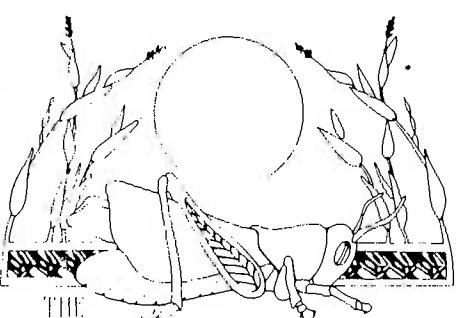
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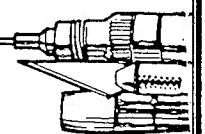
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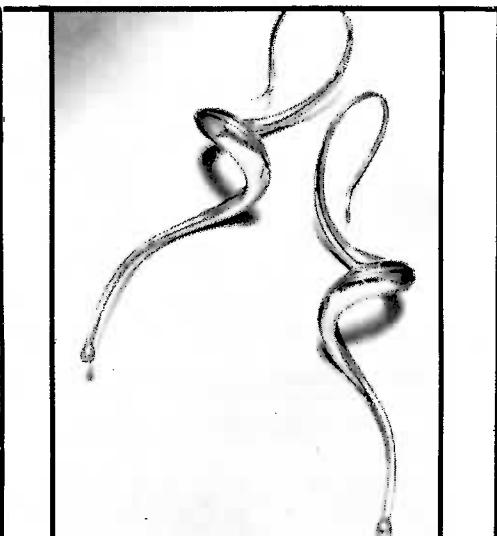
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| | | | | | |
|-----|---------------|---|---|------|--|
| 184 | Perseverance | B | W. Simms 1963 | 27' | William & Elizabeth Reed Higginum, CT |
| 185 | Calypso | B | J. Philip Ham 1968-1978 | 27' | J. Philip & Beverly Ham Holden, MA |
| 186 | Ragtime Annie | C | Bolger & Apollonio 1975 | 27' | Barry & Judy Stoodley Unity, ME |
| 187 | Peregrine | B | Ralph Stanley 1977 | 27' | Peter Blanchard, III Short Hills, NJ |
| 189 | Tradition | D | Jarvis Newman Roger Nehrbass 1977-81 | 31' | Roger & Donna Nehrbass Port Washington, WI |
| 192 | Kervin Riggs | | Fitashim Boatworks | 22' | John Chase Carrboro, NC |
| 196 | Endeavor | B | Ralph Stanley 1979 | 27' | Betsy Holtzman Southwest Harbor, ME |
| 197 | Christania | | Jarvis Newman William Davis 1978 | 31' | William Davis Five Islands, ME |
| 199 | Trinity | D | J. Newman/ Liberation Yachts | 31' | Doug & Michele Jacoby Marblehead, MA |
| 201 | Endeavor | D | Jarvis Newman James Gentner 1978 | 31' | James Gentner Fairhaven, MA |
| 202 | Arrival | D | Jarvis Newman Robert Niedrach 1979-81 | 31' | Robert & Anne Niedrach Amherst, NH |
| 205 | Day Star | C | Richard Mosher Under Construction | 28½' | Richard, Sally & Daniel Mosher Kalamazoo, MI |
| 206 | Mary Eliza | D | J. Newman/W. Clarke 1979 | 31' | Wyndham Clarke Washington, DC |
| 210 | John-B | D | Elio Oliva 1974 | 23' | Al Perrin Canandaigua, NY |

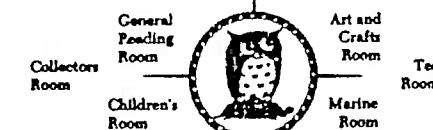


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| | | | | | |
|-----|------------|---|--|-----|---|
| 211 | Ansa | B | James Hamilton 1981 | 27' | James & Ann Hamilton Andover, MA |
| 212 | Achates | | Nick Roth 1980 | 22' | Richard Leigh Nashville, TN |
| 213 | Amie | B | Bob Holcomb 1978 | 25' | Hal & Pauline Hanson Perry Lovelace Edmonds, WA |
| 214 | Gaivota | D | Jarvis Newman Malcolm Pettegrow 1982 | 31' | John & Barbara Bush Cotuit, MA |
| 215 | Ellen Anne | D | Passamaquoddy Yachts 1968 | | R. Colinan Lincoln, RI |
| 216 | Amity | B | W. S. Carter 1941 | 47' | John F. Nichols New York, NY |
| 217 | Odyssey | | Shoreline Boats 1972 | | Peter Haynicz E. Stroudsburg, PA |

Sloops that are Gone but not Forgotten . . .

| | | | | | |
|----|-----------------|-----|-------------|-----|---------------|
| 8 | Banshee | 55 | Right Bower | 111 | Amos Swann |
| 17 | Jolly Buccaneer | 78 | Emmie B | 116 | Tinqua |
| 29 | Susan | 108 | Loon | 190 | Aikane (1983) |

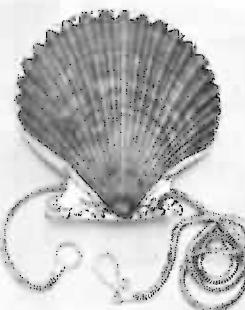


Non-Member Sloops

The Friendship Sloop Society lists of members and non-members are maintained by Secretary Caroline Zuber in Friendship. Any corrections, errors or omissions to these lists should be promptly brought to her attention.

1. Voyager
2. Dictator
3. Finette
4. Golden Eagle
5. Tannis
10. Mary Ann
11. Shulamite
12. Friendship
14. Vigor
16. Retriever
19. Blackjack
20. Moses Swann
22. Ellie T.
23. Depression
25. Sea Duck
26. Virginia M.
27. Sarah E.
28. Bounty
30. Kidnapped
31. White Eagle
33. Smuggler
34. Pal O' Mine
35. Mary C.
36. Margin
38. Eleazar
39. Downeaster
41. Snafu
45. Flying Jib
46. Dirigo
47. Galatea
48. Channel Fever
51. (No Name)
52. Rights of Man
54. Echo
56. Iocaste
60. Old Salt
61. Windward
62. Columbia
63. Kochab
65. Gallant Lady
67. Hieronymous
68. Robin L.
72. Temptress
73. West Indian
74. Patience
76. Packet
77. Beagle
79. Nimbus
81. Regardless
82. Morning Star
83. Perseverance
85. Ann Francis
86. Allegiance
87. Eagle
89. Avior
92. Puffin
93. Anna R.
97. Gannet
98. Down East
99. Buccaneer
100. Morning Watch
101. Minerva
102. Agustus
103. Solaster
104. Cockle
106. Hold Tight
107. Magi
110. Amistad
114. Pearle
115. Kittiwake
119. Valhalla
121. Island Trader
126. Whim
127. Lucy S.
129. Gisella R.
132. Vogel Frei
133. Independence
134. Four Sons
135. Green Pepper
136. Squirrel
137. Friendship
138. Red Jacket
139. Covenant
140. Brandywine
141. Renascence
142. Albatross
143. Matelot
144. Ribbit
145. Deliverance
147. Anna B.
148. Sloop Out of Water
150. Woodchips
151. Departure
152. Ollie M.
153. Angelus
154. Muscongus
155. Queequeg
156. Departure
158. Eva R.
161. Jenny
169. Defiance
170. Lady of the Wind
171. Golden Anchor
175. Edelweiss
181. Surprise
182. Charity
193. Lady
194. Huckleberry Belle
195. Princess
198. Baylady
200. New Venture
201. Endeavor
203. Aurora
204. Marie-Anne
207. Lanette-M
208. Friendship
209. Friend Ship

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Letter from Wilbur Morse in reply to an inquiry from Capt. Jordan of Islesford, Maine:

Friendship Oct. 18, 1893

Mr. Jordan Dear Sir

Yours Received in regard to the price of boats All riged first class every way 24 ft. \$275 26 \$300 28 \$375 that is the prices that we have been having keel or senterbord as to the iron i have not built any with iron on the keel dont know what it would cost would put the iron on for what the iron would cost that is would not charge anything for the work only you pay for the iron

Respectfully
yours
Wilbur A. Morse

This is particularly interesting because it fixes the date at which Morse first built a boat with an iron keel. He agreed with Capt. Jordan to build the 26-foot Wanderer in 1894. Also it shows that centerboard sloops were still being built in 1893, long after the deeper and heavier Friendship sloops had become popular.

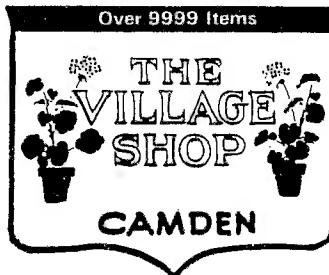
On a morning of thick fog with the sun burning through, I said to a fisherman friend, "Well at least it's clear overhead, Naamon." "Yes," he replied, "but the hell of it is, Roge, we ain't bound that way."

In Florida where marine growth is rapid and luxuriant, it is said that wise fishermen mix a pound of red pepper into every gallon of bottom paint. Whether barnacles don't like hot Mexican food or whether they sneeze themselves off before they can take good hold, we don't know. However, whatever works in Florida should do very well in Maine. Try it.

On navigating in the fog. "It'll be all right if you make it all right."

Squalls in Maine can blow very hard. The old skipper told of coming in from Monhegan in a sloop, seeing a squall make up over New Harbor. He took in all sail and tied it down, but it blew so hard that the sloop heeled to her washboards under bare poles and the dory was blown clear out of water and turned over three times. He knew because there were three kinks in the painter when he came to go ashore.

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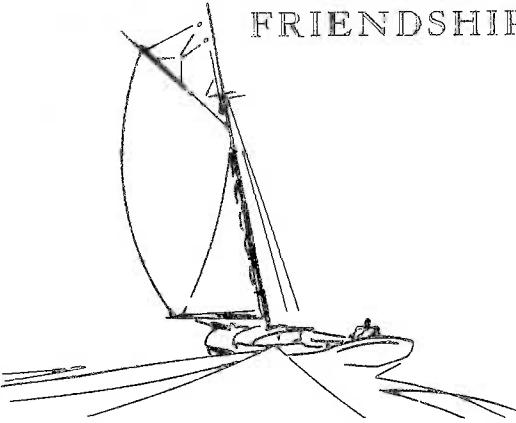
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Rockport
236-3260

Supply Belcher, a native of Stoughton, Massachusetts, was commissioned an officer in the Continental Army by General George Washington, and was at Concord-Lexington on April 19, 1775. His career in the American Revolution was distinguished. After the war, seeing little for him in Stoughton, he came to Maine, intending to locate near Gardiner, but instead he settled in Farmington. He became a first citizen of Farmington, serving in the General Court at Boston, but is featured here because of his interest in music — particularly choral music. He directed various choirs and choral groups in Farmington, and about 1779 his HARMONIES OF MAINE was published in Boston. This was a collection of his own compositions, each song named for a Maine town — 25 in all. Halfway through the book appears his song for Friendship. He became known as The Handel of Maine because of these songs. HARMONIES OF MAINE may be seen in several libraries — the public library in Farmington and the library of the University of Maine at Farmington have it. The copy reproduced here is by courtesy of the latter.

John Gould

Friendship.
How pleasant 'tis to see, Kindred and friends agree, Each in their proper station moves, And each ful-
fil their part, With sympathizing heart To all the cares of life and love.

FRIENDSHIP SLOOP SOCIETY



Join Us...

The Friendship Sloop Society welcomes any interested person to become a member. Members receive all letters and publications of the Society, a membership card, and a window decal. We welcome your interest, and hope that you will support the purpose of the Friendship Sloop Society. The by-laws state "The purpose of this Society shall be to encourage the building and sailing of Friendship Sloops, and to provide a medium for owners and friends to meet and enjoy each other around a common interest." If you share in this interest, please complete the membership application below.

Complete and send to: Secretary
Friendship Sloop Society
Friendship, Maine 04547

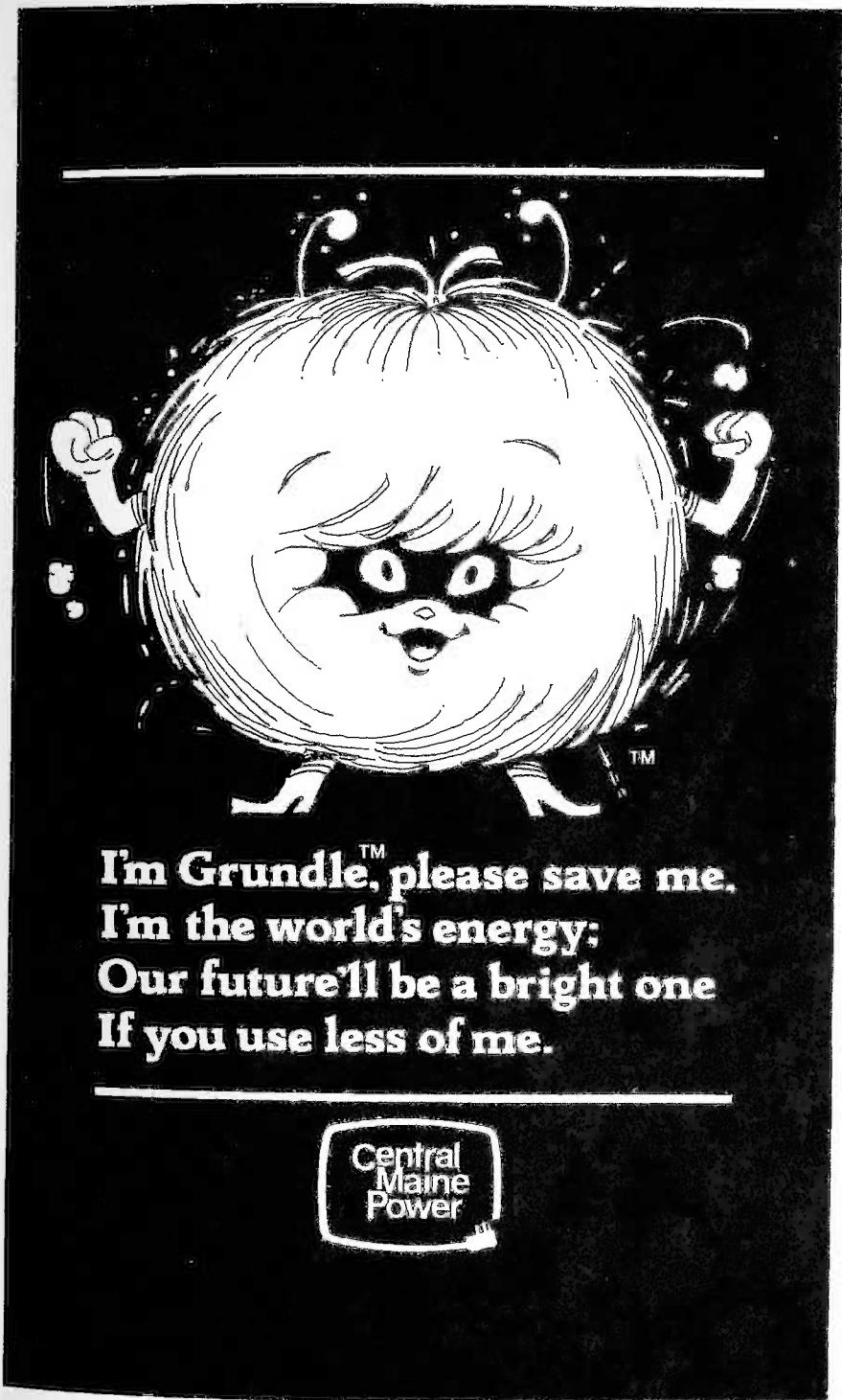
Name _____

Mailing Address _____

Date: _____

Type of Membership: _____ Amount enclosed: _____

| | | | |
|-------------|-------------------------------------|-------------|-------------------------------------|
| Sloop Owner | \$20.00(<input type="checkbox"/>) | Joint | \$25.00(<input type="checkbox"/>) |
| Associate | \$20.00(<input type="checkbox"/>) | Cooperative | \$ 5.00(<input type="checkbox"/>) |
| | | (no vote) | |



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