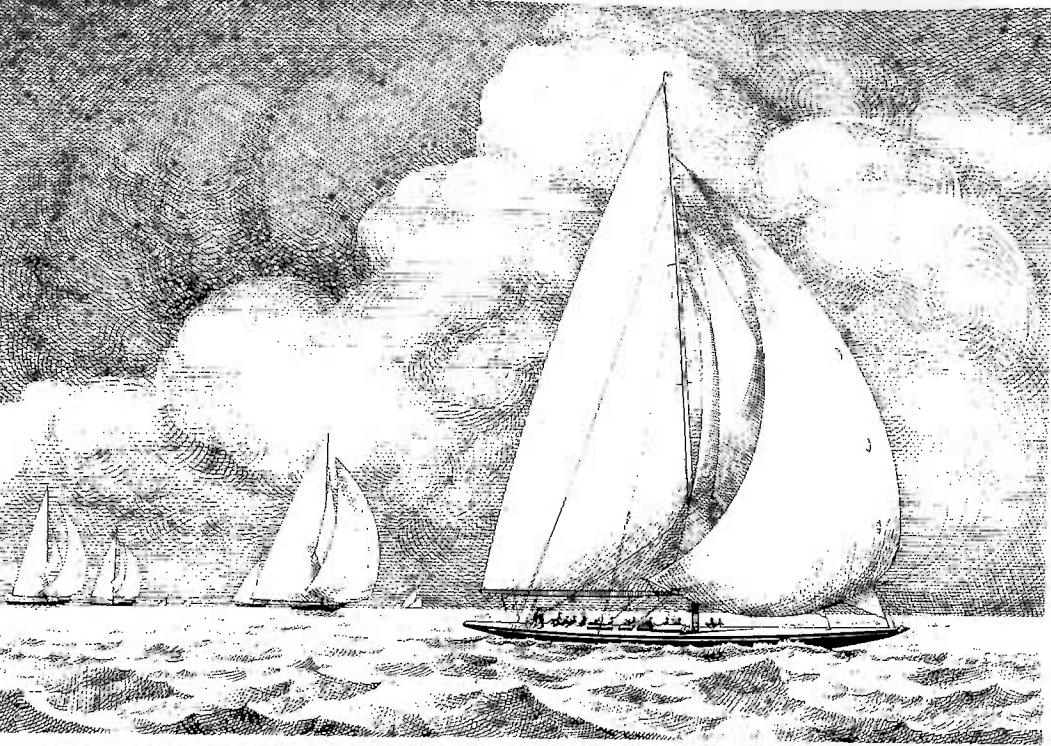


FRIENDSHIP SLOOP DAYS



1989 YEARBOOK AND GUIDE

29th Annual Regatta



That was the year the *Ranger*, built by Bath Iron Works for Harold S. Vanderbilt, defeated the British challenger *Endeavor II*, in four straight races.

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A model of the *Ranger* is on display in the Bath Iron Works Exhibit at the Maine Maritime Museum in Bath.

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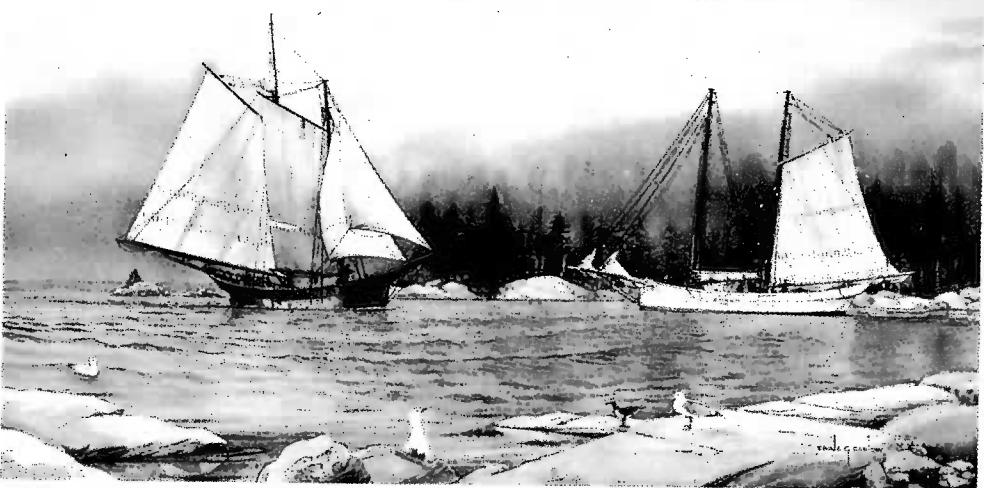
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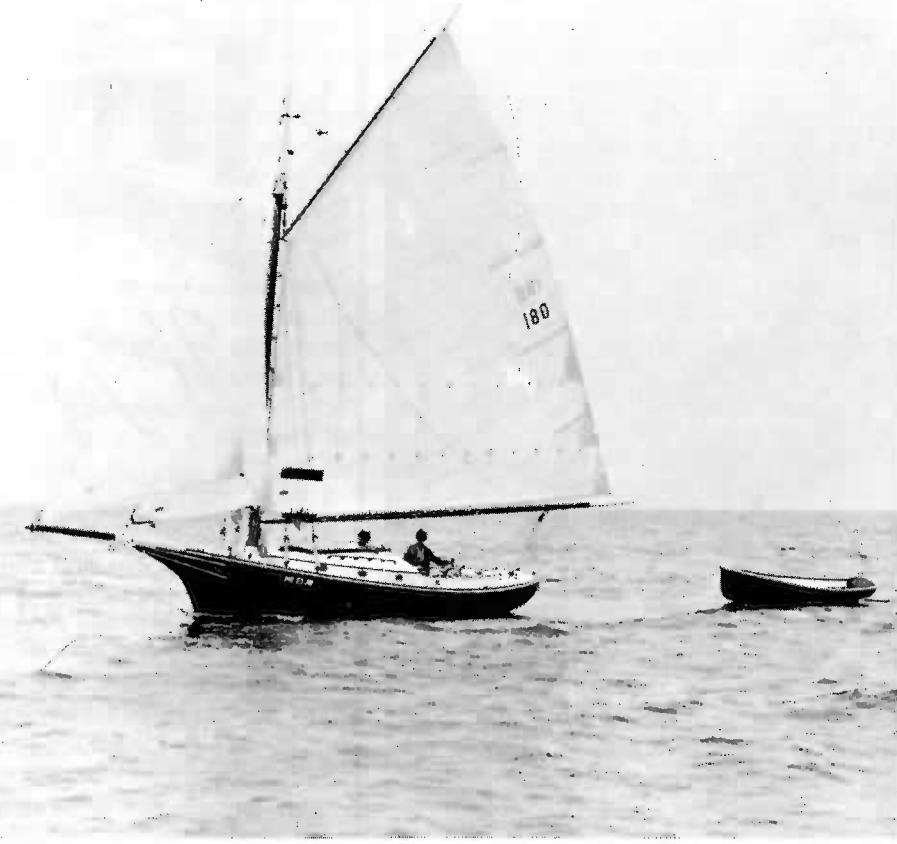
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Banshee, The Flagship

The Commodore's Message

Welcome to the 29th annual regatta of the Friendship Sloop Society. I'm sure that the skippers, crews and friends will enjoy the activities that have been planned during our annual gathering.

The strength of an organization can be measured in many ways, but for the Friendship Sloop Society, your Executive Board and fellow members measure strength in one word: participation. In recent years, the Society has expanded the program in New England to include New London, Connecticut, in addition to our traditional gatherings at Boothbay and Marblehead. I encourage you to participate in one of these events if at all possible.

Nailed to the wall of a shed at the boatyard in Mattapoisett where we moor the *Banshee* is a sign which I believe typifies the Friendship Sloop Society when we gather for an event: "There are no strangers here, only friends you haven't met." Attend one of the events and find out how true that really is.

I am looking forward to seeing many of you at the upcoming events for 1989.

Commodore John Wojcik

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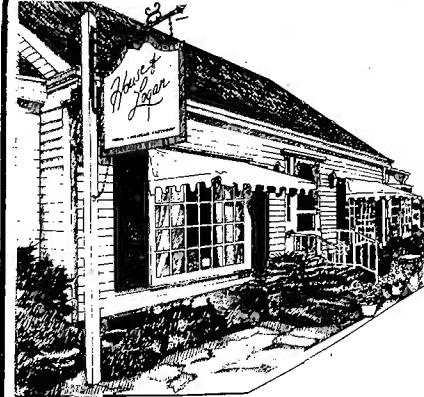
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Graham, Cyrus Hamlin, Bruce Morang, Marcia Morang, Albert Roberts, Betty Roberts,
Carlton Simmons, Ernst Weigleb

The Bill Hadlock Memorial Award

The Bill Hadlock Memorial Award went this year to Dick Salter, skipper of *Liberty*. The award is given in memory of our former Commodore, Bill Hadlock, skipper of *Heritage*, for:

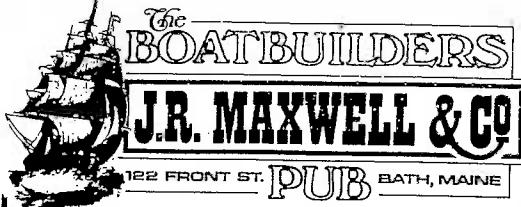
- 1) safe sailing and sound seamanship
- 2) family participation
- 3) sharing knowledge and helping others
- 4) supporting the aims of the Society
- 5) appreciation of the beauty, charm, and splendor of the Maine coast.

Dick Salter was our Commodore from 1984 to 1986, has with his family cruised east almost every summer, and has on many, many occasions offered and given help to perplexed members.

The Bancroft Award

In memory of Winthrop Bancroft, his family has established The Bancroft Award to be presented at the Annual Meeting of the Society to a person who has made a significant contribution toward the perpetuation of the Friendship tradition. The award might recognize an outstanding voyage. It might celebrate the launching of a home-built sloop or the restoration of an old one. It might honor the work of a poet, a painter, or a model maker. A committee to be appointed by the Executive Committee will make the decision.

On the cover: *Eastward* off Owls Head with a rail breeze. Photo by Richard Braisted. The Friendship Sloop Yearbook and Guide is published by Coastal Promotions, 10 Leland St., Rockland, ME 04841.



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1989 Program

July 8-9

Annual Sail Festival at New London, Connecticut. There will be races for Friendship sloops as well as for others, a wide variety of vessels to see, and a good opportunity to gam with other Friendship people. Skipper's meetings and award ceremony will be held at the Thames Yacht Club with a picnic on the beach Saturday evening.

Jaxon Vibber, 5 Soljer Drive, Waterford, CT, has details.

July 22-23

Rendezvous at the Maine Maritime Museum, Bath, Maine, for the launching of the cruiser *USS Gettysburg* at Bath Iron Works and subsequent celebrations. Don't miss the historical exhibits at the museum's new building. Moorings will be available at the museum's Percy & Small shipyard south of the Iron Works.

July 25-27

Annual Regatta at Boothbay Harbor. There will be three days of racing with a new wrinkle or two. Moorings will be available at the Boothbay Harbor Yacht Club behind McKown Point.

July 29

Friendship Day. There will be a cook-out the evening of July 28 and a ceremony at the flagpole on July 29, followed by a parade of sloops to open the festivities for the town's annual celebration.

July 30-31

Rendezvous at Vinalhaven (Carver's Harbor) to celebrate that town's Bicentennial.

Al Beck in *Phoenix* has details.

August 19-20

Annual Massachusetts Bay Regatta at Marblehead sponsored by the Corinthian Yacht Club to show the Massachusetts people a fleet of gaff-rigged boats and to enjoy two days of racing.

David Graham, 7 Batchelder Rd., Marblehead, MA, is the host.

September 2-3

Annual Schooner Festival at Gloucester with races for Friendship sloops and catboats.

Mike Costello of the Cape Ann Chamber of Commerce has details.

November 18

Annual Meeting at Maine Maritime Museum, Bath, Maine. Details of time and accommodations will be announced.

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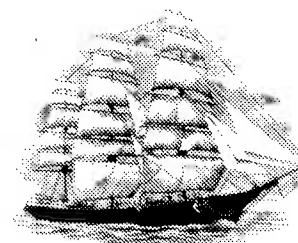
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Winthrop Bancroft

Mr. Winthrop Bancroft was an early and enthusiastic supporter of the Friendship Sloop Society, and although he has not been active for many years, his influence is still evident. New members of the society may be introduced to him herewith.

In 1961, when our society was in its infancy, Mr. Bancroft, already an experienced sailor, became interested in Friendship sloops and drove to Friendship from his summer home in Boothbay Harbor to inquire. In Friendship Harbor he found *Mary Anne*, just launched by the Lash Brothers yard. He admired her good looks and was told how fast and able she was under sail, but he could find no one to take him out in her. Someone remembered that "an old man and his wife" sailed parties out of Newagen on a Friendship sloop.

Accordingly, Mr. Bancroft chartered *Eastward* for a morning. He not only sailed the boat appreciatively but inspected her thoroughly, construction and rigging, below and on deck, and he asked innumerable questions. Incidentally, he told us all about *Mary Anne*, predicting that she would walk away with the society's first race in the coming week.

Our cruise had taken us into Linekin Bay. The day before, Mr. Bancroft had attended the launching at Paul Luke's yard of a Sparkman & Stevens cutter. He was ecstatic about her smooth lines and lovely workmanship. As we approached the yard, the new cutter was setting out on her trial sail. We passed politely to leeward of her on opposite courses, tacked, and headed for home. With sheets started in a modest southeast breeze, we sailed right by her to windward and left her astern. Of course her sails and rigging hadn't been stretched out, she was not tuned up, and her owner had never sailed her before; but Mr. Bancroft was deeply impressed and shifted all bets on the coming race to *Eastward*.

Eastward won the race, beating *Mary Anne* by 20 minutes. Mr. Bancroft, with characteristic energy, sought out *Eastward*'s designer, Murray Peterson, and arranged for a new boat on *Eastward*'s lines. Ervin Jones in East Boothbay built her that winter and Mr. Bancroft raced her as *Elicia III* for several years.

Then *Elicia III* was sold in Florida to the distinguished marine artist Carlton Wilder. Her portrait appears with that of her sister, *Eastward*, on the dust jacket of *Friendship Sloops*. A print has been made from the painting and is available from the artist. Another sister, *Ollie M.*, was built by Kent Murphy in 1977.

When Jarvis Newman rebuilt *Dictator* and announced the production of fiberglass replicas, Mr. Bancroft purchased the first fiberglass hull and had Ervin Jones finish her out. Murray Peterson designed her sail plan and she won her first race in Class D in 1974. Her name is *Anna B.*, now owned and sailed by Mr. Bancroft's son-in-law, Mr. C. Murray McQuaid.

Mr. Bancroft died in September 1988. His family chose *Eastward* as the appropriate vessel from which to scatter his ashes on Linekin Bay near his early summer home.

Harvey Goodfriend Writes

Harvey Goodfriend of *Good Friend* (#115) writes: As a result of your article indicating two Bruno & Stillmans losing shrouds, I inspected the bolt holding the shrouds to the mast. It was ready to break — (not noted unless removed from the mast).

A quick calculation confirmed that the $\frac{1}{2}$ -inch bolt is undersized. The joint has been redesigned using $\frac{3}{4}$ -inch bronze bar stock.

Thank you — you saved me from a potentially harrowing experience and possibly a mast replacement.



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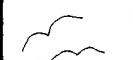
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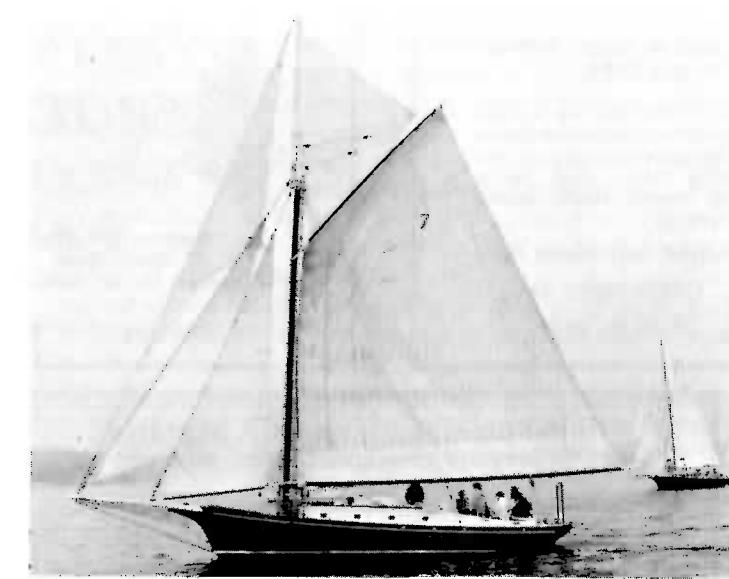
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The Captain, The Kids & The Boat

by
Mary Cronin



Tannis and her crew

After sailing for 21 years, I am often asked the following questions, which I find difficult to answer.

Question: "How do you get your kids to enjoy sailing? How do you get them to sail with you?"

Answer: I don't know! I never thought about it. I never expected them NOT to enjoy sailing. The Captain loved it — I loved it — the dog loved it — why should they NOT like it? Sailing, like a good marriage, demands many things:

1. Devotion, Dedication and Understanding: For the boat, for the water, and for the everyday togetherness necessary for living and surviving aboard. In good weather, difficult; in stormy weather, more difficult; in fog, downright impossible.

2. A Sense of Humor: The ability to laugh at yourself and at your mistakes, such as...not reefing in time and having to sail out a blow. Not getting an engine started and having to sail to a mooring in a crowded anchorage. Being short one pillow or sleeping bag for the crew. Trying to stay out of trouble with that loooooong bowsprit and looooong boom. Watching that small tear in the main sail slowly develop into an emergency. Finding a broken bolt on deck and wondering what aloft is falling apart. Running out of stove fuel with guests aboard (or worse still after a spaghetti meal and no hot water). The head plugging up at the start of a long journey. Wet, soggy bunks that "squish" in the night. Running out of ice with an ETA of 24 hours. Running out of milk for the Captain's coffee; or (on *Tannis* an unpardonable death-by-hanging sin) running out of peanut butter and crackers.

3. Patience: With the Captain, the crew, the Captain, the weather, and the Captain. With the crew that forgets raingear, with the Captain who forgets a tie for the Marblehead Regatta Banquet. With a dog unable to wait until we row him ashore. With myself attempting to make powdered milk cold enough and thick enough to taste like the real thing (great with chocolate syrup, but awwwwwful on corn flakes!) With a crew that brings aboard six additional people on a lightly provisioned weekend. With a crewmember tossing soaking wet

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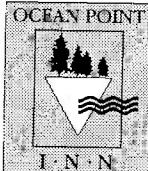
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raingear on my dry bunk. And with the crewmember rowing ashore early in the morning, forgetting about the rest of us and the dog!

4. Seamanship Knowledge and Confidence: Believe in your captain, your crew, your boat and yourself! Acquire skills by reading, observing, participating and enjoying.

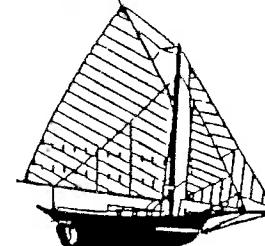
5. Make It A Learning Experience: If you cannot, at the end of a day, honestly say "I learned...today!", then you either did nothing whatsoever or you should sell your boat and take up golf! Let the kids sail! Let them take the helm, drop the mooring or haul the anchor, haul the sails, trim the sails, do the navigation, shout the orders, and lower the sails. Let them make the mistakes that we did learning to sail. Who knows, you might even learn from the kids. Forget how embarrassing it is to learn from someone younger than you!

Learn to experience the pleasures and sensations of: sunrise at sea; clearing after the fog; awaking in a quiet inlet to the aroma of a wood stove, bacon sizzling and coffee brewing; the beautiful little butterfly or bird that "bums a ride" on your boom; the whales and dolphins playing around you; the colors of the ocean, from yellow, orange, red, blue, purple, silver, green and all the shades between; the surface of the ocean from dead calm to "Oh! Oh!"; the innumerable stars, and how bright the moon can be for night sailing; how terribly black the ocean can be without a moon; how green the ocean becomes before a squall; reaching a safe anchorage after a particularly difficult day of sailing; the comfort of a warm sleeping bag and a soft bunk after a cold, wet day; and sunset at sea!

6. Conclusion: When all else fails, think twice, speak once! Hang loose! Adjust! Don't panic! You will be amazed at how much fun you can have!

Question: I am also asked, "Aren't you afraid?" "Aren't you scared?"

Answer: No! If you can survive driving back and forth every weekend from May to November from Sturbridge, Massachusetts, to Salem, Massachusetts, (86 miles) along Route 128 with eight kids for 21 years, YOU CAN SURVIVE ANYTHING THE SEA HAS TO OFFER!



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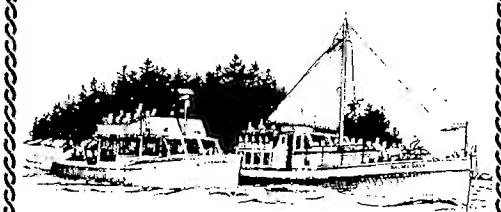
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Carousel And Sailmaker

In early September 1955, the water scenes for the movie version of the musical *Carousel* starring Gordon McRae and Shirley Jones were filmed in Boothbay Harbor. For these scenes to be authentic for the period portrayed, the producers wanted 30 gaff-headed sloops and sought out all available Friendship sloops. At least three Friendships were in the film, although one was not on the payroll. *EdMar*, now #9 *Amity*, was entering the harbor from a cruise and sailed through the middle of the fleet. If you can spot her in the film, you may note that the crew is not dressed in period costumes. *Venture* (#66) and *Sailmaker* were on the payroll and properly costumed.

Whatever happened to *Sailmaker*? Both 1952 and 1956 brokerage listings state that she is believed to have been built about 1906 and has "Wilbur Morse, Builder, Friendship, Me." carved in her trailboards. Her dimensions are 26 feet x 11 feet x 4 feet 6 inches.

[Bosun's Notebook: This is the only example I know of where the trailboards do not give "Wilbur A. Morse" (or "W.A. & J.D. Morse"). After comparison of photos of *Golden Eagle* (#4) and *Sailmaker* (same shape, including flat spot on hull, same chainplates, same unusual rigging details, but different cabin trunks), the evidence was quite convincing that *Sailmaker* and *Golden Eagle* were one and the same sloop, the difference in cabin trunks being the result of *Golden Eagle*'s 1958 rebuild. *Golden Eagle* is attributed to Albion F. Morse of Cushing about 1910. Then, somewhat surprisingly, evidence was obtained that located *Golden Eagle* (then named *Queequeg*) in the Annisquam River concurrent with *Sailmaker*'s being in the Damariscotta River.]



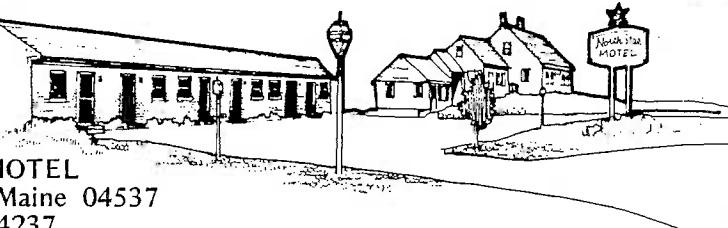
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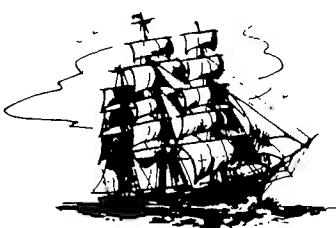
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Willie E. Morse

by Ralph Stanley

The *Willie E. Morse*, official #130204, gross tonnage 9.93, net 9.44, was a working sloop for about 28 years. Built at Friendship, she was licensed at Waldoboro, March 31, 1892. On April 22, 1892, she was again licensed at Deer Isle: Herman Conary and George O. Scott owners, with Herman Conary master. From 1892 through 1920 she was licensed at Southwest Harbor with Jacob Mayo as owner and master.

I believe the *Willie E. Morse* was built during the winter by Wilbur Morse and named for a member of his family in anticipation of selling her in the spring. In my research of the *Willie E. Morse*, I found another sloop built the previous year named the *Eda J. Morse* also licensed at Deer Isle. The *Eda J. Morse* was about the same size as the *Willie E. Morse* and appears to have been built under the same circumstances.

Twenty-eight years is a long life for a Friendship sloop that worked as hard as the *Willie E. Morse*. In 1900 she was used to carry stone, and this may have been a big enough job to warrant strengthening her hull and contributed to her longevity.

From the *Ellsworth American*, May 16, 1900: "Capt. Jacob Mayo has been using his boat the *Willie E. Morse* to carry stone from Hall Quarry to Machias to be made into ballastrades. Charles Newhall went with him as first mate, cook, night watchman, steward, and foremast hand, being a good man in any and all of these berths."

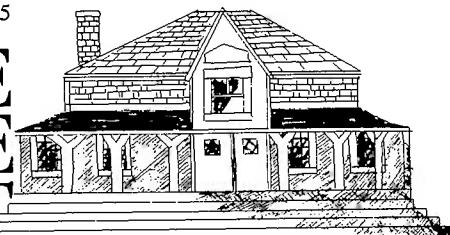
The *Willie E. Morse* was mostly engaged in carrying herring from weirs in Blue Hill Bay and vicinity to the factory at Southwest Harbor. In 1905 an engine was installed, most likely a make-and-break.

Again from the *Ellsworth American*, August 20, 1916: "The gasoline sloop *Willie E. Morse*, fish laden, drifted on a ledge near Bass Harbor today and may be a total loss. The vessel is owned by Capt. Jacob Mayo of Southwest Harbor, who was in command. The engine failed to work and the vessel grounded before assistance could reach her. She is 9 tons, built at Friendship in 1892."

The *Willie E. Morse* is not in the List of Merchant Vessels after 1920. Capt. Mayo died in 1921.

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Ralph Stanley — More Than Just Friendships

by David W. Graham



February 1988 — of grave concern

I suppose that, in the course of one's lifetime, certain heroes tend to become firmly entrenched. Recently, for me they have all been replaced, and this is the story of how it all came about.

During August of 1985, Ralph Stanley came to Marblehead to present a beautiful half hull model of a Friendship sloop to the Corinthian in celebration of her centennial anniversary. It was during that time that I began to know who Ralph Stanley was and what he was all about.

The following year, as I was about to assume the Race Committee Chairmanship, we commissioned our then 28-year-old wooden race committee boat for the season, and she almost sank, along with my heart! Only furious pumping kept her afloat until the automatic bilge pumps alone could manage the task. It was around-the-clock pumping for several days until the hull swelled enough to give the bilge pump a rest. Something was radically wrong with our beloved Round Pond-built 38-footer! When the season ended and she was securely in her winter cradle, it was easy to see that her planks no longer assumed the smoothly-rounded contour of years past. Giffy Full, a surveyor of note and a friend of Ralph's, estimated that the hull probably had no less than thirteen cracked ribs on both sides. I instantly thought of Ralph, and he agreed to stop by for a look. What he found that cold November Sunday morning was a sick puppy in need of immediate attention. Without it, I was convinced that I would not commission the vessel the following season.

(Continued on page 21)



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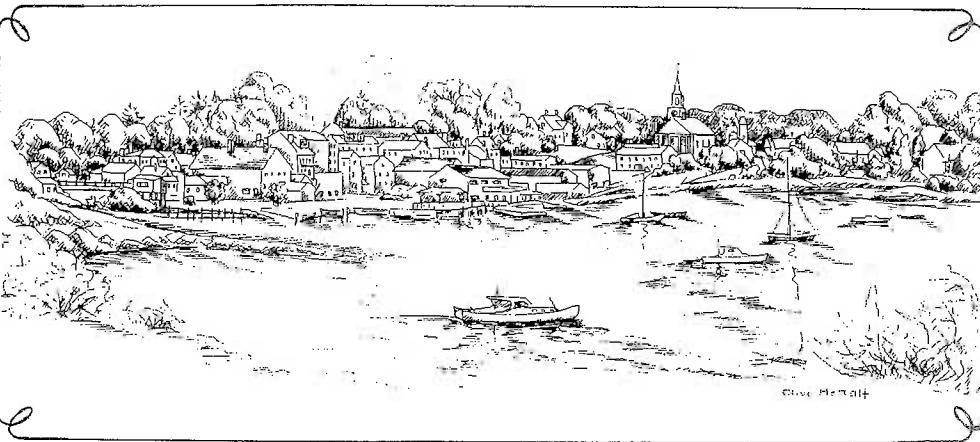
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(Continued from page 19)

It was that serious! Due to the lateness of the year, Ralph's shop was booked solid. Additionally, the Corinthian pocketbooks were definitely not limitless at that time of year. They never are. Therefore, a quick decision was made to produce some on-the-scene basic repairs that would carry us through the next season and then book ourselves into Ralph's schedule during the fall. Meanwhile, as a stop-gap measure, we ended up sistering fifty-four cracked and broken ribs during that cold winter of 1986-87. This restored her nicely rounded figure, and we proceeded through the 1987 season with our fingers crossed.

Wednesday, October 6, 1987, was about to dawn clear and cold as we cast off, departing the Corinthian float at exactly 6:03 a.m. on the first leg of the two-day trip to Ralph's yard at Southwest Harbor. Aboard were Dick Salter as navigator; our club dockmaster, Bob Hastings as engineer, and yours truly as skipper. We stood watches of equal length and, with a half-hour fuel stop at York, arrived in Boothbay Harbor at 5:30 p.m., following an uneventful run across a sliver of the Gulf of Maine. The next day's trip through the Thorofares proved equally uneventful at 11-12 knots, and the fall colors were absolutely spectacular.

Ralph met us as we arrived at dockside. I have to admit that his customary silence was all but deafening as he immediately started looking at some of the other areas that had given him concern nearly eleven months earlier. That silent concern was to haunt me throughout the winter of 1987-88. My only request of Ralph was that she be ready in time to have her home by the first Saturday in May, which really meant that we'd have to be underway from Southwest Harbor by midday Thursday, May 4. With that, we departed for the plane to Boston. At least I was happy with the knowledge that the boat was in the best of hands.

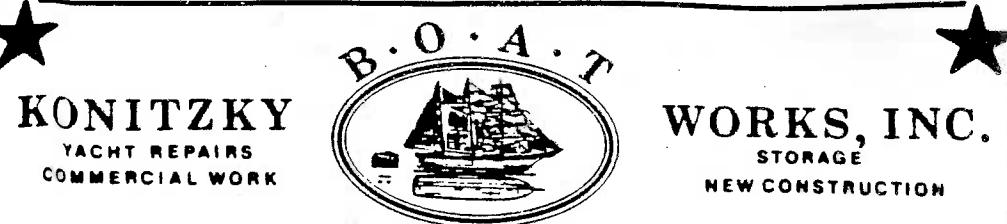
The next chapter unfolded during February 1988, when Ralph called to say that he had progressed to a point where it would be worthwhile if I were to stop by. However, he did caution me to be prepared for a shock. Saying little more, he left it at that. However, no amount of cautioning would have prepared me for the real shock I was to receive as I stepped into his shop a few days later, for there was our own golden girl, stripped half-naked. Gone was all of the deck framing and the entire transom. All had long suffered the ravages of dry rot caused by fresh water whenever the planked decks were opened by the hot summer sun.

I was speechless as I stood amidst the sawdust and wood chips in the once familiar cockpit. I could only wonder what in the world I had done to cause all the mess that was before me, unable to realize that without it there would not have been a cockpit, or even a boat to stand on within another year or two. Ralph, sensing my dismay by my unusually long silence, made every attempt to reassure me that all would be ready within the allotted time and budget, but I was to remain in a state of shock for the rest of that afternoon. In my private thoughts I was extremely thankful, given her sorrowful state of affairs, that she was in Ralph's good hands. With that, I was able to sleep soundly during the ensuing nights, though each ring of the telephone brought with it the fear that it would be Ralph with some bad news. Fortunately, it never came and, as April wore on, the one call I really wanted from Ralph came with the good news that the old girl would be ready by early May!

On the morning of May 4, Bruce and Mary Lanning greeted us as we landed at Bar Harbor Airport and drove us the short distance to Ralph's yard.

During the long winter months, a deep sense of admiration and appreciation for what Ralph and his splendid crew had done for the Corinthian manifested itself in the dockside presentation to Ralph of an engraved Paul Revere bowl from the officers and members of the Corinthian Yacht Club. With that, we were off. Remarkably, the ship's log noted our departure time at 12:14 p.m., a scant fourteen minutes beyond the longstanding desired time for leaving Southwest Harbor!

(Continued on page 23)



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(Continued from page 21)

That afternoon was spent on the run to Rockland, where we stayed the night. We departed the following morning for Portland, entering fairly thick fog after clearing Muscle Ridge Channel. This proved to be a great test for the Loran, which brought us to Portland Head before we broke out of the fog into the harbor. The remainder of the trip was routine, with arrival back at Marblehead during mid-afternoon on Saturday, May 6.

Throughout the entire two-and-a-half day trip, the bilge pump activated itself only twice during the first afternoon and then not at all. The entire vessel was as tight as a cup, which is a tribute to Ralph Stanley's remarkable craftsmanship! With but a little tender loving care, the Maine-built and rebuilt boat will serve us faithfully for many years. She hasn't a bit of rot in her, and her new decks will not admit one drop of fresh water where it doesn't belong.

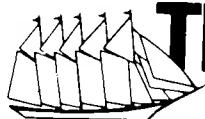
To celebrate properly the rebirth of our trusted boat, we christened her on July 4 with a bottle of champagne across her bow, naming her *Pegasus*, the club's emblem and the flying horse of Corinth. Ralph's injection of new life gave her a feeling of character. Gone were the creaks and groans of old. She now has the spirit and spunk of a youngster and was put on display at our 1988 Marblehead Friendship Regatta.

Our saga on Ralph Stanley does not end here, for this past fall when it was discovered that the *USS Constitution*, this nation's oldest commissioned fighting ship, was hogging at an alarming rate, it was the premier coastal Maine builder of wooden boats who was called upon to conduct an informal below-decks survey to determine what would be needed to correct the situation so that *Old Ironsides* could be in good health to celebrate her upcoming bicentennial anniversary. Score yourself 100% if you have already guessed that the individual was our very own Ralph Stanley. His report was received with great enthusiasm by the Navy establishment, a fitting tribute to a kind and gentle man whom history will ultimately record as having made a significant and meaningful contribution to our maritime industry.



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The Handicapping Problem

Handicapped Friendships

by
Bruce Morang

The moral of this story is best revealed at the outset: Being a race committee chairman is much like being a football coach. You have to be smart enough to understand the game, and dumb enough to think it's important.

Morality thus under control, let us discuss the vague science of handicapping a fleet of sailboats as diverse in size and sail area as our Friendship fleet.

Our handicapping challenge is to allow the Friendship Sloop Society to stage annual competitive racing among boats ranging in size from 22 to 38 feet, boats with awesome 1500-square-foot mainsails and boats with less than 600 square feet of total sail area, boats stripped out as light as day-sailers, and boats laden with cruising gear, engines, and a week's supply of food and found. And all by applying time penalties in direct proportion to a boat's size and projected speed.

Now, if you fire a starting cannon for a fleet of boats of different lengths and sail areas, you can rest assured the largest and most powerfully sailed boat will come home first. But when we score such a race, we apply a handicap formula in which that large, powerfully sailed boat has to give time to each of the smaller, less powerfully sailed boats in the fleet. We call this converting "elapsed time" (the time the boat actually spends sailing the course) to "corrected time"; the elapsed time less the formulated time a boat gets or gives from, or to, other boats in the fleet.

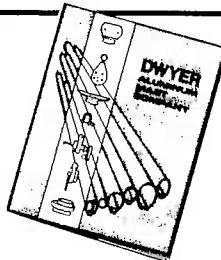
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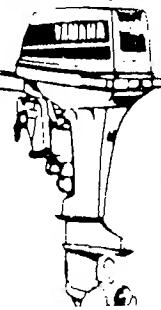
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(Continued from page 25)

An example: *Tannis*, the fleet's largest and most powerfully sailed boat, sailed an 11.5 mile race in 1987 in an elapsed time of two hours, 38 minutes and 52 seconds. Since she carries a "zero" handicap, and must give time to all other boats, her elapsed time was the same as her corrected time: 2:38:52. But consider *Phoenix* on the same day. She sailed the course in an elapsed time of 2:45:45, coming home nearly seven minutes after *Tannis*. But *Phoenix* is shorter and has a smaller sail area than *Tannis*, so *Tannis* had to give *Phoenix* time, about 11 minutes in fact. So *Phoenix* wins on a corrected time of 2:33:53, compared to *Tannis*'s 2:38:52. And so it goes down through the fleet.

This is the type of scoring calculation we make for a "normal" sailing race in which the entire fleet starts together at the same hour of the day, as the skippers try to sail the course in a good enough Elapsed Time to make their Corrected Time better (or comparable) to the "zero boat," *Tannis*.

But back in 1983 we tried a different racing format, what we call a "staggered start" race. And we're thinking of doing it again in 1989. In a staggered start race, a skipper gets rid of his handicap *before* he starts. A small boat like *Content* (25') would start at 11 a.m. along with boats of similar size and sail area. Progressively, by size and sail area, the rest of the fleet's starting times would be staggered until, at last, *Tannis* (38') starts at, say 11:25. All boats would sail an identical 12-mile course, and each boat would have accomplished her handicap advantage before she actually enters the race course by virtue of the starting time assigned to her.

After a staggered start, the handicapping is finished for the day, and it's a boat-for-boat race to the finish line. The first boat home is the winner, however long she is, or however many square feet of sail she carries.

And with all of that, perhaps there's another moral here someplace. How about that very erudite man who once said: "Eat a live toad first thing in the morning, and nothing worse will happen to you the rest of the day."

Ergo, get rid of your handicap obligations before you start a race, and the day might take on a new dimension.

John Rice Writes

John Rice of *Retriever* (#16) writes: I am trying to remember a quaint expression that means that a sailor has returned from the sea, and I think it's "I've swallowed the anchor."

But whatever it is, that's what's happened. We gave *Retriever* to the children last fall (just about the time she was due to be hauled), and now when we go off to Cape Cod in September, I'll be able to sleep through all the storms and never have to worry about what *Retriever* is doing. Ben will sail her to a spot in the Sakonnet River, on the island shore, in a place that he can see from his office in Portsmouth, Rhode Island.

As for me, I have my memories, and some of them are pleasant, like the times we were in Muscongus Bay for a sloop regatta! Maybe we'll watch one from a sight-seeing boat.

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As penance for that comment, we would be delighted to take any one of you East Coast Friendship owners who visit San Diego for a sail around our harbor. Without the balloons, of course. Unless you're honeymooning too.

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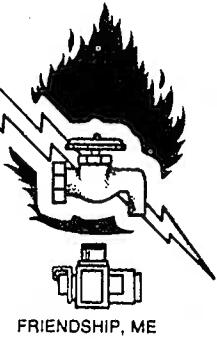


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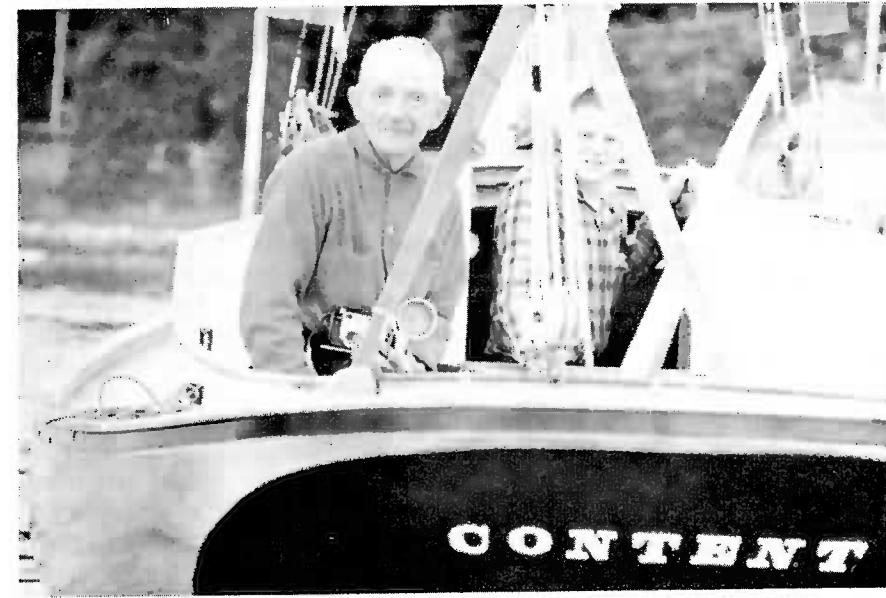
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Content —

The Friendship Stuart Ford Built

by Carey Edwards



CONTENT

Content and her builder

Some years back, when the sloop races were still held at Friendship, I happened to strike up a conversation at the barbecue with one of the older skippers.

"Which boat did you say yours was?" he asked.

"She's one of the smaller Friendships, a 25-foot green Friendship, No. 5, the *Content*."

"The *Content*, *Content*...lemme see now..." Clearly, he couldn't place her.

I tried again. "She's the boat that Stuart Ford built."

Instant recognition. "Of course! Stu Ford's boat! Why didn't you say so?"

Although our family owned *Content* for seventeen years, she will always be known to Society old-timers as Stuart Ford's boat. We have never minded, as Stuart Ford was a remarkable man, and the story of how he built the *Content* is worth telling.

As it is with any craftsman, Ford had special memories of building the *Content*, which he enjoyed relating to friends. One told how he had searched throughout Bailey's Island's wooded areas to select the spruce trees for the spars and then had dried them out in his shed rather than by kiln. Another story was about how he had come by the tiller comb, the pronged metal device fitted beneath the tiller to keep it in place when heaving to. He first saw the comb hanging on the wall of a restaurant and, upon questioning the owner, found out that he had absolutely no idea of what it was or how it was used. After Ford had talked to him on Friendships and sailing and his boat-building project, the owner offered it to him as a gift.

Ford obtained the *Content*'s keel timbers in much the same way. These were long-leaf yellow pine timbers with boxed heart that had originally been used for the building of the Philadelphia Centennial Exposition in 1875. When the exposition building was demolished in the 1950s, some of the timbers were taken to Bailey's Island as skids for a boat. A friend who knew that Ford needed good-sized pieces of well-seasoned wood offered them to him as a gift.



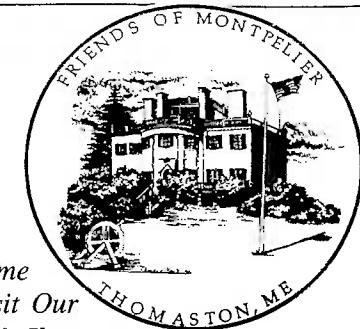
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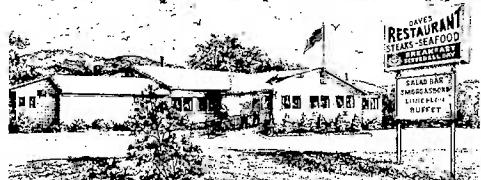


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In an article entitled "Do It Yourself" in *It's a Friendship* by Duncan and Roberts, Ford further describes building the *Content*: "The steaming of the cedar planking and the frames was very easy with a three-burner gas plate, bottled gas and a wash boiler connected by a hose to a box about six by eight inches and eight feet long. The transom made me scratch my head until I steamed the oak boards over a form and screwed them together, making the whole thing oversize and then chiselling off the excess as indicated by ribbands bent over the molds... As to help, I had the 1500-pound keel cast in a foundry, this being cheaper than getting the equipment together for one keel, and very much safer. A friend helped me for two afternoons, after hauling his lobster traps, to steam in the frames. Most of the red-leading of the planking screw heads and putting in the bungs was volunteer labor... I kept no track of hours worked, but all work was done in three summers, interrupted by the usual chores of house maintenance, grass cutting, shopping trips, and, according to my wife, many hours of sitting on the bench smoking a cigarette and settling the affairs of the marine world with some other boat bug that dropped in."

She was launched in 1961, and *Content's* number 5 is evidence of her being a charter member of the Society. Ford became an active participant in the races at Friendship. Roger Duncan remembers Ford as "a delightful person, quiet, modest and kind. He fitted right into the Friendship tradition. He sailed the boat well, but was not the aggressive racing type."

Betty Robert's favorite recollection of Ford occurred early one morning at a regatta. "At about 6 a.m., I looked out my window and saw Stuart, who was well into his seventies, at the top of the mast in the bosun's chair repairing some of his rigging. I ran and got my camera. Stuart was one nice man, a perfect gentleman in every sense of the word and so interesting I deem it a privilege to have known him."

Poor health obliged Ford to sell the *Content* in 1968. His loss was our family's gain, not only of a boat, but also of a friend. My father-in-law, Bob Edwards, and Ford shared a few interests, not the least of which was a love for woodworking. While Bob had never built a boat, he was a first-class furniture maker and was appreciative of good carpentry. A Britisher, he had learned the art of sailing late in life, after serving in the Royal Navy during World War II, but he made up for his lack of skill with his enthusiasm. Being British also may have given him a predilection to admire and preserve artifacts of the past. He was an immediate convert to the superior qualities of the Friendship sloop and became a loyal and enthusiastic member of the society.

The Edwards family owned *Content* for 17 years, during which we got to know her pretty well. We loved her for her beauty and seaworthiness, but felt that there were two areas where she needed a little improvement, namely, comfort and speed. Ford had built her as a day sailer, but Bob liked to take her cruising. Being over six feet tall, there was only one place where he could fit in comfort when the boat was at anchor and that was to stand at the foot of the galley stairs. This was his invariable position during a cruise, which meant that he was an effective barrier to anyone who needed to get in or out of the cabin.

The younger generation was smaller in stature and had no problems fitting on board, but we often wished that Ford had built her less for seaworthiness and more for speed. A lead keel weighing three quarters of a ton, plus 600 pounds of inside ballast, made *Content* a very poor competitor in the races. Much of the inside ballast was taken off the boat by my husband Peter and his college roommate after a very dismal finish at their first Friendship Sloop Society race, but of course this ploy made not a bit of difference. Only a strong, steady wind could make *Content* move; in light air or calm all she would do was sit and wallow.

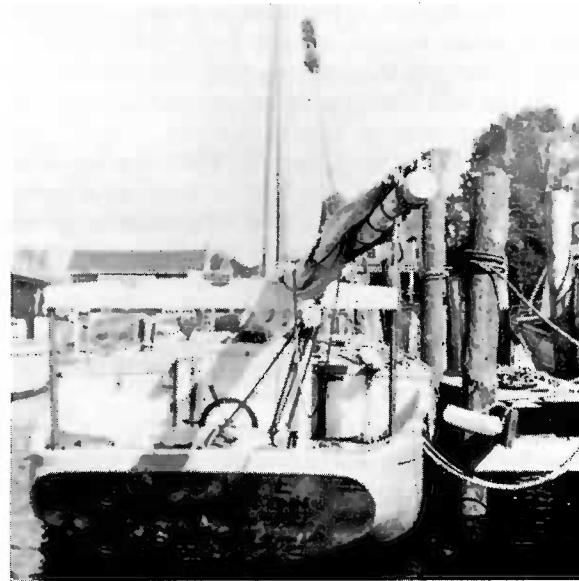
These minor drawbacks, of course, never came close to offsetting our pride and enjoyment in owning a beautiful character boat such as the *Content*. Wherever she went, the Friendship always elicited admiring stares and quite often some lucrative invitations. Therefore, it was with the greatest reluctance that the decision was made to give her up, but it was obvious to us that we no longer had the time to care for her properly. Fortunately, her new owners, Rich and Beth Langton, keep her in Boothbay Harbor, so we are still able to keep an eye on her and admire her looks.

Visiting Wilbur Morse

John Nelson, former owner of *Downeaster*, built in 1912 by Wilbur Morse, writes of a visit to Friendship in the mid-1930s:

"We once sailed up Muscongus Bay to Friendship with the objective of visiting Mr. Morse. When we called at his house, we were told he was inland tending his garden. We were invited to wait, and he soon drove up and greeted us. It surprised me later to learn that he was probably in his middle 80s that summer. He was tall and erect and obviously in top physical shape. He did not offer any information on our boat but described his boat-building days and said he would build a boat the size of ours, put it on a mooring ready to be sailed away, for \$500.

"I asked him how he had developed the lines of his boat, and he said he had fished early in his career and after the day's fishing it was common for young men in similar boats to have informal races back to Friendship. During those encounters, he would watch for the best-performing boat and then, during the winter when the boats were hauled out, he would take the lines off the boat that had been the best sailer."



Pensive, ex-Result

Philip Nichols' Result

Philip J. Nichols, the dean of the amateur Friendship sloop builders, built his first sloop between 1934 and '38 and named it *Result* because, when he started, he didn't know what the result would be. In the early 1950s the sloop was homeported at Stonington, Connecticut, and named *Pensive*. In preparation for a trip to Bermuda (never made), her next owner rerigged her as a ketch. In 1967, she was registered with the Society as *Temptress* (#72). Three owners later, she was donated to the Westerly Sea Scouts. Two more owners later, and a misunderstanding resulted in her being bulldozed into a landfill in the fall of 1987, about 16 to 18 years after she was last afloat. *Temptress* (ex-*Pensive*, ex-*Result*) deviated from traditional Friendship design in that she had a full-width deckhouse.

Phil later built *Pressure* (1942), *Surprise* (1964), *Secret* (1971), and, unnamed at his death, the sloop now named *Philip J. Nichols* (1981).

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Why Buy A Friendship?

by

Richard Langton



Content, 1988

People have a variety of reasons for buying boats. Many of them aren't rational, unless, of course, you're the one buying the boat. Well, I'm no different from anyone else and I had my reasons for buying the *Content* four years ago. It all seemed perfectly reasonable at the time and still does, usually. Since Carey Edwards has written a brief history of the *Content* for this issue of the regatta program, I thought it appropriate to continue her story from the present owner's perspective.

One of my first trips to Maine was a family vacation in the summer of 1960. Through a friend of a friend, my parents arranged for a two-week stay on Morse Island in one of Hazel and Carlton Morse's cottages. We packed our bags in Ohio and set out for Friendship, Maine. Two days of driving got us to the dock and a lowtide launch for our boat, which was just the beginning of many childhood adventures. In retrospect, the most important was the sloop races. I'm not sure if my Dad had planned the trip around the first regatta or if it just happened, but whatever it was, it was contagious. My father and I fell in love with the graceful lines of the Friendship sloop and fantasized about having a sloop of our own. We kept coming to Morse Island and kept arranging our trips around the sloop races whenever possible.

In 1965 my family moved to Massachusetts and Morse Island was within commuting distance for weekends. It also happened that Hazel Morse liked my father enough to sell my parents one of the cottages. This precipitated the purchase of an O'Day Day Sailor which I learned how to sail by leaving the dock on a following breeze and realizing that you don't just turn around and sail back. I can't say that I've ever learned to sail properly, and am still not very fluent with sailing jargon, but the Day Sailor just reinforced the desire to sail a sloop in the sloop races.

My Dad and I began looking for a sloop. We tracked down some of the saddest looking sloops you've ever seen and realized that if we ever wanted to sail in the races, we'd have to up the ante we were willing to pay. Unfortunately, my father died before we ever realized our dream. He left it up to me. I went off to college and didn't get back to Friendship for a while and certainly was in no position to buy a sloop. Nevertheless, this latency period disappeared in the early 1980s when my wife and I moved to Boothbay Harbor.



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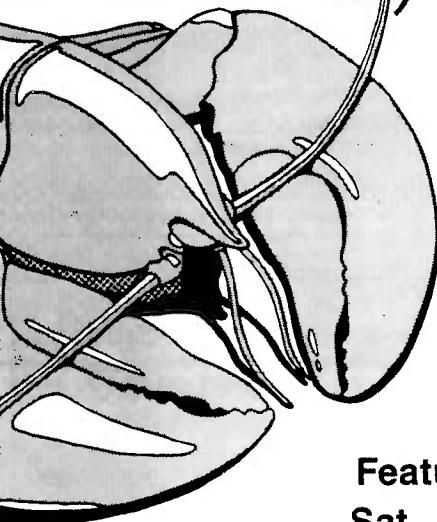
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I still had the Day Sailor, and we sailed around the local harbor getting wet and cold on a regular basis. Then, one day after a sail, I stopped by a friend's house and was having a beer, talking about whatever. He also has the "Friendship disease," so when we saw Peter Edwards sailing out in the *Content*, he casually said "You know, that sloop is for sale." Well, those are fatal words for one suffering the disease. I asked him how he knew and how much. He'd just seen an ad in the Sunday paper, and it had a Boothbay phone number. It didn't take too much to put it all together. I got the phone number and said I'd check it out and let him know what I discovered.

I spoke with Peter Edwards, who told me about the *Content*. I then went rowing around her at her mooring one day at lunch time. The next step was a sail. I'd been waiting for twenty-five years to set foot on a Friendship sloop, so I was excited! We dropped the mooring line and began to sail away. A little before Tumbler Island, Peter didn't think the rudder was working just right and, indeed, it wasn't really working at all. We did manage to get back to the mooring, and I'm sure Peter thought a hot prospect had just faded away. The boat was hauled and repaired and we tried again. This time all went well — we finally saw the south side of Squirrel Island for the first time. This was great! We were no longer trapped in the inner harbor in a wet little Day Sailor. I saw the smile on my wife's face and knew I'd win!

The summer went by and the sloop was a major topic of conversation in our household:
"It doesn't make any sense to buy a bigger boat."

"I know, but it's a Friendship, and if I were ever to buy a bigger boat, it would be a Friendship sloop." "Remember, you didn't get wet." "We could sail over to Friendship, etc., etc."

So the summer went and no one else came along to purchase the *Content*. Peter called me and told me that if I wasn't interested they would probably give her to the Maine Maritime Museum. I don't think he wanted to do that. So I said, if I'm going to buy her, I'd have to get her surveyed. He responded by saying we could split the survey costs, and that was all I needed. Except for a few cosmetic details, the *Content* was in excellent shape. Stuart Ford built a boat to last and Bob Edwards' love of carpentry had kept her very much alive. We bought her at the end of the summer.

Just about when I was planning my maiden voyage, Hurricane Gloria came through. I thought, great, I've finally bought a Friendship only to have her go down in one of Maine's relatively rare hurricanes. She survived the hurricane as well as my running her aground the day before she got pulled for the winter. I had David Nutt fix the details and get her ready for the next sailing season. It was a thrill to go to the yard and see *Content* sitting next to *Depression*, which David was rebuilding at the time. I'd grown up looking at *Depression* in Friendship harbor and had dreamed about buying her for the \$15 she sold for back in the 1930s.

I finally raced *Content* in the 26th regatta. We didn't do too well, but Peter assured me it wasn't my sailing; it was the *Content*. She's slow but seaworthy. In the 27th regatta we decided that there was only one trophy that we might have a crack at: the youngest crew member. My six-month-old daughter, Ruth, joined us for the three days of racing and, despite our lackluster finish, we won a trophy that was just about as big as my little girl. Last year we kept up the tradition — lackluster finishes, that is. On the first day of the races we got lost in the fog, and the committee boat left for home before we got anywhere close to the finish line. That stimulated the installation of a radio. Now I can at least talk to the rest of the fleet as they sail by. Winning, of course, isn't the important thing. Just being able to sail on a Friendship in the sloop races is a childhood dream which makes owning a sloop rational, despite what anyone else may think.

To sum it up, I'm very CONTENT at last.



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Anvinita

by Dr. Peter Latella



Anvinita

In 1937 I was looking for a boat that was broad of beam, tough of timber, and could handle rough weather. I had two small daughters, and we were sailing a small 16-foot sloop. I found "the boat" in a Cos Cob Connecticut shipyard. The boat — it had no name — had been in dry dock for three years and had weathered rather badly. She looked neglected and forlorn and seemed to beg and plead to be refurbished. I bought her for \$400 in 1938.

The sails, fortunately, were in excellent shape and had been kept in good condition. The motor, a one-lunger Palmer, was easily got into condition by a mechanic. The boat was another story. With the help of my brother and friends, we scraped, burned, sanded, primed, caulked, replaced rotten timber, scrubbed and cleaned and painted and rigged the ship, named her *Anvinita*, and launched her in September 1938. We sailed her down to Hudson Park, New Rochelle, and anchored in the harbor which would be her new home.

She slept two forward, one on each side of the mast. The head was on the port side; on the opposite side was a locker. The cabin slept two, and the galley was against the cockpit. Headroom was about 5 feet 6 inches, and we kept bumping our heads and this was annoying. With winter setting in, we decided to remodel again. Fortunately, the hatchway to the cabin (my little girl referred to it as the cellar) was on the starboard side

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of the cabin, leaving the center clear to establish headroom. I fashioned a "box" of 2 inch by 8 inch lumber, 10 feet long and 4 feet wide, and placed it on top of the cabin unattached. Then either my brother or I stood on the pier, and the other motored about the harbor, so we obtained a good eye-picture of the addition. I lowered the forward end by 3 inches and finished the top by adding a skylight and added port holes to the sides and bolted it to the cabin top after removing the portion of the cabin covered by the addition. Over all, the addition was very pleasing to the eye, comfortable in the cabin, and we received many compliments on the finished product.

Due to my limited time available, we did little cruising but spent many days swimming, sunning, picnicking, and sailing locally around Long Island Sound. We kept the boat in the water all year round. There were many excellent sailing days in November, December and January. Twice a year we would beach the boat and scrape and paint the bottom. The name *Anvinita* was coined from the three matriarchs of our family: Angela, my mother; Virginia, my wife, and Anita, our niece.

In 1939 or 1940 we ventured to the Worlds Fair in Flushing Meadows. We had a lovely sail to the "meadows" but were receiving radio reports that the weather was changing, so we lifted anchor and headed back home. We were caught in the storm and an adverse tide. We reefed sail, started our engine, and fought tide and wind and rain all the way home. We suffered a dislodged bowsprit, a smashed skylight, and a loose stay. From that day on, my wife refused to leave the harbor.

War was declared. I went away, and the boat went on dry dock in 1941. I returned early in 1946. I was quite busy putting my practice together and found little time for sailing. We made an honest attempt to refurbish *Anvinita* but gave up in 1948. We sold her to two young veterans. In 1949 they ran up on the rocks between Mamaroneck and Rye. The boat sank, and she was beyond salvage. Hearsay said alcohol got tangled in her rigging.

When I purchased the boat, Mr. Scott gave me her papers. I did not realize then that I was purchasing a National Treasure, so paid little attention to them. I do recall the boat was built by W. Morse in 1910. Her mast and spars were spruce and the timbers oak. Overall length was listed as 39 feet 9 inches. The papers, charts and maps were all given to the purchaser when I sold the boat. She carried ballast of cast iron sash weights in the bilge.



Advantages of a big cockpit



Is this the society's mystery sloop, sail number 51? The photo is from the early 1950s and shows *Dream Boat* in Mt. Sinai Sandhole on Long Island. During WWII (and for some time before that), the sloop was named *Khanum* and was homeported at Staten Island. Per a bronze plaque on her main beam, her designer and builder was Wilbur A. Morse and, per her registration, she was built in 1915. Her dimensions are 29 feet by 9 feet 6 inches by 5 feet 6 inches, with a 360 sq. ft. mains'l and an 80 sq. ft. jib. In 1956 she was owned by three priests of Montclair, New Jersey.

(*Bosun's Notebook: The Metuchen, NJ, address of the registrant of number 51 was rental property in 1965. It was learned that the registrant rented there for only two years, and the sloop was never at that address, though the registrant wrote he was rebuilding the sloop.*)



Old Baldy

First Sail

by Andrea L. Wilson

I was sold a bill of goods which included beautiful days upon the ocean and sunbathing on the decks. I was convinced (with some persuasion from my husband) that boating could be a mutual hobby that we both could really enjoy. I was brought up going to the ocean every summer for our family vacations, so the idea of ocean sailing seemed pretty attractive.

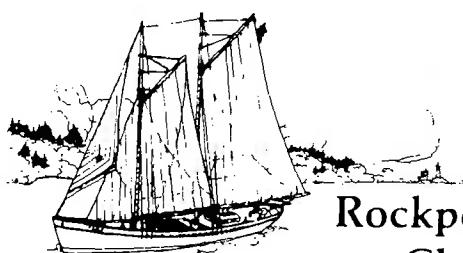
Jim wanted a traditional boat made of wood, a boat with character, that people would stop to see and start a conversation about. We had both fallen in love with Friendship sloops through reading books on the subject, from visiting *Estella A* at Mystic Seaport, and from taking charters out of Boothbay Harbor. We were lucky to find a beautiful Pemaquid practically in our own back yard. When Jim called the owner, Dorothy Ahlgren, to get some details, he couldn't believe it when she said that the boat had been built on Bald Mountain. *Old Baldy!* He'd already read about this beautiful little Pemaquid.

We took the plunge and had ourselves a beauty of a boat. We also made some wonderful friends in the process. So here the story begins for the Wilsons and *Old Baldy*.

After we purchased *Old Baldy*, Dick Salter suggested that we meet Ted Brown from Kittery, who was very much involved with Friendship sloops. Dick told us that Ted frequented Captain Simeon's and that if we bought him a rum and tonic we could have our way with him. Dick was right. We did, we have, and we've enjoyed every minute!

During July of 1987 we had made plans to sail downeast with the Friendships who were headed for the Boothbay Harbor races. Because we had launched so late that first season, the departure date was to be our first day sailing! We left Ted's mooring in Kittery along with the Wojciks, who were aboard *Banshee*, and motored to catch the fleet which was under sail and headed downeast. After pounding out to York Ledge, we fell in behind a Bruno and Stillman, *At Last*, with all its canvas up. What a pretty sight! We raised our sails, and our engine died. We were sailing. The seas were rough, and we were beating into the wind. Our bowsprit was burying itself in the waves. I was scared.

A moment after our sails were raised, Jim and I looked up to see a sea of canvas. The boat ahead of us appeared to be knocked down. Suddenly a head popped out of the boat's companionway. The boat was upright, but it was dismasted! *At Last's* sails and mast were



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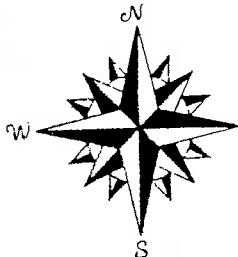


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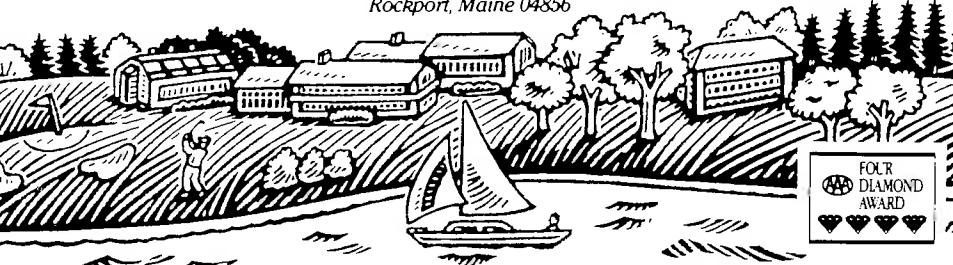
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in the water and were being tossed about by the waves. I radioed *Banshee* to let them know that *At Last* had been dismasted and we could not render assistance, because we had no auxiliary power.

The fleet's sails dropped. Everyone was motoring but us. The Wojciks aboard *Banshee*, the Gunkels aboard the *Charles Ogallin*, and Jack Sherburne aboard *The James Hall*, and other boaters gathered to help George Kwass and his brother on *At Last*. John Wojcik got into his dinghy, and with a pair of wire cutters supplied by the Gunkels, he cut away the mast, sails, and rigging from the disabled boat. Fortunately no one was injured.

About this time I received a call on the radio from Ted Brown, who asked how everything was going. I told him, "*At Last* has been dismasted, we have no auxiliary power, and we are returning to the mooring in Kittery." Ted sprang into action, trying to locate a boat that could tow us back to the mooring. He didn't think that we'd be able to pick up the mooring under sail in the prevailing winds. Neither did we.

Jim worked at getting *Baldy* tacked around and headed back to Portsmouth Harbor. This proved a difficult job, as our staysail had lost a fitting and was flogging around on the foredeck, and I didn't want the boat to heel too much. Despite all adversity, Jim tacked the boat as if he were sailing a Sunfish. With the wind behind us, we flew back toward the harbor. Fortunately for us, Ted had contacted Bill and Carol Schunemann aboard *Baschert*, who agreed to tow us back to the mooring. We were enjoying the sleigh ride back to Portsmouth when Bill radioed us to confirm the tow. He told us to slow down or he wouldn't be able to catch up to us. Once inside the harbor, Jim headed the boat into the wind and dropped the sails, so that Bill was able to come alongside us with a tow line. *Secret*, with radio problems, *Baschert*, *At Last*, and *Old Baldy* returned safely to Ted's moorings in Kittery. One day into the trip; zero miles downeast.

Half the fleet had gone back to Kittery, and the other half had gone on to York. We used Ted's car to shuttle the sailors in Kittery to York that same evening for dinner. Fourteen or more Friendship sloopers dined together that evening. There were stories to tell!

The following day, Jim Kent and Bill Schunemann from *Baschert* worked along with Jim to repair *Old Baldy's* engine. Around 2 p.m. the job was completed, and Jim called me to say we were leaving to meet the fleet in Cape Porpoise. My response was something like, "You may be going, but I'm not." Needless to say, Jim came home, picked me up, and we dropped the mooring around 3 p.m. What a lovely sail. (Thank goodness!)

Baschert carried four passengers: Jim and Robbie Kent, and Bill and Carole Schunemann. Jim and I sailed *Old Baldy*. We had fun seeing who could outrun the other. *Baldy* held her own under working sails until Bill decided to put up his topsails. Then Jim decided to take matters into his own hands. We flew past *Baschert* with Bill wondering how we had adjusted our sails to increase our speed so dramatically. The iron sail worked wonders. We arrived at Cape Porpoise at around 10 p.m., and, fortunately, at high tide. We made all our marks spot on and located a mooring where we rafted up for the night. Beginner's luck was on our side. When we awoke the next morning, we saw the mud flats that we had motored over the night before.

This has been an account of my first two days of ocean sailing. Even though I may have donned my swimsuit only twice in the past two summers, each season I enjoy our adventures more, as I become more accustomed to the events that can (and do) occur on a sailboat. In a way, these first few days sum up what sailing can be like: One minute you can be in the throes of peril and the next minute you can be reclining in the cockpit, drinking rum and telling tales.

To quote Ted Brown, "There are twelve Murphys on every boat." Jim and I have seen several, but we have also enjoyed many beautiful sails, sailed alongside a seal, and we have been *most* fortunate in the wonderful new friends that our Friendship sloop, *Old Baldy*, has given us.

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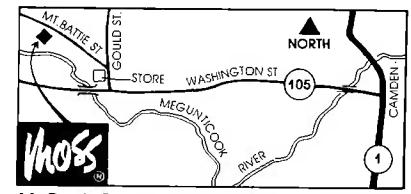


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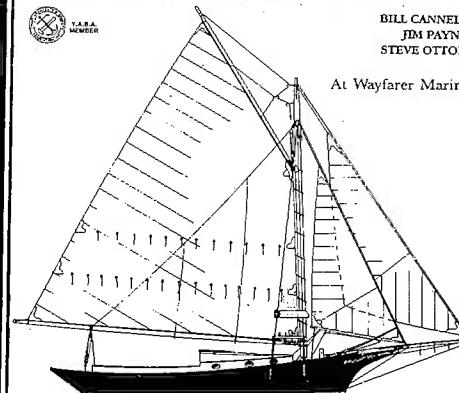
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Down Maine Family Cruise

by
Reverend Paul Sawyer

This is the last part of an extended narrative of a cruise to Maine in "Queequeg" in 1950 when the writer was 16. They are heading for Cape Ann on a night run.

There was nothing to do but sail on, keeping underway in the increasingly rough seas. Soon there was an ominous thunder clap from a long way off in the darkness. Then suddenly the wind was roaring in huge gusts from what seemed every direction at the same time. The skies opened in a deluge of rain as the mainsail and jib started flapping crazily all over the place.

"Drop the sail!" my father yelled. "It's going to rip to shreds!"

My brother and I leaped forward to where the halyard ropes were tied to the cleats. We each grabbed one and let it loose. The rope tore through our hands burning the skin as the sail came hurtling down under the pressure of the wind. Almost down, the gaff caught in the rigging. My brother leaped up on the deck to untangle it and pull it down the last few feet. The jib out on the end of the bowsprit was helplessly smacking this way and that, totally out of control. There was no way, short of suicide, in that heavy sea, to crawl out there and pull it in.

My father back at the wheel was now pushing the starter button for the engine so that we would have some forward steerage in the sea which was crashing over the side of the deck, bouncing us around like a small block of wood. The motor caught and started to fire. What a great sound that was! My dad pulled out the throttle and then grabbed the wheel and started to head us into the wind.

Suddenly it went dead. "What the hell?" my father sputtered. He looked around. "Oh no!" he said, his voice close to the edge of terror. We could see now what he was reacting to. In our haste to save the mainsail, the end of the halyard rope had dropped overboard in the darkness. My brother yanked at the rope, but it would not budge. "It's wrapped around the propeller," my dad said in a disgusted yet weary tone of voice. "It has stalled out the engine."

We just sat there, the three of us, the rain pelting down, the boat bobbing around. We just sat there, close to tears, totally helpless before the fury of the gale.

Finally my brother said half-jokingly, half-resignedly, "Now's the time I guess you're supposed to ask God to help you out."

"Oh, Al," my dad replied soberly, "what possible good can He do us now?"

Below deck, my sister and mother were hysterically sobbing. Through my head flashed all the memories of my life. There was no way in the world we were going to get out of this alive. Beyond all prayers and 'should have beens,' there was this strange quiet space of acceptance. All of us would go under together; the whole family down into the deep at the same time.

All at once a flash of lightning bolted out of the darkness, illuminating the ocean for miles around. The leaping waves and rushing clouds were outlined by its light as the bolt hit the ocean creating a huge red ball of fire where it touched the water. Then there was a loud clap of thunder. Again the sky lit up and again there was a huge yellow-red fire ball where it touched the sea. The lightning was coming closer to us now as the thunder roared in our ears. It continued to bear down upon us until we thought that the very next fireball would engulf us in its flaming inferno, exploding us apart with its deafening blast. The next bolt of lightning, however, was further away and the next one, until after awhile, in the distance, the sky would just light up, and we could hear no thunder at all.

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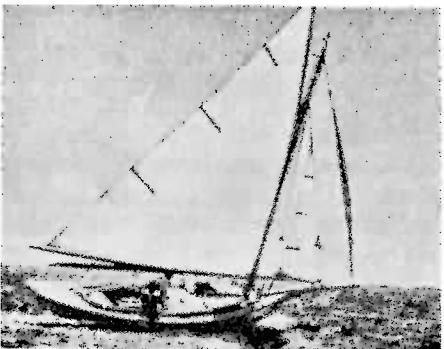


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It was still raining, though not nearly so hard, and the wind now had settled into a strong steady breeze from the northeast. At this point, we began to think about how we might get underway, escaping what had seemed to be certain disaster.

"Listen, I'll go overboard and cut the rope off the propeller," my brother volunteered. My father looked somewhat skeptical. The boat was still bouncing around in the sea and the water was icy-cold and deep.

"Tie a rope around my waist, and I'll just go down and cut it off," he said confidently. Dad's reluctance began to give way before my brother's courage and the dangerous dilemma we were still facing.

"Don't say anything to your mother," he said to me as he began to tie the rope around Al's waist. I held the flashlight over the side as my brother lowered himself into the water, a hunting knife in hand. Down he went, my father holding the rope, the other end of which he had tied to a cleat. Then my brother came up breaking the surface, taking a big breath of air.

"How's it going?" my dad asked anxiously.

"O.K.," my brother replied as he went down under again.

Four or five times he repeated this, going down and coming back up for air. It seemed forever that he was under the water the last time down. When he finally surfaced, he had a broad grin on his face.

"It's done," he said as we pulled him up over the side of the boat. He was shivering in the cold night air. As we wrapped him up in a warm blanket, I could feel a deep appreciative joy well up among us. My mother emerged from below-deck with a bottle of brandy in her hand.

"Here Al, have a swig of this to warm you up."

He took a hit off it as he dragged himself, exhausted, off to the warmth of the cabin below to drop off to sleep.

Maine Maritime Museum

by
Helen Barnes

The classic Friendship sloop, or lobster sloop, is part of Maine's extraordinary maritime history, dating back to the 1500s. The course of events that led to Maine's preeminence in fishing, shipbuilding, and seafaring are detailed in a major new exhibit at the Maine Maritime Museum in Bath.

Now open in the Museum's new exhibit building, "A Maritime History of Maine" leads visitors through an introduction to life along the coast, to fisheries, wooden and steel shipbuilding, life on board ship, trading around the world, and recreational boating.

A short video takes visitors to the ocean itself, and computer and board games allow visitors to try their own hands at sailing and worldwide trade.

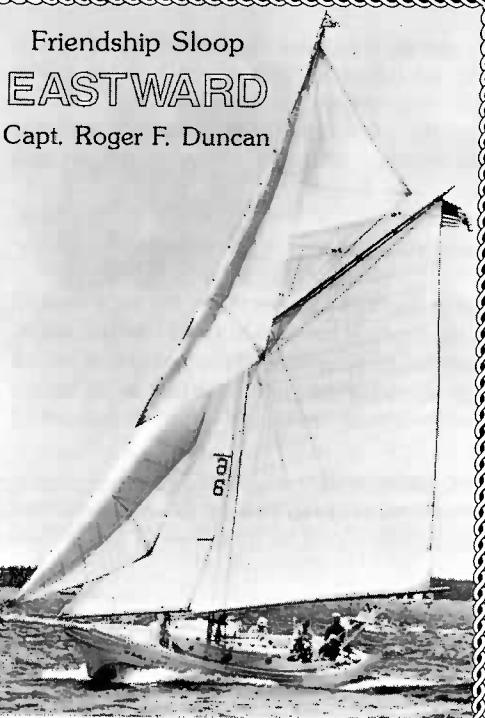
The exhibit, and the new Maritime History Building, opened to great fanfare in June. Also newly opened is another exhibit, "Family Fleets of Maine," describing some of the shipbuilding-seafaring dynasties of the Maine coast. Other smaller and changing exhibits round out the new building's many smaller galleries.

The Friendship sloop was important in the growth of Maine's lobstering industry, and the development of working coastal boats in general. Friendships are highlighted in the "Lobstering and Maine Coast" exhibit at the Maine Maritime Museum.

The museum is open daily, 9:30-5 p.m., year round, except major holidays.

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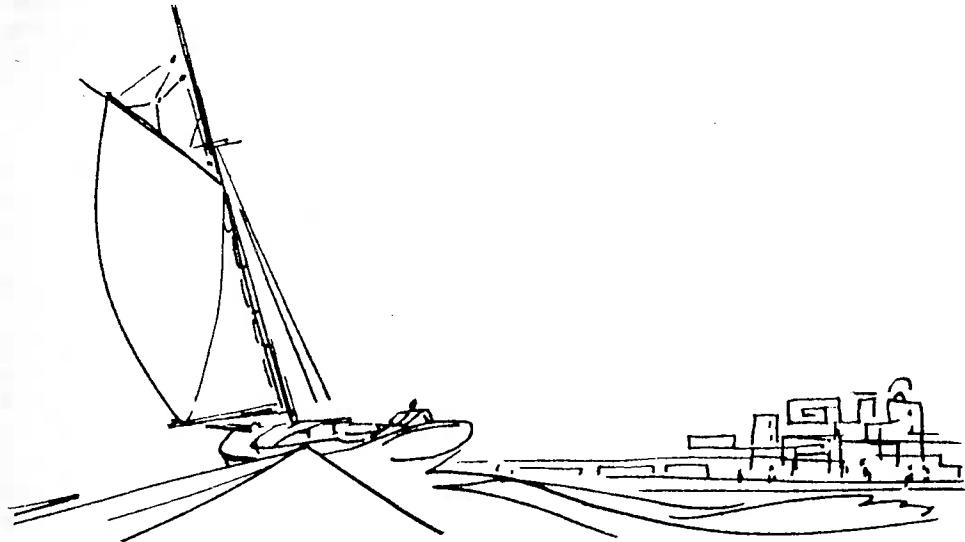
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A Boat And A Book — Alive And Well



A Review of Joe Richards' *Princess — New York* By Judy Oneal-Brooks

Princess — New York, out of print for several years, is finally available again.

Princess' story was published serially in the 1940s and '50s in *Motor Boating* and *Rudder* before the first edition of the book. *Princess — New York* was first published in 1956 by the Bobbs-Merrill Company. The book received very positive reviews, even internationally, and the British and Dutch editions soon followed. McKay republished a different version of the book under the title *Princess* in 1973. Reviews of the added material were not so positive. It is the 1956 edition that The Marine Museum of Dunedin has republished, with a run of 1000 copies.

What is it about this book that has captured the soul of an old wooden boat and the hearts of many a reader? I have only a glimpse of an answer, but even that is worthy of our attention. It lies somewhere between reality and romanticism.

The reality. *Princess — New York* is the chronicle of a journey beginning in 1938 in Flushing, Long Island, where Joe Richards purchased and rebuilt *Princess*, an old Wilbur Morse-built Friendship sloop; continuing down the coast to Fort Lauderdale; interrupted by World War II and a few sidetrips in Merchant Marine tugs; resuming after the war back up the East Coast; and ending on Long Island. The journey itself is worth the chronicle. It is absolutely entertaining, superbly written in the salty, humorous style of Joe Richards, and wonderfully illustrated by this same man. But *Princess — New York* is more than this.



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(Continued from page 51.)

The romanticism. *Princess — New York* captures the essence of the relationship between a master sailor and his beloved Friendship sloop. Some would label as arrogance Joe Richards' descriptions of how he handles that boat. I label it justified pride. Some disbelieve the personification of the boat. I believe every word. *Princess* is as alive to me as my own beloved old Friendship sloop. And yet, Richards offers much more than a story to which we fellow sailors can relate. He opens our world, our seas and our sloops, to landlubbers. He pulls them in and offers experiences and feelings they would otherwise miss in life.

There are some production flaws, some distracting typographical errors, even on the covers of the new edition. But the book is beautifully typeset and illustrated. Needless to say, I do (with some small degree of prejudice) strongly recommend *Princess — New York*, to be read and reread. The new paperback edition is available for \$12.95 plus \$1.50 shipping from The Marine Museum, 733 Edgewater Drive, Dunedin, Florida 34698.

There is a happy ending for our sloop, *Princess*. Like her published namesake, she too is alive and well, soon to be refloated at The Marine Museum of Dunedin, not far from Joe Richards' home in Florida. Regrettably, she has not yet been rerigged from her current Marconi sail plan. Hopefully, that will happen soon.

The museum also plans to collect as many of Joe Richards' paintings and sketches as possible. They are not easy to find. Should any reader have information concerning the location of a Richards' work, please let Bill Wheeler at the museum know.

We Friendship sloopers owe our thanks to Bill Wheeler and the museum for preserving and making available a boat and a book that are vital parts of our sailing heritage. And above all, our thanks and respect go to Joe Richards who started the whole thing when he acquired an original Friendship sloop back in 1938.

Pendleton Memorial Scholarship Fund

by Elbert S. Pratt

What are some of our past recipients doing today? One young man studied chemical engineering at Renssalaer Polytechnic Institute and is now with a chemical firm in Philadelphia. A young lady graduated from Columbia School of Law and is now practicing law in Little Rock, Arkansas. Another is a registered nurse and has been at Pen Bay Medical Center in Rockport. A young man is pastor of the Advent Christian Church in Bristol, Connecticut. Another has a PhD in Marine Biology and now teaches at the University of New Hampshire.

The Sloop Society should be proud of the program in Friendship which it supports. The results show that the school districts in Maine, and particularly School Administrative District 40, which includes Friendship, are able to prepare our young people to meet today's challenges. Of course, in the final analysis, it is the initiative of the individual which counts; and Friendship young people have it.

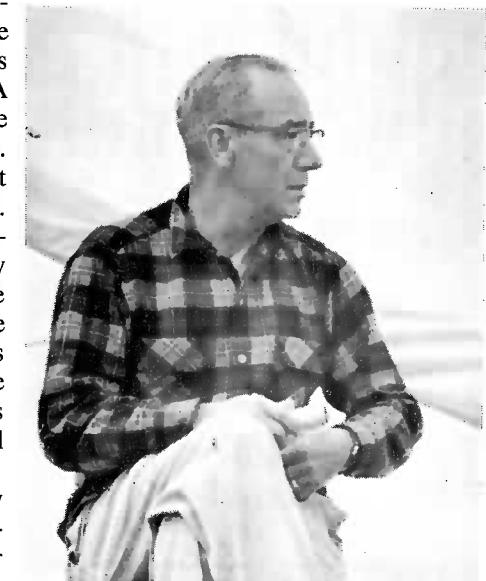
This last December the Board of Trustees of the Pendleton Memorial Scholarship Fund sent a letter to each senior at Medomak Valley High School who is a resident of Friendship. It contained information about the availability of the fund for Friendship young people planning to continue their educations. Briefly, the applicant must be a Friendship resident, a high school graduate, and he or she must be enrolling in a program of education which is acceptable to the board. The ability of the student to undertake the work is considered.

An interesting and totally unexpected side effect developed when Betty Roberts received a telephone call. The inquirer wanted to know if the scholarship is available for an exchange student. When the board received the list of seniors from the high school, there was no indication that this person was from New Zealand, was completing his secondary education at Medomak Valley High School, and would be going home soon after graduation in June. Betty explained that she was sure that this possibility had not occurred to the fund's founders, but that the fund is intended to be for the use of resident young people.

In May 1989 a committee of Sloop Society members and Friendship residents, some of whom are not members, met and reviewed the applications which had been received. A representative from the committee then reported the findings to the board which made the final decision concerning the recipients and the amount that each would receive. A representative of the board was present at the graduation exercises to pass out the awards. Since this is being written in March, we do not know how many awards will be made in 1989.

The board of trustees is undertaking a fund-raising drive among Friendship property owners, resident and non-resident, who are not members of the Sloop Society. The number of people in this group approximates the number of members in the society. We hope that the contributions from both groups will add to the fund's principal so that we will be able to make more and larger awards.

Donations are arriving from Sloop Society members who received the request for a contribution to the scholarship fund with their membership notices. If you have not contributed yet, please take the time to do so now.



Bill Pendleton

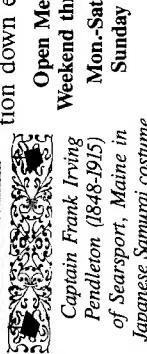
1.	Voyager	30.	Charles A. Morse	1906	Alex & Tina Moll, Staten Island NY	OWNER(S) & WINTER RESIDENCE	L.O.D.	BUILDER(S)	NAME OF SLOOP	SAIL
2.	DictaTor	31.	Robert E. Melain	1904	Dr. George N. Pappas, Scarborough NY					
5.	Content	25.	Stuart M. Ford	1956	Roger & Mary Dumca, East Boothbay ME					
6.	Eastward	32.	James Chadbwick	1961	Richard & Beth Langdon, Edgecomb ME					
7.	TanNis	38.	W. Scott Carter	1937	Jack & Mary Cronin, Sturbridge MA					
9.	Mary Anne	30.	Willbur A. Morse	1958	James Russell Higgins, Brooklin ME					
10.	ShulMittE	24.	W. Prescott Gammie	1938	Nicholas Kingbury, Kennebunkport ME					
11.	Posh	29.	Charles A. Morse	1920	James & Bevley Prepon, Key Largo FL					
14.	BlackJACK	30.	Willbur Morse 2nd	1946	Curt & Jeannine Hardding, St. Thomas USVI					
15.	Vida MaiA	22.	Edward L. Stevens	1942	George & Cindy Loos, Cape May Court House NJ					
16.	ChriSSy	30.	Willbur Morse	1942	John & Trina Olson, Boothbay ME					
18.	RetriEvEr	25.	W. Prescott Gammie	1946	John & Linda Blair, Los Alamos CA					
22.	elle	30.	Willbur A. Morse	1900	Susan & Larry Carter, New York City NY					
23.	DePression	25.	Willbur A. Morse	1999	Lloyd & Tina Olson, East Hampton NY					
24.	ancient Mariner	27.	W. Prescott Gammie	1947	Crig & Jason Cott, Amston CT					
27.	Whale EagLe	25.	Bob McLean & Sidi Carter	1939	Edon Homsey, Wilmington DE					
31.	nomaD	25.	Willbur A. Morse	1946	William Prout, Wadoboro ME					
32.	change	20.	Unknown	1962	Marilyn Prout, Wadoboro ME					
34.	PaL o. Mine	31.	Willbur A. Morse	1962	Nathalie D. Clapp					
35.	Mary C.	20.	Nathalie D. Clapp	1964	Don Murry					
36.	MAGnIn	25.	UnKnown	1964	Bill & Judy Masson, Camden ME					
37.	comEsIn	30.	Willbur A. Morse	1964	Kevin J. Crowley, Brewster MA					
39.	DownEASter	35.	Willbur A. Morse	1936	Roland Barth, Alina ME & Alan Lewis, Boston MA					
40.	FlyInG JIB	30.	Willbur A. Morse	1913	Bob & Jane Hatch, Orland ME					
44.	SaZERaC	23.	Judson Crouse	1939	Pringlein Fred Prowne, Orland ME					
46.	diRiGo	26.	C.A. Simmons & J.P. Hemmings	1963	Captain Eliza Bailey, Tenants Harbor ME					
47.	GaLATEa	33.	Philip J. Nichols	1964	Cruising: California to Canada ME					
49.	SurPrise									

NOTES: L.O.D., rounded to nearest foot; TBL = To Be Launched; OLD = Built before WW II; C = cradle
 Alphabetical names separated by "•"; built together, names separated by "•"; built sequentially
 Builder names separated by "•"; built together, names separated by "•"; built sequentially
 Sloop's are classified as follows: Class "A" = "Originals" built prior to 1920; Class "B" = Replicas & Near-replicas built after 1920

FRIENDSHIP SLOOPS REGISTERED WITH THE FRIENDSHIP SLOOP SOCIETY

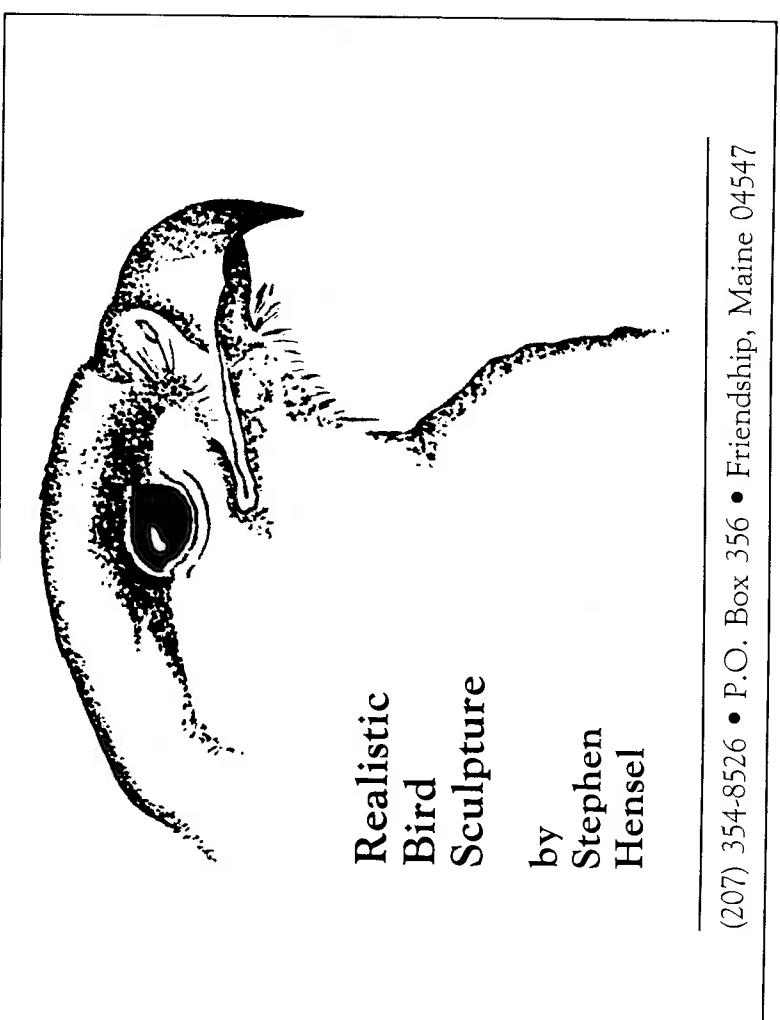
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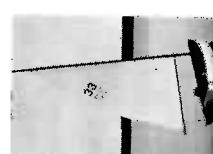
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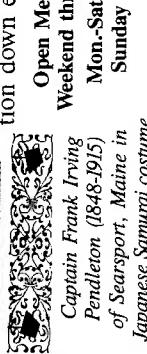
Toddy, ex-*Arrios*, No. 102, our only steel sloop, came all the way from Florida, partly over the road, to join us at the Boothbay Regatta.

Tecumeh, No. 242, rebuilt by Dan Taylor, came from Florida, part of the way off-shore and part through the Inland Waterway. The Taylors are living aboard more or less permanently.

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104. COCKLE	AT LAST	Elmer Collemer	1950	Rupert & Regenia Hopkins, Miller Place NY	ML. Sinal Harbor NY	Mauchester ME	Magic	107.	HOLD TIGHT	Bruno & Stillman (5)	1971	George F. Kress, Andrew Morse	William C. Andrew Kauditsch, Bar Harbor ME	Somerville MA	50.	HERITAGE	29'	Elmer Collemer	1962	Barbara P. Hadlock, South Freeport ME	South Freeport ME																																																																																																																																																																																																																																																																																																										
52.	RIGHTS OF MAN	30'	Lash Brothers	1965	Phillmore H. Smith Jr., Westfield MA	York Harbor ME		51.	EAGLE	30'	Wilbur A. Morse	1915	Donald Huston, Nahant MA	Nahant MA		53.	EAGLE	32'	Wilbur A. Morse	1965	William Thon, Port Clyde ME	Port Clyde ME																																																																																																																																																																																																																																																																																																									
54.	ECHO	22'	Lee Boatyard	1965				56.	KOCASTE	33'	Charles A. Morse ?	c1907	Maine Maritime Museum, Bath ME			57.	OLD BALDY	25'	James S. Rockefeller	1965				58.	CATHY	21'	Jeremy D. Maxwell	1969	Ted & Cathy Chase, New Harbor ME			59.	SARAH MEAD	30'	Newbert & Wallace	1963				60.	OLD SALT	32'	Robert A. McLain & Son	1902	Ted Hanks, Jefferson ME			61.	WINDWARD	25'	James S. Rockefeller	1966	Joe Calvanese, Plantsville CT			63.	KHOCHAB	28'	Speers	1953				64.	AMICITIA	33'	Lash Brothers	1965	David & Ruth Westphal, Cranberry Isle ME			66.	VENTURE	26'	Wilbur A. Morse	1912				67.	HIERONYMUS	33'	Ralph W. Stanley	1962	Jeff Pontiff, Plymouth MA			68.	ROBIN L.	25'	James H. Hall	1967	William A. Sauerbrey III, Mystic CT			69.	COAST O' MAINE	30'	Vernell Smith	1967	Albert P. Neilson, Honey Brook PA			70.	SPIRIT	30'	Roger Morse	1967	John D. Worth III, Camden ME			71.	GLADIATOR	32'	Alexander McLain	1902				74.	PATIENCE	30'	Malcom Brewer	1965	Rev. John Arens, Needham MA			75.	OMAHA	35'	Norris Carter	1901	Adrian Hooydonk, Waldoboro ME			80.	HEADWAY	35'	Fred Buck & "Skip" Adams	1941	Chris & Julie Head, Norwell MA			82.	MORNING STAR	28'	Albion F. Morse	1912	Judy A. Oneal-Brooks, Nashua NH			83.	PERSEVERANCE	30'	Bruno & Stillman (01)	1969	Robert L. Jacobson, Carversville PA			84.	PHILIA	22'	McKie W. Roth Jr.	1969	Richard Condon, Waltsfield VT			85.	ANN FRANCES	38'	Jeremy D. Maxwell	1974	Jeremy D. Maxwell, Spruce Head ME			86.	ALLEGIANCE	24'	Albert M. Harding	1970	Hale Whitehouse, Cape Porpoise ME			87.	EAGLE	22'	McKie W. Roth Jr.	1969	William & Susanne Young, Coventry RI			88.	APOGEE	30'	Bruno & Stillman (02)	1969	Dr. H. Maurice Landemare, Toms River NJ			89.	ERDA	22'	McKie W. Roth Jr.	1970	Francis "Pat" West, Vineyard Haven MA			90.	SALATIA	25'	Newman (P02) / Newman	1969	Miff Lauriat, Cornville ME			91.	PHOENIX	30'	Bruno & Stillman (04)	1970	Alfred E. Beck, Vinalhaven ME			92.	PUFFIN	25'	James Rockefeller / Basil Day	1975	Suzanne C. Fleming, Warwick RI			93.	ANNA R.	25'	Kenneth Rich	1970	Stuart L. Rich, Cape Elizabeth ME			94.	DIANA	25'	Newman (P03) / Rockefeller	1971	Ebenezer & Diana R. Gay, Hingham MA			95.	WESTWIND	40'	Charles A. Morse	1902	John & Diane Fassak, Mansfield MA			96.	VOYAGER	32'	Lash Brothers	1965	Bernard W. MacKenzie, Scituate MA			97.	GANNET	27'	Unknown	1903	Willis H. Collyer, Mattapoisett MA			98.	DOWN EAST	30'	Bruno & Stillman (09)	1970	Gilbert J. Broughton			99.	BUCCANEER	29'	Wilbur A. Morse	c1911	Tirocchi Family, Johnston RI			100.	MORNING WATCH	26'	Bernard Backman	1970	Dan Stevens, Portland ME			101.	MINERVA	30'	Bruno & Stillman (07)	1971	David & Becky Hotelling, Freeport ME			102.	TODDY	35'	Lubbe Vosz (Germany)	1972	David & Loretta Westphal, Key Largo FL			103.	SOLASTER	25'	Newman (P04) / Newman	1970	Dr. Curtis C. Ruff, Falmouth ME		

50.	HERITAGE	29'	Elmer Collemer	1962	Barbara P. Hadlock, South Freeport ME	South Freeport ME
52.	RIGHTS OF MAN	30'	Lash Brothers	1965	Phillmore H. Smith Jr., Westfield MA	York Harbor ME
53.	EAGLE	32'	Wilbur A. Morse	1915	Donald Huston, Nahant MA	Nahant MA
54.	ECHO	22'	Lee Boatyard	1965	William Thon, Port Clyde ME	Port Clyde ME
56.	KOCASTE	33'	Charles A. Morse ?	c1907	Maine Maritime Museum, Bath ME	
57.	OLD BALDY	25'	James S. Rockefeller	1965	Jim & Andrea Wilson, Portsmouth NH	
58.	CATHY	21'	Jeremy D. Maxwell	1969	Ted & Cathy Chase, New Harbor ME	
59.	SARAH MEAD	30'	Newbert & Wallace	1963	Ted Hanks, Jefferson ME	
60.	OLD SALT	32'	Robert A. McLain & Son	1902	Joe Calvanese, Plantsville CT	
61.	WINDWARD	25'	James S. Rockefeller	1966	David & Ruth Westphal, Cranberry Isle ME	
63.	KHOCHAB	28'	Speers	1953	Tom Gervais, Vinaly Haven MA	
64.	AMICITIA	33'	Lash Brothers	1965	Jeff Pontiff, Plymouth MA	
66.	VENTURE	26'	Wilbur A. Morse	1912	William A. Sauerbrey III, Mystic CT	
67.	HIERONYMUS	33'	Ralph W. Stanley	1962	Albert P. Neilson, Honey Brook PA	
68.	ROBIN L.	25'	James H. Hall	1967	Patrick Farrin, Boothbay ME	
69.	COAST O' MAINE	30'	Vernell Smith	1967	Rutledge Family, Kittery Point ME	
70.	SPIRIT	30'	Roger Morse	1967	John D. Worth III, Camden ME	
71.	GLADIATOR	32'	Alexander McLain	1902	William Zuber II & Stuart Hancock, Friendship ME	
74.	PATIENCE	30'	Malcom Brewer	1965	Rev. John Arens, Needham MA	
75.	OMAHA	35'	Norris Carter	1901	Adrian Hooydonk, Waldoboro ME	
80.	HEADWAY	35'	Fred Buck & "Skip" Adams	1941	Chris & Julie Head, Norwell MA	
82.	MORNING STAR	28'	Albion F. Morse	1912	Judy A. Oneal-Brooks, Nashua NH	
83.	PERSEVERANCE	30'	Bruno & Stillman (01)	1969	Robert L. Jacobson, Carversville PA	
84.	PHILIA	22'	McKie W. Roth Jr.	1969	Richard Condon, Waltsfield VT	
85.	ANN FRANCES	38'	Jeremy D. Maxwell	1974	Jeremy D. Maxwell, Spruce Head ME	
86.	ALLEGIANCE	24'	Albert M. Harding	1970	Hale Whitehouse, Cape Porpoise ME	
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89.	ERDA	22'	McKie W. Roth Jr.	1970	Francis "Pat" West, Vineyard Haven MA	
90.	SALATIA	25'	Newman (P02) / Newman	1969	Miff Lauriat, Cornville ME	
91.	PHOENIX	30'	Bruno & Stillman (04)	1970	Alfred E. Beck, Vinalhaven ME	
92.	PUFFIN	25'	James Rockefeller / Basil Day	1975	Suzanne C. Fleming, Warwick RI	
93.	ANNA R.	25'	Kenneth Rich	1970	Stuart L. Rich, Cape Elizabeth ME	
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103.	SOLASTER	25'	Newman (P04) / Newman	1970	Dr. Curtis C. Ruff, Falmouth ME	

1988 Results

New London

Class A	Noahsark — Dick Willis Voyager — Bernard Mackenzie <i>Lady of the Wind</i> — Bill Manookian	Fiddlehead — Harry Jackson Finast Kind — Mike Looram Ancient Mariner — Jaxon Vibber
State of Maine Trophy	Over all winner.....	William M. Rand
Division I	Herold Jones Trophy..... Bruno & Stillman Trophy..... Lash Brothers.....	William M. Rand Josie Banshee
Division II	President's Trophy..... Winslow Trophy..... Homecoming Trophy..... Cup.....	Chance Tannis Anna B. Resolve
Class A (Originals)	Eda Lawry Trophy..... Jonah Morse Trophy..... Cup.....	Chance Morning Star Gladiator Safe Home Sarah Mead Tannis Phoenix Noahsark Josie

Boothbay Regatta

Marblehead Regatta	Philia
Ridgway Trophy, Over-All Winner.	Philia
Division I	Old Baldy Hostess Secret
First.....	Old Baldy
Second.....	Hostess
Third.....	Secret
Division II	Phoenix Liberty Ollie M.
First.....	Phoenix
Second.....	Liberty
Third.....	Ollie M.

Gloucester Regatta — Flat calm. Race cancelled.

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

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

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

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

12.	FRIENDSHIP	29'	Wilbur A. Morse	1902	Last seen c1983 at Little Compton RI, ashore since c1968
25.	SEA DUCK (Freya)	36'	Charles A. Morse ?	c1901	Ketch rigged 1951, sold to unnamed parties c1970, believed taken to ME
30.	KIDNAPPED (Fly-a-way)	21'	Unknown (Bremen ME)	1921	Sunk off Hull MA in August 1965 squall, salvage confirmed, believed sold to RI parties
33.	SMUGGLER (Cyrano, Schuel, Pressure)	28'	Philip J. Nichols	1942	Owned by North Kingston RI parties in 1983
38.	ELEAZAR (Gold Ivy, Eleazar)	38'	W. Scott Carter	1938	Advertised for sale in 1977, then located on the Hudson River
51.	- None - (Dream Boat?, Khanum?)	32'	Wilbur A. Morse	c1915	No information since registration with Society in 1965
62.	COLUMBIA	23'	Lester Chadbourne	c1950	Reported sold to Portsmouth NH parties in 1980, unable to locate sloop or parties
65.	GALLANT LADY	33'	Morse	1907	Last known to be at Toronto c1980
73.	WEST INDIAN (Dauphine)	26'	Pamet Harbor Boat	1951	Located in the Naples FL area until 1974, then gone
77.	BEAGLE (Sea Queen)	28'	Charles A. Morse	1905	Sold May 1970 to unnamed Staten Is. NY party
81.	REGARDLESS (Friendship)	39'	Fred Dion	1963	Reported repaired in Manatee Pocket FL boatyard in 1979 enroute to Caribbean
110.	AMISTAD	25'	R. T. White / R. E. Lee	1977	Sold in Galveston Bay TX area c1979 to unknown parties
121.	CLARA (Island Trader, Etta May)	27'	Elmer Collemer	1960	Sold March 1988 to unidentified parties, reportedly in Anacortes WA area
126.	WHIM	20'	Chester Spear	1939	Last known to be in Hingham Harbor MA in the late 1970's
132.	VOGEL FREI	30'	Wilber A. Morse	c1910	Cruising in European waters in 1977, rumored to have wrecked on West Africa coast
140.	BRANDYWINE	McKie W. Roth Jr.	1968	Last known to be in the southern part of San Francisco Bay in the mid-1970's	
150.	WOODCHIPS	Deschenes & Willett	TBL	Sold unfinished to Cape Cod parties, then resold to unknown parties	
154.	MUSCONGUS (Yankee Trader, Altair, Racer)	28'	Albion F. Morse	1909	Rebuilt c1984-5, believed to be in storage in the Fairfield - Southport CT area
163.	RWARD	25'	William A. Greene	1975	Last known to be in the Vallejo CA area in the mid 1980's
176.	TRUMPETER (Grace, Grace W., You & I)	28'	Charles A. Morse ?	OLD	Last known to be in the Galveston Bay TX area in the mid-late 1970's



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25' Newman Pemaquid '70 \$41,500
25' Pemaquid (wood) '85 \$19,500
22' Carter/Guild (wood) '76 \$19,000

OTHER

36' Schooner (wood) new \$40,000

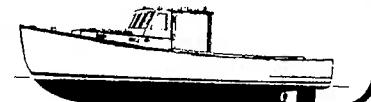
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34' Webb. Cove Crsr. (2) from	\$40,000
34' Ron Rich Crsr. (W) '69	\$38,000
28' BHM Pic/Crsr. (new)	\$68,000
28' C. Rich Picnic Boat '52	\$13,900
26' Stamas I/O Sport/Cuddy '78	\$19,500
24' Ellis Picnic Boat '84	\$25,000
21' Pointer O/B launch '81	\$11,250



1989 Results

New London

Class A

1. _____
2. _____
3. _____

Class B

1. _____
2. _____
3. _____

Boothbay Regatta

State of Maine Trophy: _____

Division I

- Herold Jones Trophy: _____
Bruno & Stillman Trophy: _____
Lash Brothers Trophy: _____

Division II

- President's Trophy: _____
Winslow Trophy: _____
Homecoming Trophy: _____
Cup: _____

Class A

- Eda Lawry Trophy: _____
Jonah Morse Trophy: _____
Cup: _____

Owner-Builder Trophy: _____

Danforth Trophy: _____

Nickerson Trophy: _____

Post Office Trophy: _____

Spirit of Friendship Award: _____

Jarvis Newman Trophy: _____

Marblehead Regatta

Ridgway Trophy: _____

Division I

1. _____
2. _____
3. _____

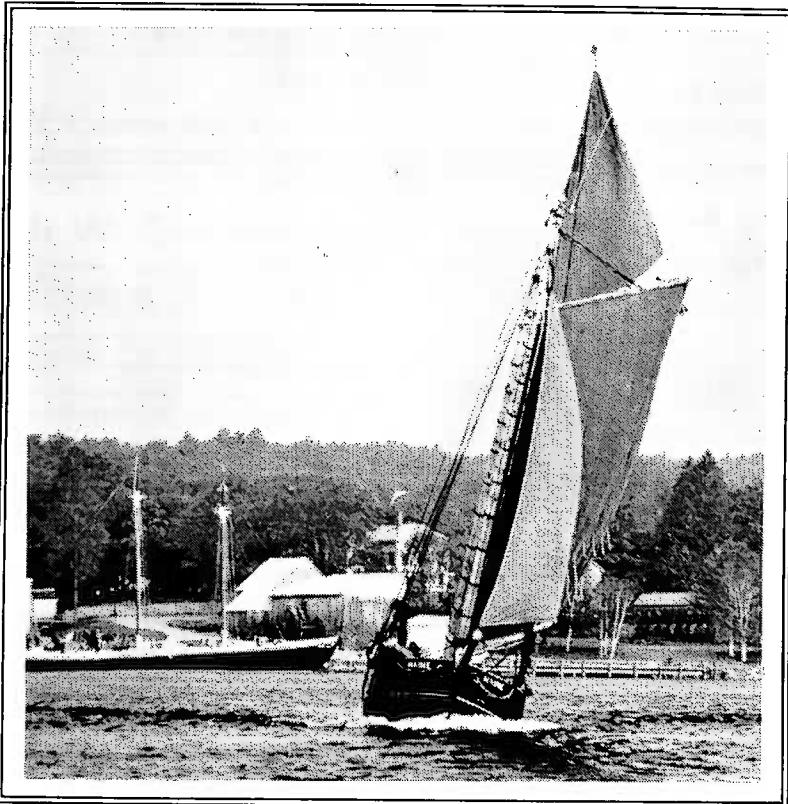
Division II

1. _____
2. _____
3. _____

Gloucester

1. _____
2. _____
3. _____

Maine Maritime Museum



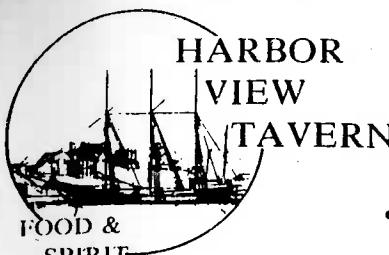
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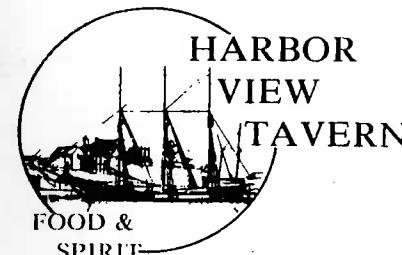
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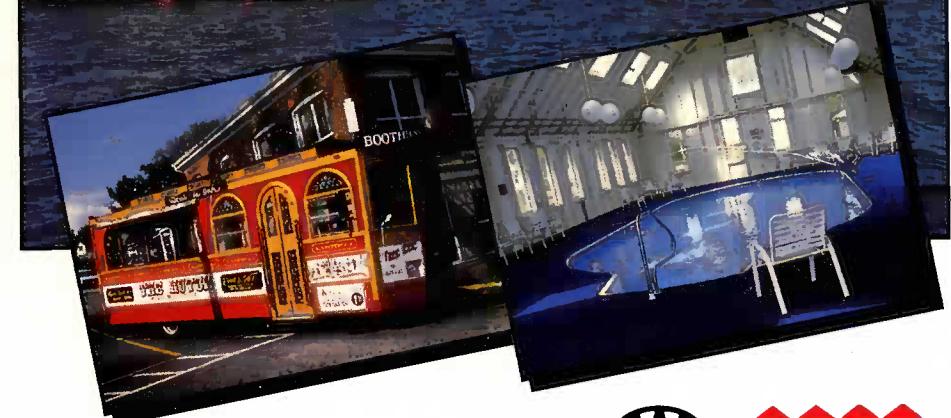
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