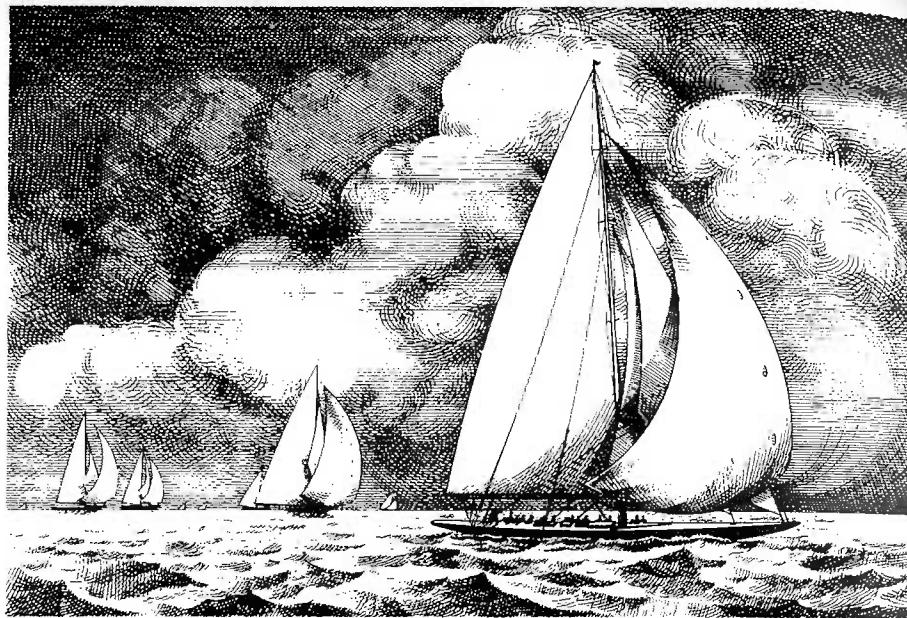


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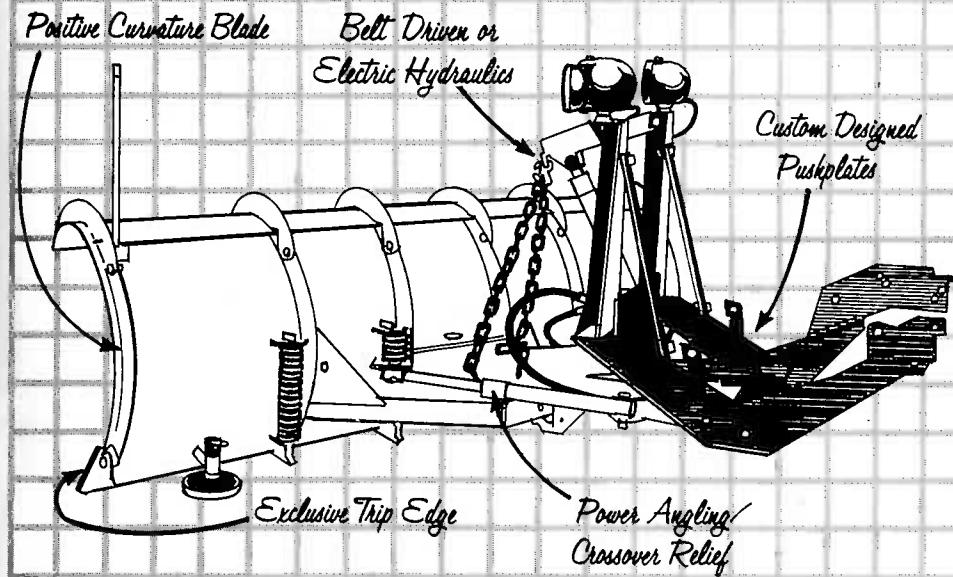
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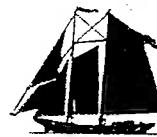
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1987 Flagship Gladiator

Commodore's Message

In last year's message I mentioned that the health of an organization depends on the enthusiasm and energy of its members. I want you to be assured that this outfit is very healthy!

Al Zink, and Bob Brooks have done a great job tracing every Friendship sloop that ever existed on this planet, and increasing our membership tremendously in the process. Mary Cronin has adjusted all our compasses for us and got us all agreeing on which way north is. John Wojcik, Mary Cronin, Bob Brooks and some others have computerized more information on us than the I.R.S. Salter's Mass Bay Friendship Sloopers may be a rowdy bunch, but they sure do keep things going in the off-season. Jack Vibber is running a great show for the lads and lassies to the south'ard. The Morang family is beyond reason running races for us all over the East Coast. Roger Duncan's editorial skills always produce a winner, despite what we don't send to him on time.

I owe a great deal of thanks to these people and others who have done a great job for us this year. The best way for me to honor their efforts is to ask all of you to encourage the family to gather whenever and wherever we can, to make new members feel at home and to enjoy all that has been prepared for us this sailing season. I will be on the float at Boothbay and Friendship and Bath to welcome home one and all.

Bill Zuber, Commodore



Miriam E. Schmidtmann
REAL ESTATE

Miriam E. Schmidtmann, G.R.I.
4 BRIDGE STREET P.O. BOX 300
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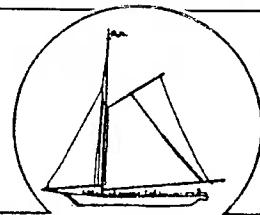
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Yearbook Editor	Roger Duncan	North Reading, MA
		Box 66,
		East Boothbay, ME 04544
Membership Committee Chairman	Alvin Zink	21 Chester Street Andover, MA 01810
Handicapper	Cyrus Hamlin	
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Honorary Members	William Danforth, Dorothy Gould, John Gould, David Graham, Cyrus Hamlin, Bruce Morang, Marcia Morang, Albert Roberts, Betty Roberts, Ernst Wiegleb	

Published by Coastal Promotions, 10 Leland Street, Rockland Maine

On The Cover — the *William M. Rand*, winner of the Governor's Cup in 1987.

In Memory Of John Rutledge

John and a companion took *Coast o' Maine* out of her home port in Kittery for a brisk sail near the Isles of Shoals last summer. John went forward and somehow got overboard. His companion got the sloop back to him promptly but was unable to get him aboard. Help came too late.

The son of Lyman Rutledge, minister at the Isles of Shoals, John was an accomplished seaman from his youth. He put himself through M.I.T. by working for the Grenfell Mission in Labrador aboard the Schooner *Cluett*. Later he was an engineer for the telephone company for many years, but he never lost his touch with salt water. Ted Brown, a neighbor who knew him well, calls him a genius. He was a seaman, a master of his profession, a delightful companion and a friend to many. We feel better having known him and we are all diminished by his loss.

Program 1988

July 8, 9, 10 The Second Annual Friendship Sloop Regatta on Long Island Sound will be held at New London in connection with the Festival of Sail. Besides a race for Friendship sloops, there will be other races, festivities and entertainments afloat and ashore, such a gathering of different kinds of vessels, wood and steel, power and sail, as is seldom seen in one place, and a magnificent pyrotechnic display. There will be ample opportunity to share experiences with other sloop owners.

Some free dock space will be available at City Pier. There is ample room to swing to your own hook, and moorings may be reserved at Burr's Yacht Haven or Marster's Marine Service, both on Pequot Avenue.

July 23, 24 The fleet will rendezvous at Bath off the Maine Maritime Museum's Percy and Small Shipyard below the Bath Iron Works and the bridge. Vice Commodore John Wojcik in *Banshee* plans to lead a group of Massachusetts sloops eastward as he did last year. Call or write him at 347 Lincoln St., Norwell, Massachusetts 02061 for specific information.

The tide will start flooding up the Kennebec River about noon and will be high at Bath about 1930. The Museum will have a launch on the river during the afternoon to assist any who may need help or guidance. Moorings will be available off the yard. On Sunday, July 24, there will be the ceremonial launching of an antique fantail launch rebuilt by the Apprenticeshop. The new exhibition building now under construction is quite well along. The rebuilding of *Iocaste* is at an interesting stage. The dory trawler *Sherman Zwicker* is alongside the wharf with exhibits and a slide show on dory trawling. The lobstering exhibit with a movie and a taped commentary by the late E.B. White is well worth revisiting.

A shuttle bus will run to Bath for shoppers or for those who wish to visit the pictures, models, and artifacts in the Museum's Sewall House.

In the evening there will be a lobster bake and entertainment at Percy & Small's.

July 25 The fleet will proceed to Boothbay — either down the Sasanoa River or the Kennebec. The tide starts to ebb at Bath about 0900. One should plan to be out of the Kennebec River by 1400. The tide in the Sasanoa is less predictable but will probably start ebbing later than in the Kennebec.

Moorings will be available off the Boothbay Harbor Yacht Club behind McKown Point and the facilities of the Club will be available to the Society.

July 26 & 28 Skippers will meet for announcements and race instructions at 0900 at the Yacht Club on both days. Races will be held at the discretion of the Race Committee on courses to be announced. On Thursday, July 28, after the final race, there will be an awards banquet at the Yacht Club. We expect Verne Broe to exhibit some of his marine paintings.

July 27 The Race Committee has planned a Sealed Orders experience for this day. Skippers will meet at the Yacht Club at 0900 to receive their orders and instructions about opening them. Those who are able to find the way back to the Yacht Club after this assignment will hold an informal cook-out.

July 29 Commodore Zuber in *Gladiator* will lead a parade of sloops past the Fisherman's Memorial in the inner harbor and then the fleet will sail for Friendship. Several moorings will be available off the Armstrong's wharf west of the red beacon on the Friendship Long Island shore. There is fair anchorage here and ample space to anchor east of the beacon and off the town. A rendezvous and cook-out is planned.

July 30 Friendship Day. There will be a parade of sloops past the wharf about 0900. The fleet will then officially disband. However, crews are urged to participate in the festivities in town including a parade, craft shows, athletic events, and a chicken barbecue, all for the benefit of the Fire Department and the Ambulance.

August 21, 22 The Corinthian Yacht Club at Marblehead will conduct their 25th Annual Friendship Sloop Regatta hosted by Race Committee Chairman David Graham, 7 Battchelder Road, Marblehead, Massachusetts 01945. It is hoped that a large fleet will gather to celebrate the occasion and to show Massachusetts yachtsmen what a gaff-headed sail looks like.

September 3, 4 The Third Annual Race Rendezvous at the Gloucester Schooner Festival will be hosted by Gloucester Mayor William Squillace and the Cape Ann Chamber of Commerce. Mike Costello is the Director.

November 19 Annual Meeting and Banquet will be held at John Martin's Manor in South Portland. Annual Meeting 3-5; Social Hour 5-6:30; Buffet Dinner 6:30. Details, directions and specific instructions will follow later but SAVE THE DATE AND NOTICE THE CHANGE IN LOCATION.

The Bill Hadlock Memorial Award

This award was established in 1987 by the Hadlock family in memory of our late member, friend, and past Commodore, William K. Hadlock. It is awarded at the Annual Meeting to a member of the Society who:

1. Has promoted safe sailing by evidence of sound seamanship in conjunction with an abiding love of and respect for the sea.
2. Has nurtured and promoted family participation in the Society's activities.
3. Has shown a strong willingness to share knowledge and help others.
4. Has enthusiastically promoted the goals and aims of the Society.
5. Has been a strong advocate of the beauty, charm, and splendor of the Maine coast.

In 1987 the award was given to Mary and Roger Duncan, owners of *Eastward*.



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BOOTHBAY HARBOR

Stuart M. Ford joined the society in 1961 with "Content," a Pemaquid sloop which he built himself at Bailey Island in that year. He sailed in successive regattas, proving himself to be an expert seaman, a good competitor and in every way a thorough sportsman. This article was recently brought to light by his daughter Margaret, to whom he had dictated it some years ago.



Yawl Winjoy on the beach at Small Point

A Friendship Yawl

By Stuart M. Ford

Shortly after the turn of the century, a fishing boat sailed into Mackerel Cove, Bailey Island, and tied up at the dock. To the local fishermen, she was just another of the Muscongus Bay sloops which were scattered up and down the coast in increasing numbers.

She was also noticed by an experienced yachtsman, Mr. R. Huntington Woodman, a famous organist and composer of his time. He hurried down to the dock to look her over. The artist of the musical world recognized the artistry of the hard-working boat builder, and he feasted his eyes on her graceful lines — from the stern, bearing the name *Little Foster*, to the clipper bow with the leaves carved in the trailboard and the name W. Morse, Friendship. (Built by Morse Boat Shop, Friendship, in 1900 for Everett Newhall, N. Berwick)

Mr. Woodman felt he had, at last, seen the hull of a dream-boat, and in due time he arrived in Friendship, Maine, to discuss a new boat with Mr. Morse. Mr. Woodman hoped for a boat which would sleep one person each side of the mast and two in the cabin, with enclosed head and ample galley, together with a cockpit large enough to take his guests on bright afternoon sails. This appeared to require about 35 feet over-all. With two young daughters, the questionable problem of picking up an expert crew, as well as having to take good care of his hands, which were his means of livelihood, both men realized that this size sloop might be too much to handle. So, it was decided to break up her sail plan and make her a yawl. They wisely decided that to get the proper balance under jib and jigger, or mainsail alone, it would be a good idea to call in a naval architect — John Alden.

A yawl would no longer require a rounded transom for the mainsheet to slide around on a jibe, her stern lines were extended so that she had a smaller transom and a slightly more yacht-like stern, which was ample to take care of her jigger traveler. Fifty-five hundred pounds of cast iron were worked into the false keel. Her working anchor was equipped with quarter-inch chain, which gave a good hand-hold when breaking out the anchor, would dry quickly in the sun, and then could be run down through a deck collar into the chain locker below.

She was finally launched, and was named the *Winjoy* for his daughters, Winifred and Jocelyn. The bill of \$900 for the completed yacht was paid, and she sailed proudly to her mooring in Mackerel Cove, where she was a familiar sight for many years.

The writer became an enthusiastic volunteer crew in 1909 and enjoyed afternoon sails on almost every bright day. In later years, he was included with other business friends of Mr. Woodman's in making an annual two-week cruise, which terminated each time in Southwest Harbor. This was as far as one could be sure to go and get back in the allotted time without engine, which was never installed.

In 1915, Mr. Woodman's two daughters and their cousin, who became my wife the next year, were invited on a cruise. The first evening, we got as far as Small Point Harbor, but we were overtaken by thunder showers and variable winds, which fouled the anchor during the night. At four o'clock in the morning, in a cold rain, the skipper heard breakers and, looking out, called the writer, who found that, in pajamas and bare feet, it was somewhat chilly. We had rigged a short boat boom to keep the tender from thumping us during the night, and the knots were so tight from rain that the skipper passed me a knife to cut the tender loose and work it under the boat's bow to take the 85-pound anchor on that side. The writer rowed out, while the skipper payed out the line and, at his signal, the anchor was thrown overboard; however, the fluke caught on the gunwale of the tender and she filled half-full of water, but a kick with a bare heel, fortunately, dislodged it. As the skipper started to haul in on the line, the *Winjoy* struck and, of course, there was no pulling her off under those conditions. The writer backed in carefully to the beach, dumped out the water, and dragged the tender up a short distance, and then waded out to the yacht, which was then lying on her bilge.

The girls inside the dark cabin had quite a time getting into their clothes, but soon breakfast was ready, and the girls were sure the water in the dishpan later went uphill.

The next day, with the help of a power boat, the *Winjoy* was hauled out into deep water, and we found she needed pumping more often than previously. For this reason, we stopped in Friendship and placed her alongside Mr. Morse's dock, with some water left in her, and to our surprise found that no water leaked out of her at low tide. That fall, when hauled, she was supported by her bilges, and then the weight of the keel opened up the leak, which was found and corrected.

When Mr. Woodman was no longer able to handle his yacht, he gave her to his son-in-law, who sailed her until rebuilding would be necessary. At that time, her iron keel was dropped off, and she was half-buried in the yard for Mr. Woodman's grandchildren to play in. When her age finally made it a little dangerous for youngsters to take these dry-land cruises, her usable fittings were removed, and she was burned. The writer is glad that he did not see her final end.



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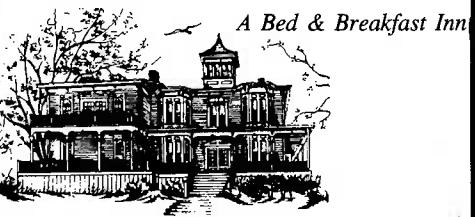
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Remembering Dixie



My father had a summer home at Haven (Brooklin) in Center Harbor on Eggemoggin Reach. In 1920, when I was 15 and my brother 13, my father bought a Friendship sloop from a man in Castine whose name I either never knew or have forgotten. I remember that she had no name on her stern as she was brought over and anchored just off the beach in front of our house amidst great excitement on my brother's and my part. At the dinner table that night, by family vote, she was named *Dixie*. She was about 28' on deck, rigged with a jib-boom on a single jib with no top-mast. She had a tiller, not a wheel. We learned that she had been built by Wilbur Morse in either 1898 or 1899. She was in tolerable condition and we kept her up well through the years as my father first taught us to sail and eventually turned us loose, at first with the Reach as a limit, and later any and everywhere on the Maine coast. We loved that little vessel.

In 1933 *Dixie* was sold to a man from New York (cannot recall his name) who came up to Brooklin with his teenage son to take delivery and sail her back to Long Island Sound. My brother and I hated to part with her but the urgency of earning our livings prohibited the long summer vacations of years gone by. The New York people spent the night with us, had breakfast, and sailed off in clear weather. We heard, a few days later by word of mouth from a lobsterman from Stonington, that *Dixie* had "come up on a ledge, hard" in the Fox Island Thorofare, knocked some of her bottom out, and had sunk. The people got ashore safely. That's all we ever heard! A sad and stupid end to a splendid little vessel.

We bought her 68 years ago, lost her 55 years ago. My memory of any further details has faded, but I'd love to have old *Dixie* in the record book one way or another. I enclose a few faded old snap shots of her and would very much appreciate their return in the self-addressed envelope.

By the way, my model is in the Friendship Museum at Friendship, not in the museum at Bath which you mentioned. I fashioned her showing the fish well which we had removed in 1920 so as to make a larger cockpit, and named the model after my wife, Barbara. My own model here at home is of course named *Dixie*, along with many other models which I've built in past years.

Sincerely yours,
Winston T. Kellogg

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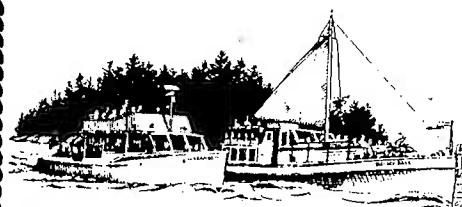
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True Love

This letter was written by Jim Wainwright, builder and owner of True Love . He sails out of Gig Harbor, Washington.

My boat is Phil Bolger's Monhegan. It is 18 feet long and has very limited space in the cuddy. The plan called for a 6-10 horsepower, inboard engine to be located in this limited space under the bridge deck. I thought about an outboard, but couldn't locate it with a high enough transom and still keep it under the deck and out of view.

While I was still planking the hull, I met Hank Haynes at the Seattle boat show. He was producing the "Wolf Pak" jet thruster. It consists of a centrifugal pump driven by a vertical drive engine, at that time a 25 horsepower gas or diesel. The pump is fabricated of aluminum or, now, bronze. The jet portion is what he calls a "corona" jet. It consists of a jet tube surrounded by an outer tube which draws in air and/or the engine exhaust and which surrounds and directs the water column, making it more efficient. The total system employs two jets, one for the forward and one for reverse. A Y-valve directs the flow to the proper jet.

I started off with a 6.5 horsepower Chrysler two-cycle, air-cooled, power head. After two years I decided I needed a change. I was not satisfied with the pull-start which required me to stand up — not a good position in case of rough weather.

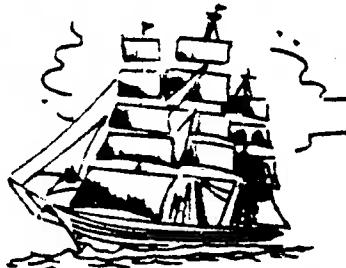
A friend told me about a small engine he could get that might work. It was so cute, I bought it whether I could use it or not. It is a Wankel rotary 25 horsepower engine attached to a lower unit similar to the O.M.C. Sail Drive. It was made in 1965 to go into a unit called a "ski-craft," a small plywood hull with lawnmower-type handle bar, that tows a water skier around. The ski craft didn't work out, but some of the power units were salvaged. I was able to remove the engine and adapt it to my pump. Now I have enough power to get hull speed with water cooling and electric start comfort.

I ran the thrust through the deadwood and stern post about three inches below the water line. The top of the rudder was cut off and a stainless nozzle box attached to the rudder. The rudder stock is hollow and houses a push rod attached to the tiller and a flap valve in the nozzle box. This was supposed to provide reversing but produced a good neutral instead. When I changed engines, I also added a reverser jet and the Y-valve.

I have used the Wankel one year now and it has worked out fine. I just hope it continues, for parts are not available. The good point is that there is no propeller back there to drag and snag things. The bad point is that there is a lot of plumbing inside the hull with a lot of leak potential.

Technical data can be supplied by Wolfpak Marine Corp., 17427 195th Pl. So., Renton, Washington 98058, (206)432-7728.

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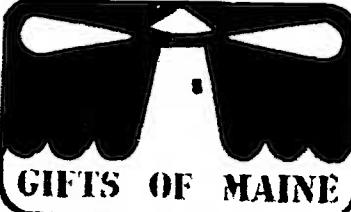


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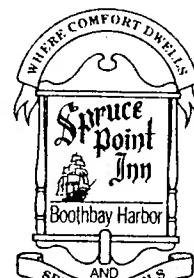
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Slooping The Coast

by The Crew Of The WMR

William M. Rand is a 22-foot symbol of three generations of Rands. John Rand built her in his father's barn in Lincoln, Massachusetts, and named her for his grandfather. His father owned the barn, was heartily in favor of the venture from the start, and was the venture capitalist, so is properly named as co-owner. Mrs. Rand, mother of the builder and wife of the capitalist, is the author of this account.



BOUTILLER PHOTO

William M. Rand, built by John Rand and owned by him and William M. Rand, Jr. She won the Governor's Cup in 1987.

From the beginning of our adventures on the William M. Rand in 1982, we have accepted the fact that there's no room for an inboard engine and hanging an outboard over the side was considered irreverent. Though there be penalties for such stubbornness and vanity, we have found even more rewards, so far.

For instance, we now recognize that anchoring before dark, or getting to a race on time, or just moving through the water is a miracle. We like to think the Lord is smiling on us. It's a warm feeling. It is easy to forget, however, after drifting eight hours on Penobscot Bay in a calm, cold drizzle. The next day, though, that too is forgotten in an exhilarating eight-hour run from Owl's Head to Small Point before a strong easterly, despite continuing drizzle.

It further justifies Roger's reasoning that if you don't count on an engine, it won't quit. Thus we're never disappointed. We are instead thankful — to others. Many a time the ocean has reached out to us in the form of a friendly tow. One day, as we fell behind the fleet on an airless passage from Boothbay to Friendship, we welcomed a tow from Eastward

until we could spread our sails before a fresh southerly. Again, on a summer Sunday, Muscongus Bay had been flat all afternoon...and empty...not another vessel. It was now 7 p.m. A crew member was looking forward anxiously to a new job next morning in Boston. Out of nowhere a fisherman appeared with his family aboard, laughing and checking pots. A couple of toots and over they came to tow us into Friendship. The boat and the job were secure.

Another year we ambitiously headed for Northeast Harbor after the races. Becalmed at dusk, east of Merchants Row, we were listening nervously to a forecast of a two-day north-easter and at the same time sizing up Enchanted Island for the night. It sounded just like what we needed as we drifted seaward on the outgoing tide. While the mate was below consulting the good book, the helmsman called out, "Are those people trying to hail us?" Binoculars revealed what at first loomed as a painted ship but soon materialized as long-time sailing friends who were supposed to be in the St. John River. "Where are you going besides nowhere?" they shouted. The honest answer was Swans Island, though this was becoming unthinkable in our circumstances. "Let's go," they said gamely. "Here's a line!" In minutes we were bounding across Jericho Bay and, just ahead of the storm, we "hugged up" safely to our mother ship in Burnt Coat Harbor. As the heavens descended in furious downpour, we gratefully savored the enchantment of a hot meal in a real stand-up cabin with a real galley and again, real friends.

An important ingredient for engineless slooping is a one or two-day weather cushion in the vacation schedule plus no firm commitment for when you may be stopping in on friends along the coast. With this approach, no one is disappointed and we don't have to rush.

As the years go by and we still don't have power, we've come to appreciate more and more the slightest zephyr on a calm afternoon. To sit for an hour becalmed and finally see those small ripples develop on the water followed by a wiggle of life in the telltale is a great sensation. As the sloop gains headway, more often than not, the zephyr builds to a light breeze, enough to fetch her mooring at Cundy's Harbor or tuck into a carefully selected anchorage.

Occasionally we have to buck nature. When the tide changed on us in Leadbetter Narrows once, himself climbed into the dinghy and towed us through, rowing as if for the finish line at Henley. Several boats sailed past us going the other way, the crews nodding hopelessly as if to say "that'll never work." But the oarsman, fueled by such doubts, triumphed inch by inch. Another time the builder set out solo from Friendship on a sunny Friday morning heading for Boothbay to meet crew. The light northerly let go all together

about a mile shy of Jones Garden. Sheetin in the main and jib and with the tiller lashed amidships, he rowed the dinghy, towing the sloop for an hour...pleasant and needed exercise after a week of cruising. Eventually the southwest breeze came up, which quickly reversed who was towing who. Jumping back aboard and resuming helmsmanship, the skipper and boat were bobbing at the Boothbay Yacht Club by 3 p.m. At other times the WMR has responded well to paddling from the cockpit, not exactly like a birch bark canoe, but with respect.

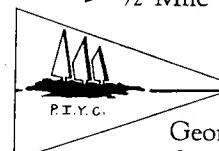
On one never-to-be forgotten occasion, however, we were thoroughly humbled...by the Kennebec...and in full view of the society at the Maine Maritime Museum. It severely tested our relationship with the Almighty, as well as with our friends. A squally southwesterly was bucking a strong outgoing tide in the river, and the combination was beating the little vessel like an egg. Several attempts to make the last available mooring were thwarted, including a dinghy entanglement, and the parting of the bronze-head of the boathook on the mooring buoy. Reaching safety was finally achieved by beating down-current at high speed and tossing a stern line to our saviors on the Maine Maritime dock. The sails were furled and the contrite little sloop was towed by the gallant Museum tender to the mooring. The boathook head was miraculously found lying on the mooring buoy and gratefully recovered.

After five seasons of engineless sloping and stretching our luck with friends at sea and favorable weather, the builder is now thinking of equipping the sloop with sweeps. He is also thinking of building a larger vessel with a head and even an engine.



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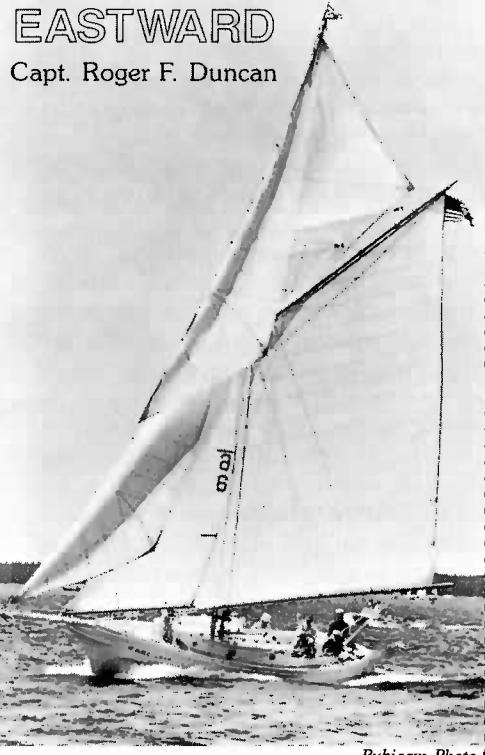
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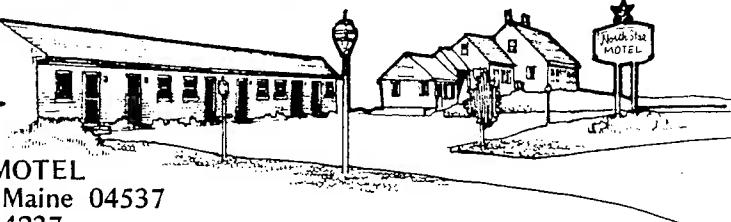
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Iocaste Restored

By Helen Barnes

A fragile, aging old lady, the sloop *Iocaste* is one of the ties that bind the Maine Maritime Museum and the Friendship Sloop Society. Undergoing restoration at the Museum's Apprenticeshop, she is the center of attention at a new exhibit this summer.

Iocaste, built in 1907, now has a shape only a son could love. Down to bare hull, paint chipped away, she sits cradled in her new home awaiting her restoration. Her condition, while unattractive, does allow visitors to see her very bones; to see how a Friendship is constructed.

Donated to the museum in 1985, she was studied, photographed, and carefully measured before the cabin house, cockpit, deck, and engines were removed. It was discovered that *Iocaste* had been, as suspected, a working fishing boat in her earlier days. Her sheer clamps, timbers that support deckbeams where they join the hull, showed signs of a wet well, indicating that she had once carried fish.

Iocaste is now being restored to her earlier fishing condition. When completed, she will be one of only two known Friendships afloat in their original fishing forms. (The other, *Estella A.* is at Mystic Seaport in Connecticut.)

The new exhibit, located on the shipyard ways where the largest of the old wooden square riggers were once constructed, will include photographs of historic Friendships; some of *Iocaste*'s original parts, including the telltale sheer clamps; and explanations on restoration work itself. The ongoing project is being conducted by the Apprenticeshop, the museum's boatbuilding program where students learn original construction and reconstruction of classic boats.

Museum visitors will be welcome to come watch *Iocaste*'s progress close up, as she is restored to being a beautiful lady.

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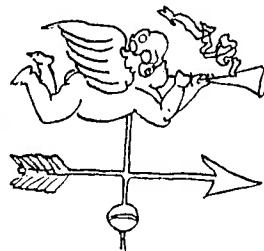
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Is Racing Fun?

The lurid confessions of a former helmsman!
by Bruce Morang, Race Committee Chairman

At a recent gathering of the Massachusetts Bay Friendship group, it was made very clear to me that there are many among us who merely "tolerate" racing, don't actively enjoy it, and take part in it only to be part of the show that is a Friendship regatta. So this piece is aimed at those "less aggressive" skippers among us, those who in fact are the majority of our membership. It's an attempt to make them a little more comfortable with the myriad of rules, the benevolent dictatorship that is the Race Committee, and to help them better understand how they can fall somewhere between the avid and the timid, and enjoy a happy day racing.



A Close Start — No Protest
Seal, Sarah Mead and Gladiator on the line

Early in the 19th century, when "gentlemen" raced their yachts in the lower Thames estuary, it caused no particular comment when a crewman armed with a cutlass was assigned to the lee scuppers to slash away at the weather shrouds of a competitor.

We don't advocate that today. Matter of fact, we race with the rules strictly forbidding such frolic, rules called the International Yacht Racing Rules, codified and recodified over more than a half-a-century by the International Yacht Racing Union, of which the Friendship Sloop Society is a dues-paying member. Our society belongs to that union because we believe in safe sailing, and we believe that safe sailing, like safe highway-driving, is more happily achieved when folks obey a body of common-sense rules.

Now comes the commercial: The International Yacht Racing Rules, under which we sail,

are available at \$5 per copy from the United States Yacht Racing Union, Box 209, Newport, R.I. 02840. For your \$5, you'll get a 6"x 9" book of 117 pages of impossibly small type that no one over 50 can read without glasses, and no one under 100 can ever hope to fully understand.

And now comes the antidote: When you come to any of the four racing regattas scheduled for this summer of 1988, we will distribute to each boat a waterproof card which contains the rules in brief, a simplified version of the critical right-of-way rules with which you and your crew can find quick, easy reference to guide you through most (not all) of the confrontations common to most race days. With these cards, it is our intent to make yours a happier and safer boat this year and for years to come.

But let's not kid ourselves: this simplified discourse on the right-of-way rules won't solve all your problems forever. It will, however, help you look ahead and plan ahead as you approach the starting line and enter upon the race course.

And for the rest of the rules hassle? Well, that's why you have a Race Committee. That's not to say we cannon-firers and flagwavers know all 117 pages of the IYRU rulebook by heart, but (like any lawyer worth his salt) we know where to look for the answers that will shape an indictment!

Now, what happens when you protest a yacht, or another yacht protests you for a real or imagined rules infraction? The Friendship Sloop Society Race Committee, operating within the USYRU rules, will hold a post-race, pre-hearing of the grievance. That's a meeting of the two skippers involved at which the race committee hears the complaint informally, giving both skippers ample opportunity to state their cases (no cutlasses involved); and giving the race committee an opportunity to assess the case and to explain the options open to the committee and to the skippers involved. Most of the time, our experience has been that skippers appreciate these informal pre-hearings; more often than not, a decision is agreed upon on the spot, handshakes are exchanged, and the incident is consigned to history. Failing resolution at a pre-hearing, the race committee may then order a much more formal hearing of the protest before a designated hearing committee of other skippers, at which written and oral testimony is offered by both the protesting skipper and the protested skipper.

There's a happier alternative to this protest, no-protest business. The USYRU calls it the 360-degree rule, and the 720-degree rule. Pay attention.

Suppose you brush against a turning mark, or one of the finish line marks — both quite serious rules infractions. You can exonerate yourself by invoking Rule 52.2: "Reround the mark immediately (as soon as practical) without touching it. If the mark you have fouled is not surrounded by navigable waters, go off by yourself (out of traffic) and perform your 360-degree maneuver. Remember you have no rights-of-way over other vessels as you perform this maneuver."

And now for the 720 Rule: Appendix 3 of Part IV (the USYRU Right-Of-Way Rule) gives you this option if you have infringed on another yacht's rights: You may exonerate yourself by accepting on-the-spot the "alternative penalty" of making two 360-degree turns (720 total degrees). "The turns may be made in either direction, but both in the same direction, with the second 360 immediately following the first." You are obligated to stay clear of all other racing yachts as you make your turns.

The purpose of these penalty alternatives? We, and those who sail in the fleet with you, want you to acknowledge your infringement of the rules; BUT WITHIN THE PARAMETERS OF THE USYRU RULES, WE WANT YOU TO EXONERATE YOURSELF AND STAY IN THE RACE. And, if for any reason your 360 or 720 doesn't appease the protester (or the protestee, for that matter), let's talk it over at a post-race gam and see if we together can't heal it up and hair it over and save the day for all concerned.

Gordon Aymar, in the foreword to his *Yacht Racing Rules and Tactics*, concluded that yacht racing is "engagingly complicated."

"Rules," he wrote, "were invented to keep people out of trouble with other competitors; tactics were invented to make as much trouble for them as possible. The two should not

be confused."

"Don't use knowledge of the rules as an offensive weapon; win races by sailing, not protests." Amen, Brother Aymar.

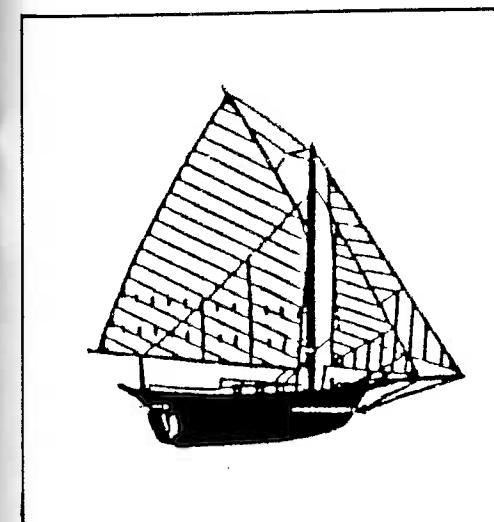
Is racing fun? It can be, and it should be...and it certainly is in keeping with the century-old Friendship tradition of proud skippers racing their contemporaries to be the first to market with lobster (or even bootleg whiskey!).

In this latter era, though, remember the beauty you bring to any regatta..your friendship and your Friendship. Those are two priceless ingredients of our regattas (trophies accepted or rejected); and in that context, racing IS fun!



BOUTILIER PHOTO

Anna B., Gladiator, Resolute, Liberty, Eastward



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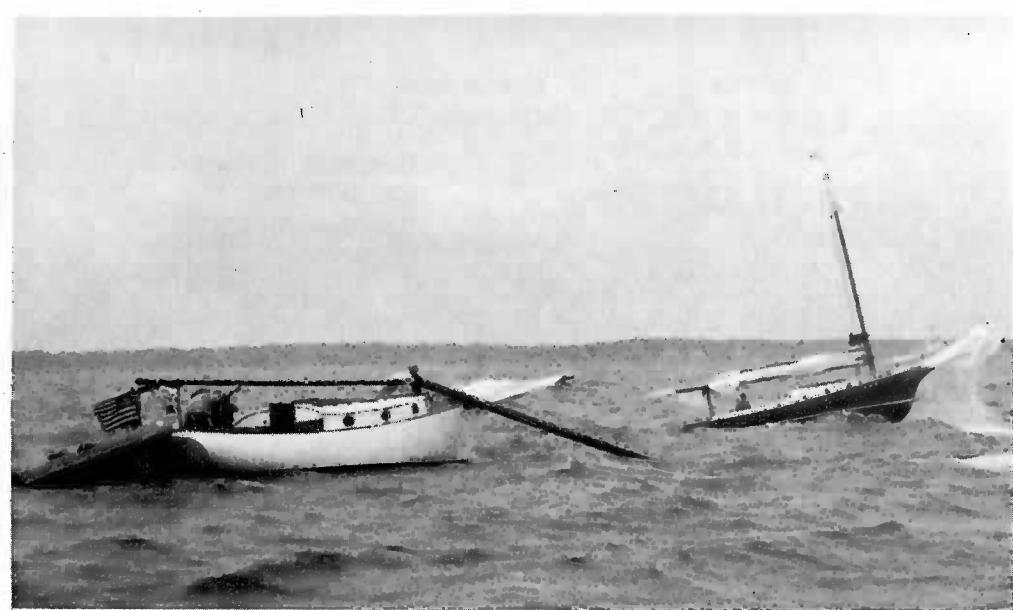
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Dismasted

by John Wojcik

A little information on the incident pictured: The incident, of course, involves the sloop *At Last* out of Manchester, Massachusetts. The incident occurred on July 21 of last year. The sloop is owned and was skippered by George Kwass. His brother, Walter, was crewing that day. The fleet of seven sloops and two non-Friendships had just left from Teddy Brown's in Kittery a few hours before and were bound for Cape Porpoise. The breeze had turned to the NNE and was hitting us square on the nose for Cape Porpoise. The fleet was beating back and forth and had scattered a little because of the conditions. We were sailing behind *At Last* and came across her right after the dismasting, although we did not see the dismasting occur. We dropped all our sail and I rowed over to the *Charles Ogallin*, a marconi sloop that was accompanying the cruise, and borrowed a bolt cutter from them to help in clearing the wreckage on the deck. Carole stayed onboard the *Banshee*. At this point it was blowing from 15-20 knots. The dismasting was caused by a bronze bolt parting where it had been drilled out to take a cotter pin to lock the nut on. The bolt held a pair of tangs that the port and starboard shrouds were attached to. The weather shrouds of course hit the deck when the bolt parted and the mast then broke off about 2-3 feet above the deck, where it became hollow. We were able to clear the wreckage after cutting away all lines and wire. The rig was picked up the next day by the Coast Guard and George was able to retrieve it from the station at a later date, with almost all fittings and sails intact except for his flying jib, if I remember. *At Last* powered back to Kittery after the incident and then on to Manchester the next morning.

The picture was taken by Alice Guckel aboard the *Charles Ogallin*. The sloop to the right of *At Last* is the *Banshee*, with Carole at the wheel. I'm somewhere aboard *At Last* helping out (possibly alongside at this point, on the port side.) The sloop to the left and in the background, I believe, is the *James Hall*, skippered by Jack Sherbourne out of either Portsmouth or Kittery. After the incident, part of the fleet returned to Kittery, others ended up in York.

Note: The same bolt broke on another Bruno and Stillman sloop, *Phoenix*, off the Hypocrites in a race during the Boothbay regatta in 1987. However, her mast was saved.



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Tecumseh

Tecumseh Born Again

The following letter was written by Doreen Mayhew, who, with her husband, recently rebuilt *Jessie May*. They live aboard in Dania, Florida.

Dear Society:

Our first glimpse of *Tecumseh* was during a test run of one of the charter boats we work on. *Tecumseh* eased by our 45-foot race design when Denny and I realized it was the sloop we had heard about, an immaculate rebuild of a 1902 Morse-built Friendship.

They must have thought I was nuts, jumping up and down and hollering at them, but we managed to communicate that they must come and see us, and where *Jessie May* was.

The two boats slid out of the Port Everglades inlet and, much to my amusement, *Tecumseh* kicked up her heels and showed us how pretty she was from astern. Soon her tan-bark sails shrank to a couple of dots on the horizon. Every excuse was offered among our crew of fiberglass-believers why we couldn't catch her.

It was good luck meeting up with this Class A that isn't registered. We ended up having more in common than our vessels. After many stories told, we each had to sail on the other's sloop to compare.

The owner of *Tecumseh*, Dan Taylor, was living in Idaho doing carpentry work when he decided he would like to build a boat and go cruising. Seeking knowledge and resources, several moves brought him to River Bend Marina in Fort Lauderdale, where he took a job in 1980.

Dan was an employee and *Tecumseh* was a resident. Inevitably, they met. He said, that one day while crossing her decks to get to another boat he noticed how sturdy she felt under foot. It was a perfect place to work on her as well. They needed each other!

She is a larger Friendship, 36' on deck, 11' 3", beam, and she draws 5' 10". Dan decided to rebuild her completely. The only original piece is the iron ballast. She is absolutely beautiful! They hope to cruise the east coast soon; maybe to Maine. *Tecumseh* is a lucky girl, with many happy miles ahead of her.

Our latest information is that *Tecumseh* is indeed coming north this summer and may join the fleet at Boothbay in July.



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Perseverance Goes To Chicago

Perseverance was christened *Dottie G* at her launching from the Simms Yacht Yard in 1963. She was owned by Joseph Plumb for several years and was moored in Marion, Massachusetts. Bill Reed, then a student at Tabor Academy in Marion, admired her and hoped some day to own her.

Both Bill and *Dottie G* left Marion in due course, Bill to go to college and to cruise around the world on another yacht, *Dottie* to follow paths unknown. They were re-united in New Jersey where Bill bought her.

In September 1977, *Dottie*, now named *Perseverance*, was knocked down by a heavy squall in Long Island Sound, filled, and sunk. Bill and his companion just got off in an inflatable. Almost as soon as he got ashore, Bill instituted a search and found *Perseverance* in 90 feet of water. With a crew of Navy divers he raised her, fixed her up, and sailed her until he sold her in 1986 to Denis Paluch and helped sail her to Chicago.

The paragraphs below are quoted from a letter written by Mr. Paluch to the editor too late for the 1987 yearbook.

I thought a few excerpts from the log might be as enjoyable for you to read as the passage was for all on board.

The journey started August 12, 1986, with an entry from Brunson Dodge:

"The log of a boat tells a story. The entries should be from all on board. This is the continuing story of *Perseverance*. Those people invited on board have a responsibility to help the Captain — to learn the ways of the boat and to be worthy of the honour.

The above entry was made as *Perseverance* passed below the World Trade Center on her way to Chicago.

Thank you for the opportunity for yet another great adventure. The honor is mine. (Signed W. Brunson Dodge)"

We had come through several days of four on and four off watches. . . Hurricane Charlie was about as we came down Long Island Sound to New York City. Bruns felt the "popping of ears" that is rumored to occur. So we were all pretty tired by the time of the next log entry. Brunson writes, "Bill Reed has found Hop-O-Nose Boat Yard. (There really is such a yard at Catskill, N.Y. — ed.) Its main redeeming quality is a shower. We are here to de-rig the boat (in anticipation of low bridges in the canals ahead — ed.) and de-flock the women. So far neither one has happened."

We shot about 14 hours of video, and as part of that, faithfully recorded Bill Reed's instructions for re-rigging later on our own. Careful notes were made on re-setting the lazy-jacks only to be slightly modified by me for lack of coordination.

For those who have gone by West Point, nothing need be said, but for others — the beauty of the Hudson at dusk was truly breathtaking.

We spotted many a great blue heron on the canal. Brunson recalled that in Maine, in the fog they spotted a Black Guillemot, a sea bird black with a white chest and orange feet. You won't find them around sand, therefore no shoals or shallow water. Therefore passage is okay.

Bill Reed's advice is to keep it simple — the boat is so complex. Focus on what the boat is all about. After a year or two if there are things you wish you had, then think about installing.

Bill said, "A properly handled, finely tuned Friendship sloop will sail itself, therefore no need for steering devices." As we talked, a turkey buzzard flew over.

Bill relayed the history of ownership and his fondness for the *Dottie G.* as a youth. I spotted a gray-leg goose and a least grebe.

Being a fresh water sailor, I asked Bill Reed, a rather salty captain if ever there was one, for a late-morning, complete explanation of all that was or could be known about



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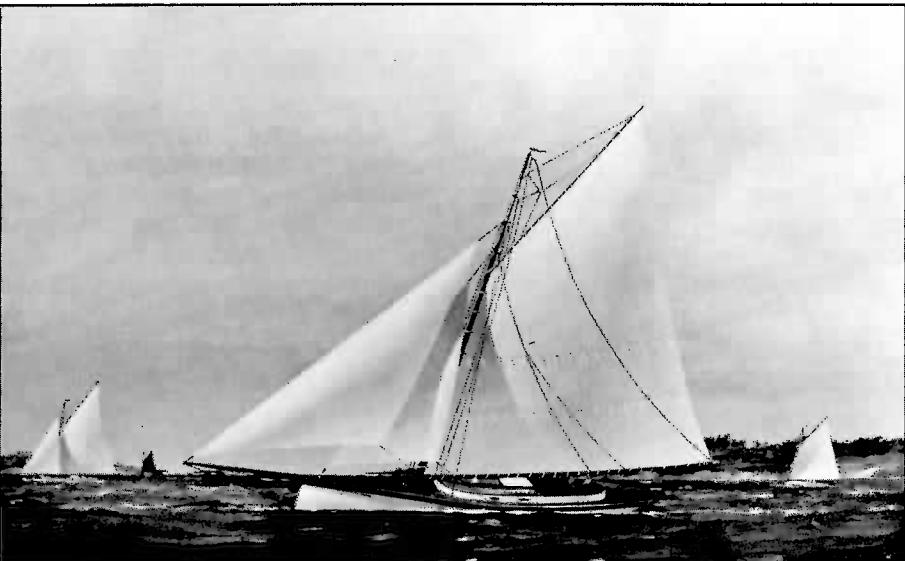
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cont'd. from p. 31

navigation — a complete run-down of all navigational knowledge — before noon. Bill stared at me for a couple of minutes and said tear one of the log leaves off (about 8" x 10") and get him a large magic marker, wide-tip, and tear the sheet in half — he'd only need half-a-sheet, one side.

We spotted a turkey vulture, a red-tailed hawk, and a falcon.

When Bill and Brunson left after signing off on August 24, Jim Martin and I continued through the canal realizing we had met and left friends.

Without being too wordy, our passage from the Erie Canal to Lake Erie, Huron, and Michigan was delightful.

Lake Erie, which a book said was notorious for needle point waves, held true. Jim and I powered all night and could barely keep our feet on the deck it was so cold, wet, and choppy.

On August 30, we had breakfast on board one of the friendliest of Friendships in Erie, Pennsylvania, with this entry:

"A pleasure to board a real Friendship, especially a famous one. Happy sailing, *Valhalla*, a never old boat. (signed) Paul and Sally Wolfe."

Enjoyed a delightful breakfast. *Valhalla* is one of 17 to 19 early fiberglass boats, 31' on deck, 27' waterline with furnace, oven, stove, icebox, gas engine, 100 gallons of water, 20 gallons of gas, sleeps 4, beautifully appointed. (She is a Bruno & Stillman sloop.-ed.) I passed over one medium and one large "Heart of America" T-shirts as we departed.

The journey ended with about ten days of my solo sailing and a pretty rough Lake Michigan with a surprise — 8-foot choppy waves and a squall kicking in.

I'd like to end with Bill Reed's departing log entry.

"As I peer through the *Waterway Guide to Chicago* . . . I envy the delightful, promisingly eventful cruise from here to there.

Gannet

by Wells Brown

She was *Gannet* out of Marblehead, owned by James H. Knowles who bought her sometime around 1930. Jimmy Knowles was my father's business partner, and Jimmy died at age 33, perhaps in 1933 or 1934. His widow confessed to my father that she had only sailed because of Jimmy's fondness for the sloop, and consequently my father bought her for \$700.

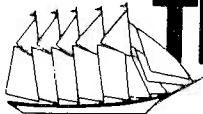
My older brother and I had sailed with Jimmy Knowles and my father until we understood and were capable of handling the sloop. This all happened in the years when I was 10 to 15 years old (1931-1936).

When my brother and I were allowed to take *Gannet* out by ourselves, we found we couldn't raise the mainsail, so we brought her in under power, beam on to the jetty, backed the Model A down, and then with a snatch block, drove the car up the jetty, stopped off the line, released the car and block, and with that were ready to go!

Of course, exiting Marblehead harbor under sail with a confusion of moored craft, some of which were mighty elegant with paid crews, the Brown Brothers were the terrors of the area! But we never hit anyone. Near misses, yes, and damned-near heart failure on the part of some owners or crews.

Once we started up the Annisquam River at Gloucester on a Sunday but misfigured the tide. Up went the drawbridge in reponse to our hail, and hundreds of cars were left sitting. Chug-chug went the kicker, and we crawled thru the bridge, making about six inches per two minutes. Once in the river, and realizing what we had done, we spun around before going aground, and then it was like a "Nantucket sleigh ride!" Blowing madly for the bridge,

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the tender of which was already apoplectic about our entry, we saw total disaster looming, but at the last moment the bridge slowly rose, and we went rushing through. Waiting on the other side was a Coast Guard boat, and we were given merry Hell and told to get out and stay out!

There was no head, so when we had young ladies aboard it was a hard choice for them; over the side for swimming or use the big coffee can.

My brother could get more out of the boat in terms of speed than I, but I was the better navigator. The two of us went down east out of Marblehead and then turned back to Casco Bay. My calculations said we would raise a fairway buoy with bell at 6 a.m., but the fog was thick with light winds. My brother scornfully announced it was 6 a.m. straight up and that we were lost. At 6:05 I smugly informed him that the bell he was hearing was just off the bow as I had predicted. Boy, did that make me a hero in his eyes!

And finally, once returning from a cruise, heading back to Marblehead, we were in heavy weather on a Sunday, as I recall — tremendous swells, tons of wind, reefed all the way down, jib furled and running hard. Along came a Coast Guard cutter, and with its loud hailer called, "Brown Brothers?"

"Aye aye!"

"Okay," and off they went. We felt highly complimented, for the Coast Guard was very busy that day pulling other craft out of disaster.

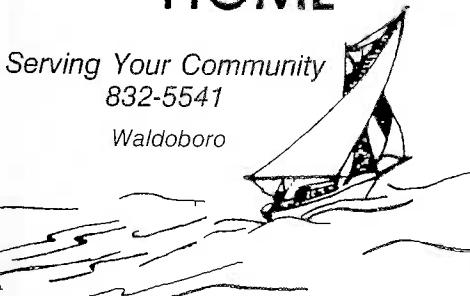
(There appears to be no connection between the Brown brothers' *Gannet* and *Gannet* #97, ex-Gay Gamble, owned by Willis Collyer — ed.)

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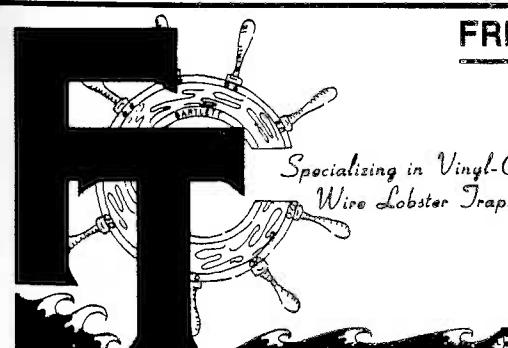
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Erda Leads The Fleet

Commodore Pat West of the Holmes Hole Yacht Club in Vineyard Haven won the Moffet Memorial Race in *Erda* last September. *Erda*, ex-*Aviator*, is a 22-foot McKie Roth boat. Of the race, Commodore West writes: "It turned out to be the best test of *Erda*'s seaworthiness so far in my eight years of sailing her. Wind SE at 22 knots — triangular course: Vineyard Haven to sea buoy off Edgartown to bell off Waquoit Bay and back. 16 miles, one leg to windward. It was quite rough and *Erda* carried full sail and I began to appreciate the Friendship capability. Generous freeboard forward, sharp entrance, relatively low center of effort and an old-fashioned, full-length keel with forefoot."

Erda won against a large and mixed fleet, on corrected time of course; but it is interesting to compare her elapsed time with the times of several much bigger boats.

Erda sailed the course in 217 minutes. A Tartan 34 went the distance in 178 minutes, a Seawind 35 in 191 minutes and an H-28 in 192 minutes.

The Vineyard Times observes that Commodore West, in a skipper's meeting the day before the race, expressed a wish, if not a prayer, for wind. He was answered properly. *The Vineyard Times* adds: "The course was a rough trip over the shoals of Nantucket Sound, and combined with a swift current and a 20-30 knot gusty breeze, this year's Moffet Race was the fastest in years....

"One of the remarkable things about Saturday's race is that of the first five finishers, four were gaff rigged, usually slower boats."

Help For The Race Committee

Commodore Pat West, skipper of victorious *Erda*, has built a quartz movement clock for recording elapsed time in races. It is graduated in minutes and tenths of minutes in the same way that time allowances are calculated, thus simplifying the arithmetic involved so that the computer inside the Race Committee Chairman's hat can in one operation arrive at a yacht's corrected time. Within minutes after the last boat finishes, results are available — barring protests.

Commodore West has generously presented our Race Committee with one of his clocks. Having given up Handicap Alley, we accept it with enthusiasm and gratitude, not only because it saves time and reduces the opportunity for error, but also because Commodore West made it himself.

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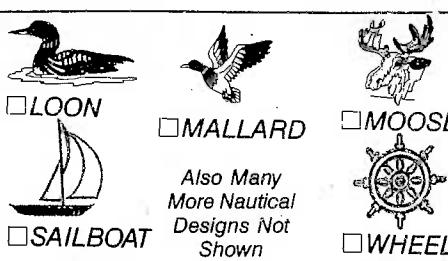
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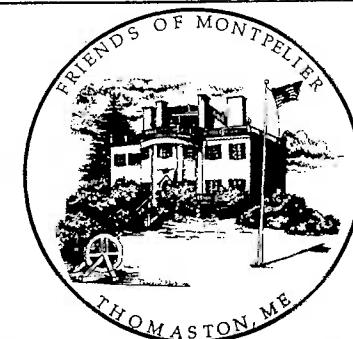


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Construction And Reconstruction

The Society welcomes *Chebacco*, #239. She is a Bruno & Stillman fiberglass hull finished out and rigged in Essex by Michael Ginn and his family — for no one with a family builds a boat alone. She was launched August 8, 1987, and raced at Marblehead and Gloucester last August and September.

Little Hattie, a 28-foot sloop, is being built at WoodenBoat school in Brooklin, Maine, by adult students for use by the school in teaching seamanship. Intended primarily for day sailing, she will have the traditional large cockpit and small cuddy. Instead of an engine, she will probably have a topsail and jib topsail in the traditional manner and also a pair of long ash oars to get her home when it is too calm for even her topsails to move her.

Blue Sand is being built at the old Charleston Navy Yard in Boston. She is a replica of *Estella A.*, a Robert E. McLain sloop now at Mystic Seaport. The Boston Boat Company led by Daniel Gould, builders of the *Spirit of Massachusetts*, have her planked and decked and are counting on a 1988 launching. She will be used to sail parties out of Boston.

Shulamite, now 50 years old, will be relaunched this spring in Kennebunkport by her new owner, Nicholas Kingsbury. She was built by Warren Prescott Gannet in 1938. In 1961 she was registered in the society as *L'Aigle D'Or*, in 1963 as *Old Friendly*, and in 1983 as *Shulamite*. Kingsbury bought her in 1985. He has covered her first with a layer of "fab-mat," fiberglass mat and roving combined. Before it was rock hard, he stapled it with stainless staples every 3" in all directions and then covered it with two more layers of mat, faired it off and painted over that. She should be tight as a cup and handsome as a new boat at her ceremonial launching.

Replica Of Rita

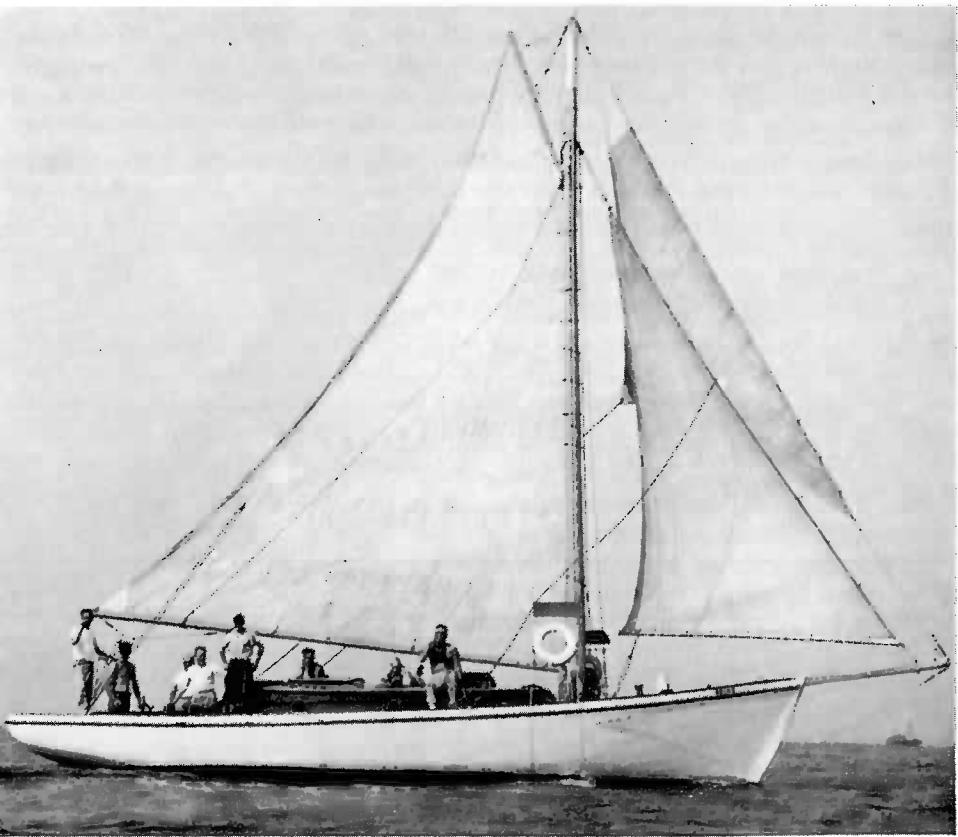
Rita II is being built for Commodore Frank V. Snyder of the New York Yacht Club by Lance Lee's Apprenticeshop in Rockport, Maine. Commodore Snyder plans to lead the New York Yacht Club into Friendship harbor in her next summer.

The first *Rita* was built by the Morse Boat Shop in Friendship in 1908 and documented in New York in 1909 under the name *Reita*. In the 1930's she sailed out of Camden. Mr. Snyder and his brother, when they were released from the Navy after World War II bought her in Eastport and cruised the New England coast in her for years. In 1955 Mr. Snyder had William Atkin take off her lines, and shortly afterwards, *Rita* went to pieces. Since then her owner has sailed in many other vessels, on soundings and off. With a sound knowledge of and respect for good craftsmanship, Snyder has chosen the Apprenticeshop to build *Rita II* and to keep a thorough photographic and written record of every stage of her construction.

A copy of *Rita*'s lines was given to Howard Chapelle for the National Watercraft Collection in the Smithsonian Institution. Tim Bliss took the lines to Germany where he was apprenticed to a sailmaker in 1972. There he had *Artios* built of $\frac{1}{4}$ -inch steel from *Rita*'s lines and registered her with the society as # 102. He sold her in 1987 to David and Loretta Westphal of Key Largo. She will come north to Maine by truck this summer.

The Blue Streamer

by Bob Brooks & Judy Oneal



Westwind, built by Charles Morse in 1902, is being rebuilt by John and Diane Fassak.

The long, thin, blue streamer flown from a Friendship sloop's gaff peak signifies a "Class A" or "original" Friendship sloop built before 1920. It represents a commitment to preserve a proud part of Maine's maritime past.

Since few (if any) of these sloops were built for long life, it may be surprising how many exist today.

Thirty of our 48 originals were registered with the Society in the 1960's. Considering the age of the original fleet, the condition of some of the sloops when they were registered with the Society, and the cost today to have an original professionally rebuilt, or the skills

and dedication required by the do-it-yourselfer, it is remarkable that the fleet is as healthy as it is. Eighteen are active sloops, 14 are sloops currently ashore, 10 sloops are confirmed as being destroyed and 6 sloops are of unknown status.

Of the 18 active sloops, 8 have attended one or more Society regattas or race-rendezvous during the past three years; i.e., *Easting* (13), *Ancient Mariner* (24), *Chance* (37), *Sazerac* (44), *Eagle* (53), *Venture* (66), *Gladiator* (71), and *Morning Star* (82). Two other original sloops, *Blackjack* (19) and *Irene* (162), are active sailing parties during the season. The remaining eight can be seen in their home waters. In Maine are *Amity* (9) and *Depression* (23). At the Mystic Seaport in Connecticut is *Estella A.* (200). In the New York area are *Dictator* (2) and *Omaha* (75). Homeported in Hollywood, Florida, are *Jessie May* (164) and *Tecumseh* (242), and in Louisiana is *Ayesha* (41/137).

Ayesha was first *Snafu* (41), a 35' sloop which her then-owner believed, but could not prove, was built by one of the McLains. She was sold and taken south where she sank in the Miami River in 1969. Refloated, rebuilt and fiberglass encased, she was reregistered with the Society as No. 137, first as *Wild Dutchman*, then as *Friendship*, a 46' sloop built by Wilbur A. Morse in 1906. Her mast-step has *Wild Dutchman 1906* carved in it, and her trailboards list Wilbur A. Morse as the builder; however, considering that these are teak, the authenticity is in question. Sold from Miami to New Orleans, the sloop was renamed *Ayesha* after her new owner's then-girlfriend. Now, four owners later, *Ayesha*'s home waters are Lake Pontchartrain.

Recently relaunched after major rebuilds were: *Gladiator* (1987), *Depression* and *Tecumseh* (1986), and *Jessie May* (1985).

The ten sloops no longer in existence are listed in the back of the Yearbook. If any reader knows anything about the following sloops, please drop a note to the Society. *Friendship* (12) was last seen about 1984 alongside a big, stone house across from the nursery on Route 77 between Tiverton Four Corners and Little Compton, R.I. The house has been sold and the sloop has disappeared.

No. 51 (no name) is probably the mystery sloop of the Society. She was registered in 1965 by Robert Morrison of Metuchen, New Jersey, who wrote that he was rebuilding a 32' Wilbur Morse sloop and wanted to join. In response to return correspondence he wrote that he wasn't going to name her until he finished rebuilding. Since then, silence.

Gallant Lady (65) was last seen in the Toronto area about 1980. We have been unable to contact the last listed owner.

Beagle (77) (ex-*Sea Queen*) was sold in May 1970 to a retired mariner. She was last seen rounding the point, tiller in comb and the "ancient mariner" dancing a jig on the foredeck. Speculation echoed by the former owners is that the old man intended to "sail her to sea forever."

Vogel Frei (132), painted yellow and sailed by an Austrian adventurer from Miami, attended a regatta in Friendship in the late 1970's. Since then, *Vogel Frei* has been sailed to Europe and at last word (several years ago), she was in the Mediterranean.

Trumpeter (176) may possibly be the oldest registered sloop, if the claim that she was built in 1878 can be substantiated. She is claimed to have been built by Charles Morse, but 1878 seems a bit early for him. Two photos of her are in *WoodenBoat #8*. View them and draw your own conclusions. Her last known owner was Richard Gale York with addresses in Houston, Texas, and Jackson, Mississippi.

The final category of fourteen original sloops is simply called "Ashore." This is a polite way of saying that some are actively being rebuilt, some rebuilding efforts are stalled, and some sloops will never go to sea again, save some miraculous rescue.

Sloop out of Water (148) has been converted into a patio gazebo. This 38' sloop was built in 1903 at Bremen by one of the Carters. From 1938 to 1960, she was named *Eleda*, then she was renamed *Matehasi III*.

Aurora is a late-1890's Bremen-built sloop of about 26' length. She hasn't been in the

water in twenty-five years. A major rebuild was partially completed by Jonathan and Lucinda Smith who registered her with the Society as *Lucy S.* (127). A couple of owners later, she was reregistered under her original name and assigned No. 203. Today she sits as a partially rebuilt hull outside the gate to an Ipswich boat yard, her smart lines begging for someone to complete her rebuild. On the upside, not all sloops currently "ashore" are going to remain there. John and Diane Fassak (along with Don Huston) are about four years into a five-year rebuild of *Westwind* (95). This 40' Charles Morse 1902 sloop, when relaunched in 1989, will be the largest surviving original sloop.

Also now scheduled for relaunch in 1989 is *Iocaste* (56), being rebuilt by the Apprenticeshop at the Maine Maritime Museum. Her name is pronounced "Yo-cas-ta." In Greek mythology she was the Queen of Thebes and both the mother and wife of Oedipus.

Anyone desiring to rebuild an original Friendship sloop should contact the Society. Several of the sloops "ashore" are for sale, and we can put you in contact with the sellers. We would like to see each of them proudly sailing again, with that long, thin, blue streamer flying from the gaff peak.

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The Philip J. Nichols

The late Phil Nichols (1894-1979), the dean of the amateur Friendship Sloop builders, built five sloops. In 1934 he launched *Result*, now *Temptress* (72); in 1942 he launched *Pressure*, now *Smuggler* (33); and after retiring in 1961, he launched *Surprise* (49) in 1965 and *Secret* (112) in 1971. He had nearly completed his fifth, unnamed, sloop when he sold it, unrigged, in 1978 to a party in Rhode Island. This fifth sloop is now registered with the Society as *Philip J. Nichols* (225), but there is a story behind how the sloop was named.

While Phil was building his own sloops, he helped the late Bob Gardner set up *Red Jacket*, now *Unicorn* (138), and then he helped dentist Harry Quick set up for a hull to be constructed out of Fer-A-Lite, a trademarked mixture of cement and fiberglass resin and hardener applied over a specialized wire mesh.

Harry Quick so appreciated the friendship and help given by Phil that he made the Rhode Island party an offer they couldn't refuse. If they would name the sloop *Philip J. Nichols*, Harry would buy the sails. They did so name it and Harry provided a beautiful set of cotton, vertical-cut traditional sails.

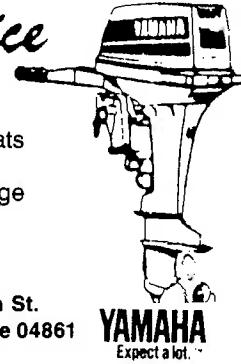
Old Salt

In January 1966, the late Leon Knorr registered with the Society, *Old Salt* (60), a 32' Friendship sloop built by Robert McLain & Son in 1902. In 1976, his estate sold the sloop to two men who took her to the old Parker Boat Yard in Chester, Connecticut, and commenced a major rebuild. While rebuilding from 1976 to 1979, alongside *Old Salt* was a 1926 51' Malabar schooner being rebuilt. It was love at first sight, and when the principal owner/rebuilder of *Old Salt* had the opportunity to buy into the schooner, he did so, thereby abandoning *Old Salt* where she lay until 1987. In the meantime, the boat yard changed ownership and the accrued yardbill on *Old Salt* exceeded the amount currently being paid for seaworthy sloops; consequently, ownership was signed over to the boatyard. The boatyard had several offers for *Old Salt*, but a typical offer refused was \$100 and "I get to leave her here while I rebuild her." *Old Salt* has recently been purchased and moved to the Aqua Turf Club in Plantsville, Connecticut. It is reported that her new owner intends to make some repairs, spruce her up and launch her in the pond at the club. The Club specializes in banquets and functions, so she'll be available for weddings, etc. Anyone want to get married on a Friendship Sloop?

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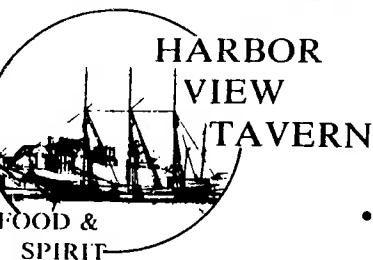


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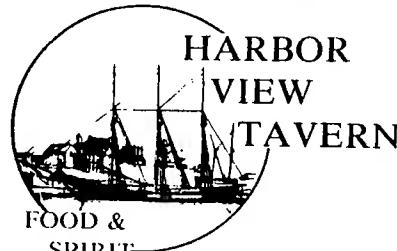
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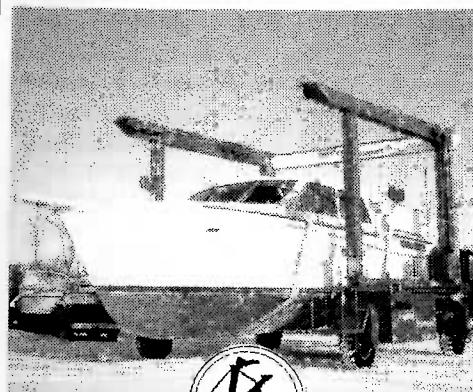
How long does it take to build a Friendship sloop? Wilbur A. Morse and crew could go from keel to laying to launch in about six weeks. Ralph W. Stanley, and similar present day builders with small crews, probably want about six months. The average do-it-yourselfer optimistically hopes for two years, plans on four years, and takes six or more years (if he doesn't give up first).

How about 20 years? Paul Edwards (Mattituck, New York) poured the keel for the 23' *Yankee Belle* (#219) in 1963 and launched her in 1983. She sailed so well that he regretted not finishing her sooner and for not making her larger. These regrets were offset when he purchased *Yankee Lady* (145), a 31' sloop, so now he owns two sloops.

How about 25 years and counting? There is a sloop behind sail number 120 which in past Yearbooks has been listed as "reserved for Carlton Simmons." She is strip planked on the *Wilbur Morse* (21) model. When Carlton retired, she was sold to John Lichtman of Friendship who has continued, as time allowed, towards her completion. Appropriately, she has been named *Persistence*. She will carry *White Eagle*'s spars and rigging.

How about 50 years? Rich Mosher is scheduled to launch *Daystar* (205) this summer. Her keel was laid before World War II and passed through several estates before Rich bought her and moved her into his garage in Kalamazoo, Michigan. Building a 28' sloop in your garage doesn't leave much room to work! *Daystar* is blue and white and carries a bit of tradition as her portlights (and some other hardware) were salvaged from the *Captain Pierce*, an original sloop now derelict in a Chicago boatyard.

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BOUTILLER PHOTO

After the Start: Banshee, unidentified sloop, Sarah Mead, Schoodic, Gladiator

Her Name Is?

The most common name selected for the sloops of the Society has been "Friendship" or obvious variations thereupon such as *Friend Ship* (#209), *Amity* (9), and *Good Friend* (115). How many ways can one say "Friendship?" In Spanish it is *Amistad* (110), in Gaelic it is *Cairdeas* (228), and "enduring friendship" in Polynesian is *Aikane* (190 & 220). The "faithful friend" of Virgil's epic poem *Aeneid* was *Achates* (212) and of Melville's *Moby Dick* was the harpooner, *Queequeg* (155). Other popular categories of names are birds and female names.

Salatia (90) is from the Latin "moves by leaps and bounds," although a more bawdy definition is implied. *Sine Die* (185) is also Latin, literally "without a day," but generally used to define an adjournment; i.e., "without setting a day for meeting."

Baschert (114) is the Yiddish for "meant to be." When her first owner listed her for sale, two friends inspected her and the second friend convinced the first friend to buy her. The second friend also became her owner after an intermediate owner gave her the name *Baschert* which, two or more owners later, is still used.

Noahsark (131), a contraction of "Noah's Ark," was so named by John Chase, her builder, because she was built during one of the雨iest periods in Ipswich history.

For those of you who don't know where *Fiddler's Green* (149) is; it's the place where good sailors go, whereas the bad sailors go to "Davy Jones' Locker."

Depression (23), abandoned on the shore of Bremen Long Island, was bought for \$15 by the late Dr. Myron Hahn during the Depression, hence her name. *Depression* was famous for intentionally finishing last during the first decade of regattas.

A few sloops have acronyms for names. *Robre* (181) is the contraction of "Ronnie" and "Brenda" and *Ansa* (211) is the contraction of "Ann" and "Sarah." *Posh* (14), although this word is infrequently thought of as an acronym today, derives from the pre-airconditioning days when an Englishman booked "Port Outbound, Starboard Home" in order to have quarters on the shady side of the steamer on the run through the Suez from Southampton to Bombay.

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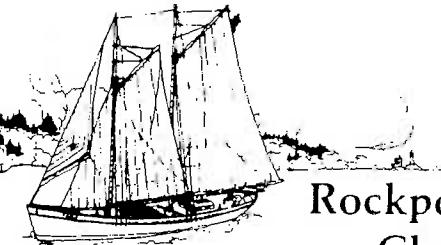
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SLOOPS REGISTERED WITH THE FRIENDSHIP SLOOP SOCIETY

(Deleted Sail Numbers Represent Sloops No Longer In Existence)

SAIL	SLOOPNAME	LENGTH	BUILDER	BUILT	OWNER	HOMEPORT
1.	VOYAGER	30'	Charles A. Morse	1906	John Kippen, Ipswich, MA	Ipswich MA
2.	dictator	31'	Robert McLain	1904	Dr. George N. Pappas, Scarborough NY	Ossining NY
5.	CONTENT	25'	Stuart M. Ford	1961	Richard & Beth Langton, Edgecomb ME	Boothbay Harbor ME
6.	EASTWARD	32'	James Chadwick	1956	Roger & Mary Duncan, East Boothbay ME	East Boothbay ME
7.	TANIS	38'	W. Scott Carter	1937	Jack & Mary Cronin, Sturbridge MA	Salem Willows MA
9.	AMITY	30'	Wilbur A. Morse	1902	James Russell Wiggins, Brooklin ME	Benjamin River ME
10.	MARY ANNE	31'	Lash Brothers	1958	Dr. Joseph Griffin, Damariscotta ME	Damariscotta ME
11.	SHULAMITE	24'	W. Prescott Gannet	1902	Nicholas Kingsbury, Kennebunkport ME	Kennebunkport ME
12.	FRIENDSHIP	29'	Wilbur A. Morse	Unknown	last seen ca. 1984 at Little Compton RI	Milford CT
13.	EASTING	29'	Charles A. Morse	1920	James & Beverly Pierpont, Milford CT	Boothbay Harbor ME
14.	POSH	30'	Wilbur Morse 2d	1946	Curt & Jeanne Harding, Boothbay Harbor ME	Cape May, NJ
15.	VIDA MIA	30'	Edward L. Stevens	1942	George & Cindy Loos, Cape May Court House NJ	Scituate MA
16.	RETRIEVER	22'	W. Prescott Gannet	1942	John & Clarice Rice, Scituate MA	Pleasant Pt. ME
18.	CHRISSEY	30'	Charles A. Morse	1947	Steven & Joyce Marsella, Cranston RI	Northeast Harbor ME
19.	BLACKJACK	33'	Wilbur A. Morse	1900	Wilson Fletcher, Bar Harbor ME	East Greenwich RI
21.	MAINE ISSUE	30'	Carlton Simmons	1947	Holt & Virginia Vibber, Waterford, CT	Three Mile Harbor NY
22.	ELLIE T.	25'	John Thorpe	1961	John G. Collins IV, East Hampton NY	Pleasant Cove ME
23.	DEPRESSION	30'	Unknown	1899	Lloyd & Tina Olson, Boothbay ME	New London CT
24.	ANCIENT MARINER	25'	Wilbur A. Morse	1900	Holt & Virginia Vibber, Waterford, CT	Haver de Grace MD
25.	SEA DUCK	36'	Morse Boatyard	UNK	Unknown; last seen ca. 1970 at Marblehead MA	Edgecomb ME
27.	SARAH E.	25'	R. McKean/W.S. Carter	1939	Eldon Homsey, Wilmington DE	Amston CT
30.	KIDNAPPED	21'	Unknown	UNK	Unknown; reportedly sunk ca. 1965, raised & rebuilt	Essex MA
31.	WHITE EAGLE	28'	Wilbur A. Morse	1914	Rev. John R. DeSousa, Deltona FL	Prides Crossing MA
32.	NOMAD	33'	Wilbur A. Morse	1906	Craig & Joan Rowley, Amston CT	Waldoboro ME
33.	SMUGGLER	28'	Philip J. Nichols	1942	Unknown; last seen ca. 1985 at Jamestown RI	Bath ME
34.	PAL O' MINE	27'	W. Prescott Gannet	1947	James B.L. Lane, Winchester MA	Annisquam MA
35.	MARY C.	20'	Nathaniel D. Clapp	1962	Nathaniel D. Clapp, Prides Crossing MA	Orangedale FL
36.	MARGIN	25'	Unknown	UNK	Marilyn Pritoni, Waldoboro ME	Plymouth MA
37.	CHANCE	31'	Wilbur A. Morse	1916	Maine Maritime Museum, Bath ME	Buck's Harbor ME
38.	ELEAZAR	38'	W. Scott Carter	1938	Unknown; last seen ca. 1977 on the Hudson River	Round Pond ME
39.	DOWNEASTER	30'	Lash Brothers	1963	Armand DeGrenier, Newburyport MA	Newburyport MA
40.	COMESIN	32'	J. Ervin Jones	1962	Carleton Wilder, Green Cove Springs FL	Camden ME
42.	SELKIE	26'	Simmons/Hennings	1963	Capt. Fred Perrone, Plymouth MA	Falmouth ME
43.	GYPSY	23'	Judson Crouse	1939	Bob & Jane Lash, Orland ME	Friendship ME
44.	SAZERAC	35'	Wilbur A. Morse	1913	Roland Barth, Alna ME & Alan Lewis, Boston MA	Nahant MA
45.	FLYING JIB	30'	W. Scott Carter	1937	Kevin J. Crowley, Brentwood NH	Port Clyde ME
46.	DIRIGO	30'	Lash Brothers	1964	Bill Leavenworth, Searsport ME	Bath ME
47.	GALATEA	30'	McKie W. Roth Jr.	1964	Don Murry March '87 departed CA for Caribbean	South Freeport ME
49.	SURPRISE	33'	Philip J. Nichols	1965	Steven & Eliza Bailey, Tenants Harbor ME	Falmouth Foreside ME
50.	HERITAGE	29'	Elmer Collemer	1962	Barbara P. Hadlock, South Freeport ME	South Bristol ME
51.	-None-	32'	Wilbur A. Morse	UNK	Unknown; being rebuilt ca. 1965 at Metuchen NJ	Plantsville CT
52.	RIGHTS OF MAN	30'	Lash Brothers	1965	Philip M. Cronin, Cambridge MA	Great Cranberry Is. ME
53.	EAGLE	32'	Wilbur A. Morse	1915	Donald Huston, Nahant MA	Vineyard Haven MA
54.	ECHO	22'	Lee Boatyard	1965	William Thon, Port Clyde ME	Plymouth MA
56.	IOCASTE	33'	Charles A. Morse	1907	Maine Maritime Museum, Bath ME	Somesville ME
57.	OLD BALDY	25'	James S. Rockefeller	1965	James & Andrea Wilson, Portsmouth NH	Southwest Harbor ME
58.	CATHY	21'	Jeremy D. Maxwell	1969	Ted & Cathy Chase, New Harbor ME	Boothbay ME
59.	SARAH MEAD	30'	Newbert & Wallace	1963	Ted Hanks, Jefferson ME	Kittery Point ME
60.	OLD SALT	32'	Robert McLain & Son	1902	Joe Calvanese, Plantsville CT	Friendship ME
61.	WINDWARD	25'	James S. Rockefeller	1966	David Westphal, Northeast Harbor ME	Rebuilding
62.	COLUMBIA	23'	Lester Chadbourne	UNK	Unknown; reported sold 1980 to Portsmouth NH	Cataumet MA
63.	KOCHAB	29'	Speers	1953	Tom Gervais, Vineyard Haven MA	Sheepshead Bay NY
64.	AMICITIA	33'	Lash Brothers	1965	Jeff Pontiff, Plymouth MA	Vineyard Haven MA
65.	GALLANT LADY	33'	Morse	1907	Unknown; last seen ca. 1980 at Toronto	Plymouth MA
66.	VENTURE	27'	Wilbur A. Morse	1912	R. Stevens Kleinschmidt, Pittsfield MA	Greenwich NJ
67.	HIERONYMUS	33'	Ralph Stanley	1962	Albert P. Neilson, Honey Brook PA	Essex MA
68.	ROBIN L.	25'	James Hall	1967	Patrick Farrin, Boothbay ME	Spruce Head Is. ME
69.	COAST O'MAINE	30'	Vernell Smith	1967	Rutledge Family, Kittery Point ME	Cape Porpoise ME
70.	SPRIT	30'	Roger Morse	1967	John D. Worth III, Camden ME	Fordwick RI
71.	GLADIATOR	32'	Alexander McLain	1902	William Zuber & Stuart Hancock, Friendship ME	Tom's River NJ
72.	TEMPRESS	33'	Philip J. Nichols	1934	Pete Sherman, Westerly RI	Vineyard Haven MA
73.	WEST INDIAN	26'	Pamet Harbor Boat	1951	Unknown; last seen ca. 1974 at Naples, FL	Vineyard Haven MA
74.	PATIENCE	30'	Malcolm Brewer	1965	Rev. John Arens, Westwood MA	Southwest Harbor ME
75.	OMAHA	35'	Wilbur A. Morse	1901	William Monier, Sparta NJ	Greenwich NJ
77.	BEAGLE	28'	Charles Morse	1905	Unknown; sold May 1970 to Staten Island	Essex MA
80.	HEADWAY	35'	F. Buck & E.L. Adams	1941	Chris & Julie Head, Lowell MA	Spruce Head Is. ME
81.	REGARDLESS	38'	Fred Dion	1963	Unknown; last seen ca. 1979 at Port St. Lucie, FL	Cape Porpoise ME
82.	MORNING STAR	28'	Albion Morse	1912	Judy Oneal-Brooks, Nashua NH	Fordwick RI
83.	PERSEVERANCE	30'	Bruno & Stillman (01)	1969	Robert L. Jacobson, Carversville PA	Tom's River NJ
84.	PHILLA	22'	McKie Roth, Jr.	1969	Richard Condon, Waitsfield VT	Vineyard Haven MA
85.	ANN FRANCES	38'	Jeremy Maxwell	1974	Jeremy D. Maxwell, Spruce Head ME	Southwest Harbor ME
86.	ALLEGIANCIA	24'	Albert M. Harding	1970	Hale Whitehouse, Cape Porpoise ME	Greenwich NJ
87.	EAGLE	22'	McKie Roth, Jr.	1969	William & Susanne Young, Coventry RI	Essex MA
88.	APOGEE	30'	Bruno & Stillman (02)	1969	Dr. H. Maurice Landemare, Tom's River NJ	Spruce Head Is. ME
89.	ERDA	22'	McKie Roth, Jr.	1970	Francis "Pat" West, Vineyard Haven MA	Cape Porpoise ME
90.	SALATIA	25'	Newman (P02)/Newman	1969	Miff Lauriat, Cornville ME	Fordwick RI



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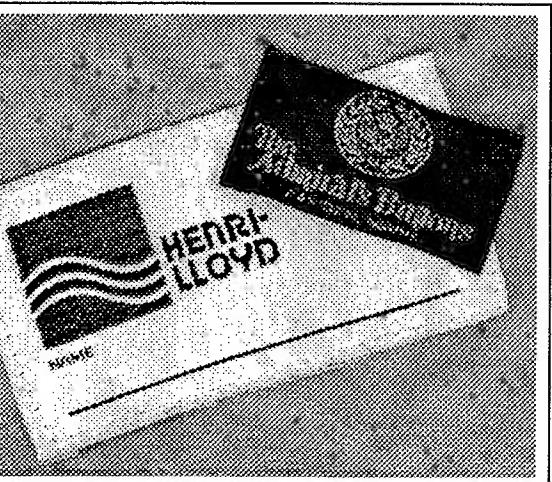
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92. PUFFIN	25'	J. Rockefeller/B. Day	1975	Suzanne C. Fleming, Warwick RI	East Greenwich RI
93. ANNA R.	25'	Kenneth Rich	1970	Stuart L. Rich, Cape Elizabeth ME	Roque Bluff ME
94. DIANA	25'	Newman(PO3)/	1971	Ebenezer & Diana R. Gay, Hingham MA	Vinalhaven ME
		Rockefeller			
95. WESTWIND	40'	Charles A. Morse	1902	John & Diane Fassak, Mansfield MA	Rebuilding
96. VOYAGER	32'	Lash Brothers	1965	Bernard W. MacKenzie, Scituate MA	Scituate MA
97. GANNET	27'	Unknown	1903	Willis H. Collyer, Mattapoisett MA	Rebuilding
98. DOWN EAST	30'	Bruno & Stillman (06)	1970	Gilbert J. Broughton	Cruising in West Indies
99. BUCCANEER	27'	Wilbur A. Morse	1888	Tirocchi Family, Johnston RI	Johnston RI
100. MORNING WATCH	26'	Bernard Backman	1970	Hurricane Island Outward Bound School	Rockland ME
101. MINERVA	30'	Bruno & Stillman (07)	1971	David & Becky Hotelling, Freeport ME	South Freeport ME
102. ARTIOS	35'	Lubbe Voss, (Germany)	1972	David & Loretta Westphal, Key Largo FL	Key Largo FL
103. SOLASTER	25'	Newman(PO4)/Newman	1970	Dr. Curtis C. Ruff, Falmouth ME	Crockett Cove ME
104. COCKLE	28'	Elmer Collemer	1950	James Ewing, West Hampton Beach NY	Hampton Bays NY
105. AT LAST	30'	Bruno & Stillman (05)	1971	George F. Kwass, Andover MA	Manchester MA
106. HOLD TIGHT	25'	Newman(PO5)/Newman	1970	William C. Reiff, Mount Desert ME	Somerville ME
107. MAGIC	22'	Passamaquoddy(01)/	1970	Nancy & Andrew Kandutsch, Bar Harbor ME	Surry ME
		Johnston			
109. PETREL	31'	G. Cooper	1933	Robert & Paula Libby, Cape Porpoise ME	Chebeague Is. ME
110. AMISTAD	25'	Robert "Terry" White	1973	Unknown; last seen ca. 1983 in Galveston Bay TX	Winthrop MA
112. SECRET	27'	Philip J. Nichols	1971	Robert & Elizabeth Monk, Burlington MA	Keyport NJ
113. YANKEE PRIDE	30'	Bruno & Stillman (14a)	1971	James J. Craig, Keyport NJ	Weymouth MA
114. BASCHERT	30'	Bruno & Stillman (08)	1971	William & Carol Schunemann, Braintree MA	Groton CT
115. GOOD FRIEND	30'	Bruno & Stillman (12)	1971	Harvey & Lee Goodfriend, Simsbury CT	South Freeport ME
117. LEADING LIGHT	30'	Bruno & Stillman (10)	1971	John & Eve Crumpton, Oxford ME	Pasadena MD
118. WENONAH	30'	Bruno & Stillman (14b)	1971	Beth Newsham, Pasadena MD	Ben Avon PA
119. VALHALLA	30'	Bruno & Stillman (15)	1971	Paul D. Wolfe, Pittsburgh PA	Building
120. PERSISTENCE	30'	Simmons/Lichtman	TBL	John Lichtman, Friendship ME	Anacortes WA
121. CLARA	27'	Elmer Collemer	1960	Bruce & C.J. Dobbin, Redmond WA	Bar Harbor ME
122. EDEN	25'	F. Nash/E. Coffin	1971	Douglas Tarr, Bar Harbor ME	Essex MA
123. RESOLUTE	28'	Charles A. Burnham	1973	Charles A. Burnham, Essex MA	Toronto CAN
124. CALLIPYGOUS	30'	Bruno & Stillman (17)	1971	Richard & Tina Sharabura, Toronto CAN	Mattapoisett MA
125. BILLY BUDD	25'	AJ Paquette	1969	Fred Holbrook, Rochester MA	Winter Harbor ME
126. WHIM	20'	Chester Spear	1939	Unknown	
128. SCHOODIC	31'	E. Collemer/B.	1973	Bruce & Mary Lanning, Winter Harbor ME	
		Lanning			
129. GISELA R.	25'	Andrew P. Schafer	1969	James O'Hear, Sag Harbor NY	Nyack NY
130. NARWHAL	25'	Newman(PO6)/Morris	1972	James Rosenbaum, Milwaukee WI	Milwaukee WI
131. NOAHSHARK	30'	John Chase	1972	Richard R. Willis, Ipswich MA	Ipswich Bay MA
132. VOGEL FREI	30'	Wilbur A. Morse	OLD	Herman Samitsch	Cruising Europe
133. INDEPENDENCE	30'	Bruno & Stillman (21)	1973	Frederick G. Schwarzmann, Far Hills NJ	Oxford MD
134. FAMOUS BEAR	22'	Passamaquoddy/Collins	1973	Jim Horigan, Reading MA	Round Pond ME
135. HATSY	25'	Newman(PO7)/Morris	1973	Richard C. Kennedy, Nobleboro ME	Mystic CT
136. SQUIRREL	28'	Charles Morse	1920	Larry & Stephanie Moxon, Mystic CT	Lake Ponchartrain LA
137. AYESHA	35'	McLain?	UNK	Larry Thomas, New Orleans LA	Islesboro ME
138. UNICORN	25'	Robert P. Gardner	1973	Chris Day, Islesboro ME	Southwest Harbor ME
139. MARISTAN	25'	Newman(PO8)/Morris	1973	Stan Clark, Menemsha ME	
140. BRANDYWINE	25'	McKie Roth, Jr.	1968	Unknown; last seen ca. 1978 in south San Francisco Bay	
		James Hall	1974	John L. Sherbourne, Deerfield NH	Kittery ME
141. THE JAMES HALL	25'	Peter Archbold	1976	Stephen & Annette Locke, Brockport NY	Rochester NY
142. ALBATROSS	21'	Newman(P10)/Morris	1974	Robert Sheehy, Santa Maria CA	Santa Maria CA
143. FAIR AMERICAN	25'	Newman(PO9)/Morris	1974	Doug Ainsbury, Franconia NH	Pemaquid Harbor ME
144. JOSIE	25'	Newman(DO2)/B.			
145. YANKEE LADY	31'	Lanning	1974	Paul & Carolyn Edwards, Mattituck NY	Mattituck NY
		Newman(P01)/C.			
146. FIDDLEHEAD	25'	Chase	1970	Harry Jackson, Groton CT	Groton CT
147. ANNA B.	31'	Newman(D01)/J.E.	1974	C. Murray McQuaid, Jacksonville FL	Boothbay Harbor ME
		Jones			
148. SLOOP OUT OF WATER	38'	Carter	1903	Joe Vinciguerra, Andover MA	Patio Gazebo
149. FIDDLER'S GREEN	25'	Roy O. Jenkins	1978	Dick Leighton, Bowdoinham ME	Cousin's Is. ME
150. WOODCHIPS	25'	Deschenes & Willett	TBL	Unknown; last seen ca. 1985 on Cape Cod	Unfinished
151. DEPARTURE	14'	W. Prescott Gannet	1936	Dr. Llewellyn Bigelow, Alexandria VA	Alexandria VA
152. OLLIE M.	32'	Kent F. Murphy	1977	Kent F. Murphy, Swampscott MA	Swampscott MA
153. ANGELUS	22'	Passamaquoddy/Collins	1975	Chuck Collins, South Yarmouth MA	Bass River MA
154. MUSCONGUS	28'	Albion F. Morse	1909	Lars Lindquist	Unknown
155. QUEEQUEG	25'	Newman(P11)/Morris	1975	Mark Roman, Riviera Beach FL	Riviera Beach FL
156. DEPARTURE	31'	Newman(D03)/Morris	1975	James A. Russell, Northeast Harbor ME	Bracy Cove ME
157. LIBERTY	31'	Newman(D04)/Salter	1980	Dick & Alice Salter, Manchester MA	Manchester MA
158. PACIFIC CHILD	30'	Bruno & Stillman (03)	1969	Preston & Linda Schwibert, El Cajon CA	San Diego CA
160. DEFIANCE	22'	McKinley, Jr.	1973	Morgan L. Hendry, Wilmington DE	Round Pond ME
161. SUMMERWIND	22'	Guild & Cannell	1976	Howard E. Spencer, Jr., Ellsworth ME	Pretty Marsh ME
162. IRENE	38'	Charles A. Morse	1917	Ron & Jane Lucia, Dunbarton NH	Rockland ME
163. REWARD	25'	William A. Greene	1975	William A. Greene	Unknown
164. JESSIE MAY	28'	Charles A. Morse	1906	Dennis & Dorsey Mayhew, Hollywood FL	Hollywood FL
165. REUNION	25'	Clifford G. Niederer	1975	Mason E. "Ric" Stober III, Concord CA	Oakland CA
166. SCHOODIC	25'	Concordia Co.	1967	Elton "Toby" Hall, South Dartmouth MA	South Dartmouth MA
167. FREEDOM	28'	Ralph W. Stanley	1976	Richard Dudman, Ellsworth ME	Islesford ME
168. LOON	30'	Newbert & Wallace	1974	Edward Brennan, Newcastle ME	Newcastle ME
		Jacob			
169. DEFIANCE	22'	Eric Dow	1976	Jonathan & Vivi Leavy, Newton MA	Winthrop MA
170. LADY OF THE WIND	31'	Newman(D05)/Morris	1976	William Manookian, New York NY	Mamaroneck, NY

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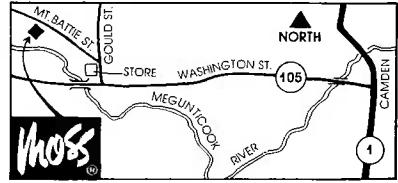


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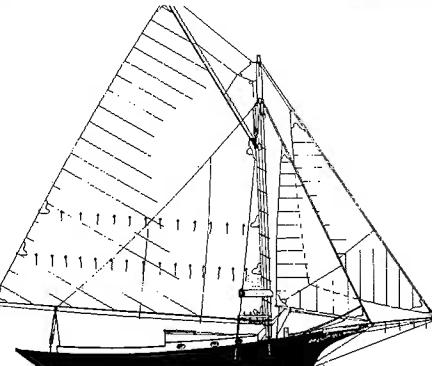
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171. GOLDEN ANCHOR	31'	Newman(D06)/Morris	1976	Golden Anchor Inn, Bar Harbor ME
172. AMNESTY	25'	Jim Drake	1982	Jim Drake, Carlisle PA
174. -None-	31'	Newman(D07)/Unfinished	TBL	Arnie & Jill Standish, Brunswick ME
				Friendship ME
175. EDELWEISS	15'	David Major	1975	David Major, Putney VT
176. TRUMPETER	28'	Charles A. Morse	189x	Unknown, owned 1978 in Jackson MS
177. -None-	19'	Ahern(B4)/Unfinished	TBL	Georges River Marine, Thomaston ME
178. ESSENTIAL	25'	Newman(P13)/Chase	1977	Robert M. Stein, Huntington NY
179. CELENE	22'	Unknown	OLD	Unknown, sold ca. 1977 into Detroit region
180. BANSHEE	25'	Newman(P12)/Wojcik	1978	John & Carole Wojcik, Norwell MA
181. ROBRE	19'	Ahern(B3)/Brownlie	1975	Henry K. Borden, Danvers MA
182. CHARITY	22'	Apprenticeshop	1977	Theodore S. Watson, Brunswick ME
183. SILVER HEELS	25'	Newman(P14)/Morris	1978	Jack A. Sanders, Jefferson City MO
184. PERSEVERANCE	27'	Simms Yachts	1963	Denis & Kathie Paluch, Chicago IL
185. SINE DIE	27'	J. Philip Ham	1978	Christopher J. Dodd, East Haddam CT
186. RAGTIME ANNIE	27'	Nick Apollonio	1975	Bartlett H. Stodley Jr., Unity ME
187. PEGREGINE	27'	Ralph W. Stanley	1977	Peter P. Blanchard III, Mount Desert ME
188. MAUDE	32'	Harvey Gamage	1939	Frank Chaput, Newburyport MA
189. TRADITION	31'	Newman(D14)/Nehrba	1981	Roger Nehrba, Port Washington WI
191. ANNABELLE	22'	Apprenticeshop	1978	South Street Seaport, New York NY
192. KERVIN RIGGS	22'	Williams & Bouchard	1977	John Chase, Friendship ME
193. LADY	32'	Harvey Gamage	1978	Linwood Gamage, South Bristol ME
194. HUCKLEBERRY BELLE	25'	Clifford G. Niederer	1977	Brian & Mary Clare, Gloucester VA
195. PRINCESS	25'	Wilbur A. Morse	1910	Joe Richards, Tampa FL
196. ENDEAVOR	25'	Ralph W. Stanley	1979	Betsey Holzmann, Southwest Harbor ME
197. CHRISTIANIA	31'	Newman(D11)/Davis	1978	Joe & Miriam Hliva, Greenwich CT
198. BAY LADY	31'	Newman(D12)/Lanning	1979	Bruce & Tom Witt, West Southport ME
199. TRINITY	31'	Newman(D13)/Liberation	1979	Doug & Michelle Jacoby, Marblehead MA
200. ESTELLA A.	34'	Robert E. McLain	1904	Mystic Seaport Museum, Mystic CT
201. ENDEAVOR	31'	Newman(D08)/Genthner	1979	James Genther, Fairhaven MA
202. ARRIVAL	31'	Newman(D09)/Niedrach	1981	Anne Niedrach, Amherst NH
203. AURORA	26'	Unknown	189x	Green's Point Boat Yard, Ipswich MA
204. MARIE-ANNE	27'	Jason Davidson	1977	Diana Echeverria, Ann Arbor MI
205. DAYSTAR	28'	Richard E. Mosher	TBL	Rich & Sally Mosher, Kalamazoo MI
206. MARY ELIZA	31'	Newman(D15)/Clarke	1979	Windham Clarke, Washington DC
207. SAFE HOME	31'	Herbert Melquist	1980	Kevin & Marge Rose, Westborough MA
208. LADY SHIP	31'	Newman(D16)/Lanning	1981	Lady Ship Cruises, Boothbay Harbor ME
209. FRIENDSHIP	31'	Newman(D17)/Pettigrew	1981	Dan Fellows, Hyannis MA
210. THE SLOOP JOHN B.	22'	Passamaquoddy/Oliva	1974	Canandaigua Lake NY
211. ANSA	22'	James D. Hamilton	1982	Islesboro ME
212. ACHATES	22'	Mckie Roth, Jr.	1980	Nashville TN
213. AMIR	25'	Bob Holcomb (Alaska)	1978	Edmonds WA
214. GAIVOTA	31'	Newman(D19)/Pettigrew	1982	Cataumet MA
215. ELLEN ANNE	22'	Passamaquoddy Yachts	1968	East Greenwich RI
216. AMITY	39'	W. Scott Carter	1941	Greenwich CT
217. ODYSSEY	33'	Shoreline Boats	1972	Georgetown MD
218. WILLIAM M. RAND	22'	John B. Rand	1982	Cundy's Harbor, ME
219. YANKEE BELLE	23'	Paul G. Edwards	1983	Mattituck NY
220. AIKANE II	31'	Newman(D20)/Pettigrew	1984	Bluehill ME



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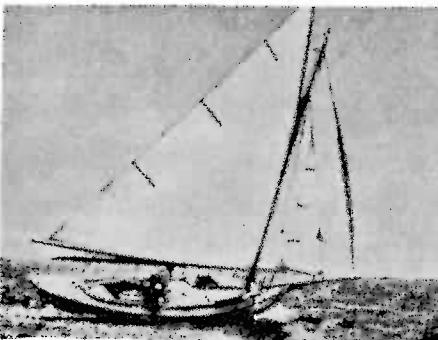
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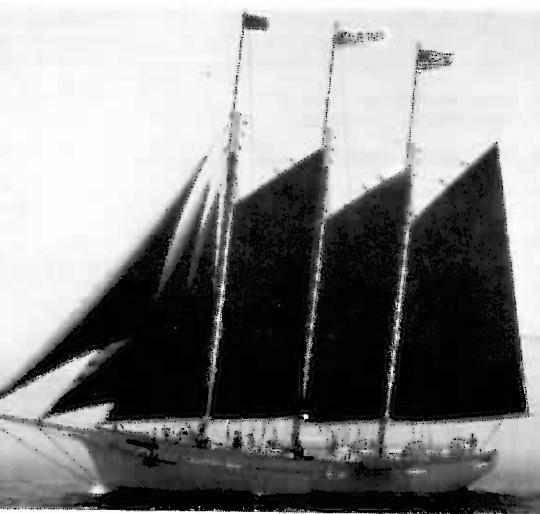
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221. SEAL	22'	Ahearn(01)/Zink	1984	Alvin J. Zink, Jr., Andover MA
222. LADY JANE	18'	Richard L. McInnes	1982	Richard & Jane McInnes, Belpre OH
223. HOSTESS	25'	Newman(P17)/Chase	1981	John P. Chase, Marblehead MA
224. TRUE LOVE	19'	James E. Wainwright	1983	Jim Wainwright, Gig Harbor WA
225. PHILIP J. NICHOLS	28'	Philip J. Nichols	1981	Sigurd A. Knudsen Jr., Freeport ME
226. DESIRE	31'	Larry Plumer	TBL	Larry Plumer, Newbury MA
227. CELEBRATION	25'	Newman(P15)/Hodgdon	1980	Greg & Annette Merrill, Southbury CT
228. CAIRDEAS	22'	Ahern(09)/Fitzgerald	TBL	John F. Fitzgerald, East Walpole MA
229. CAPT'N GEORGE	30'	Bruno & Stillman (09)	1970	Walter Durant, Mystic CT
230. HEGIRA	25'	McKie W. Roth Jr.	1980	David MacClain, Marlborough CT
231. SOLOMON GUNDY	22'	Roth/Butcher	1984	William C. Butcher, Suffield CT
232. COMPROMISE	22'	Ahern(08)/White	1979	Peter C. Toppan, Scituate MA
233. PRINCESS PAT	22'	Harry Armstrong	1987	Harry & Pat Armstrong, Winter Park FL
234. ELIZABETH JANE	22'	Roth/Owens	1985	William Owens, Branford CT
235. FINEST KIND	22'	Guild & Heath	1981	Mike & Karen Looram, East Haddam CT
236. AUNTY POOLE	22'	Harry Bryant	1970	Steve Morrissey, Kingston NH
237. R.V. WINKLE	19'	Ahern(B1)/Patten	1975	Dr. Nicholas L. Tilney, Boston MA
238. VIKING	22'	Ahern/Ulwick	1980	Steve Ulwick, Wakefield MA
239. CHEBACCO	30'	Bruno & Stillman (22)/Ginn	1987	Michael Ginn, Essex MA
240. RAVEN	26'	Rodney Reed	1965	Philip L. Holt, Brunswick ME
241. BLUE SAND	34'	Boston Boat Co.	TBL	Dan Gould, Phil Rice & Dave Beeman, Charlestown, MA
242. TECUMSEH	36'	Charles Morse	1902	Dan Taylor, Hollywood FL

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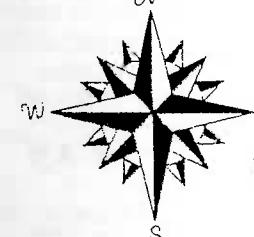
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Sloops Gone But Not Forgotten

3.	FINNETTE	47'	Wilbur A. Morse	1915 Reregistered 1965 as #55
8.	BANSHEE	30'	Wilbur A. Morse	UNK Destroyed ca. 1968 at New Bedford MA
55.	RIGHT BOWER	40'	Wilbur A. Morse	1915 Destroyed ca. 1968 at Norwich CT
108.	LOON	35'	Charles A. Morse	1905 Destroyed ca. 1972 at Stamford CT
17.	JOLLY BUCCANEER	45'	Eugene McLain	1909 Sunk 1972, then destroyed 1973 Melbourne FL
41.	SNAFU	35'	McLain?	OLD Sunk 1969, rebuilt & reregistered 1973 as #137
78.	EMMIE B.	37'	Reginald Wilcox	1958 Burned 1974 at Southport ME
116.	TINQUA	30'	Bruno & Stillman	1971 Wrecked July 1977 on Whaleback Ledge ME
29.	SUSAN	41'	Charles A. Morse	1902 Wrecked on sand bar Christmas Eve 1977 at Hillsboro Inlet FL
20.	MURRE	30'	Morse	1910 Wrecked on sand bar October 1974, then destroyed 1978 at Branford CT
79.	NIMBUS	30'	A.T. Chenault III	1954 Twice hurricane damaged; sunk & destroyed ca. 1979 at Slidell LA
127.	LUCY S.	26'	Unknown	189x Reregistered 1980 as #203 under original name
4.	GOLDEN EAGLE	26'	Albion F. Morse	1910 Destroyed ca. 1980 at Lynn MA
76.	PACKET	26'	Charles A. Morse	1925 Damaged in storm, then destroyed fall of 1980 at Vineyard Haven MA
111.	AMOS SWAN	26'	Wilbur A. Morse	1910 Blown ashore and wrecked in November 1980 at Camden ME
26.	VIRGINIA M.	28'	Morse	1917 Destroyed ca. 1982 at Waterford CT
173.	MEDUSA	25'	Ron Nowell	1979 Blown ashore in 45 knot gale and wrecked ca. 1982-3 at Marshall CA
190.	AIKANE	31'	Newman(D10)/Chase	1978 Burned in February 1983 boatyard fire at Stonington ME
158.	EVA R.	33'	Edward Robinson	1906 Sunk in Hurricane David 1979; destroyed ca. 1983 at Port Chester NY
28.	BOUNTY	22'	W. Prescott Gannet	1932 Destroyed spring 1984 at Noank CT
48.	CHANNEL FEVER	33'	F.A. Provener	1939 Destroyed October 1985 at Rockport ME

1987 Results

New London

Three days of thick fog wiped out the scheduled races, but the gathering was a great success nevertheless.

Hadlock Homecoming
Race at Friendship

Division I won by **William M. Rand**
Division II won by **Resolute**

Boothbay Regatta

Governor's Trophy **William M. Rand**
 Division I Herold Jones Trophy: **William M. Rand**
 Bruno-Stillman Trophy: **Josie**
 Lash Bros. Trophy: **Seal**
 Division II President's Trophy: **Anna B.**
 Winslow Trophy: **Tannis**
 Homecoming Trophy: **Eastward**
 Anjaaca Trophy: **Resolute**
 Cup: **Sarah Mead**
 Class A Eda Lawry Trophy: **Chance**
 Jonah Morse Trophy: **Morning Star**
 Cup: **Gladiator**
 Owner Builder Trophy: **Gladiator**
 Danforth Trophy (Middle of the Fleet): **Noahsark**
 Nickerson Trophy (Youngest crew member): **Noahsark**
 Post Office Trophy: **Tannis**
 Spirit of Friendship Award: **Josie**

Marblehead

Division I won by **Seal. Hostess** and **Secret** runners up.
 Division II won by **Tannis. Phoenix** and **Resolute** runners up.

Gloucester

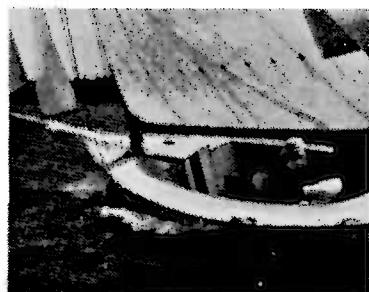
First to finish: **Tannis** followed by **Eagle** and **Noahsark**.

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1988 Results

New London

Boothbay Regatta

State of Maine Trophy:

Division I Herold Jones Trophy: _____

Bruno & Stillman Trophy: _____

Lash Bros. Trophy: _____

President's Trophy: _____

Winslow Trophy: _____

Homecoming Trophy: _____

Anjaaca Trophy: _____

Cup: _____

Eda Lawry Trophy: _____

Jonah Morse Trophy: _____

Cup: _____

Owner-Builder Trophy: _____

Danforth Trophy (Middle of the Fleet): _____

Nickerson Trophy (Youngest crew member): _____

Post Office Trophy: _____

Spirit of Friendship Award: _____

Marblehead

Division I: _____

Division II: _____

Gloucester

First to Finish: _____

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26' W. Morse (wood)'12/'71	\$35,000	32' Wasque Sport '69	\$25,000
25' Newman Pemaquid '83	\$47,500	32' Rich (W) Picnic '52	\$24,000
25' Newman Pemaquid '70	\$41,000	30' Rossiter (W) Picnic '70	\$29,000
25' Pemaquid (wood) '85	\$22,900	28' Owens (W) Cruiser '62	\$6,000
22' Carter/Guild (wood)'76	\$22,000	24' Bass Harbor (W) Open '59	\$9,500
		23' Lyman (W) Open '64	\$8,500

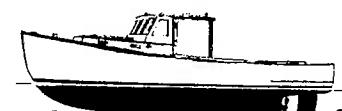
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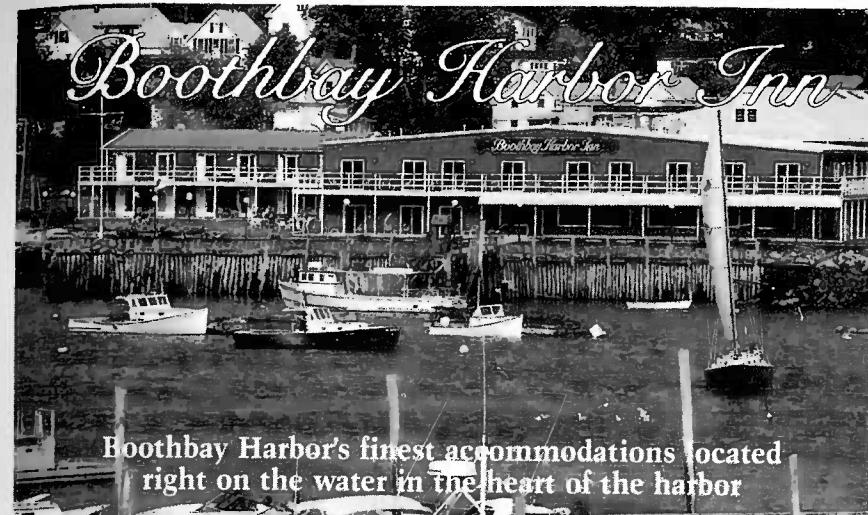
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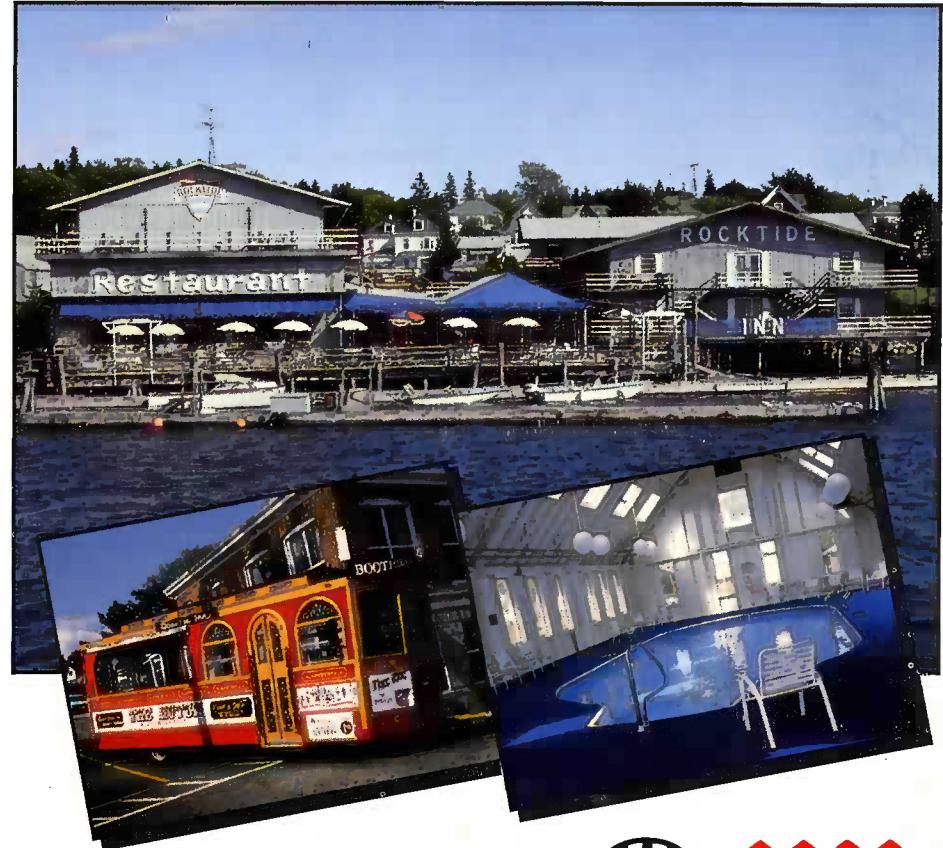
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