

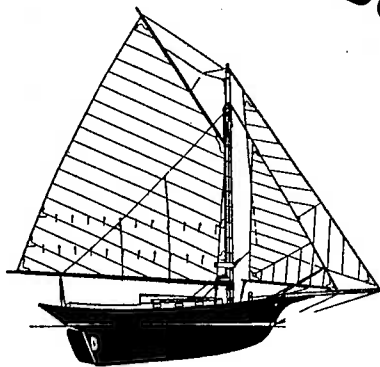
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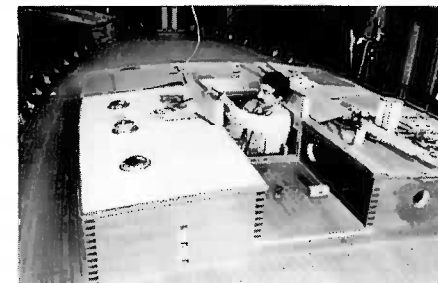
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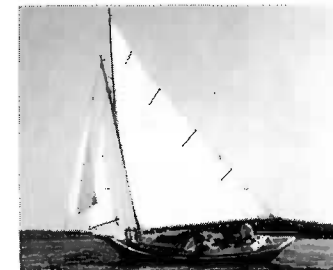
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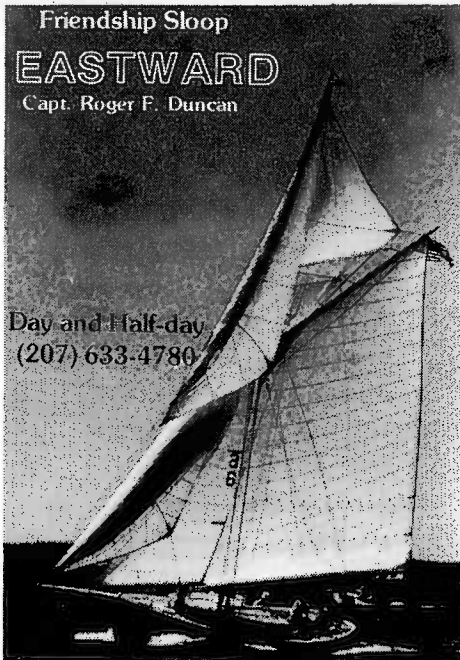


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## President's Message

Change is healthy for any organization as long as roots and traditions are maintained. This year opportunities have opened new horizons for the Sloop Society. We are seizing these opportunities while still maintaining our roots. Friendship will always be home for our sloops; they were created there and matured there. The heart and soul of the Friendship Sloop Society will always be in Friendship. This year's change in program will allow more people to see and appreciate the capability and beauty of our traditional vessels.

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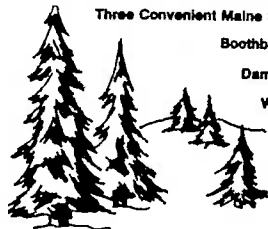
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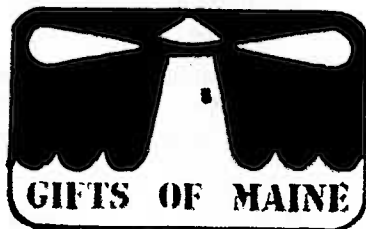
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## WILLIAM PENDLETON

The Friendship Sloop Society suffered a serious loss in the death of William Pendleton in April 1984. Since our first regatta in 1961, Bill Pendleton has been a leading member of the Society. He was president from 1970 to 1972. As skipper of *Black Jack*, he was a fierce competitor, fearless in a tight squeeze. Approach him on the starboard tack and call for the right of way. *Black Jack*, long, low, fast and powerful, rushes on with a thundering wave under her bow, Bill's steady hand on the wheel.

"Starboard!" I shout. Bill turns his head, takes a long look, bears off to pick up a little more speed, and roars in a Cape Horn voice,

"Hold your course!"

My bowsprit crosses his taffrail. I could hand him a cigar as we pass. And he is laughing all over.

Yet for all his competitiveness, Bill was unfailingly generous and considerate. In 1971 it was Bill, even that early in our history, who thought we should do more for Friendship people than accept their hospitality and sail through their harbor. He and his wife Beatrice conceived the idea of the Scholarship Fund; and after her sudden death, Bill worked to get the Fund established and financed to the point at which it now helps substantially to pay for the education of several Friendship students annually.

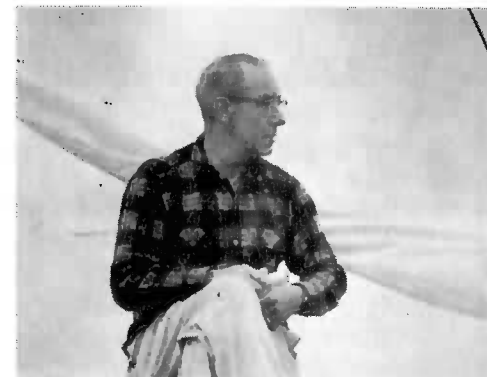
Bill was a teacher and a scholar all his life. After he retired in 1972 from Suffield Academy as a mathematics teacher and Director of Athletics, he became a moving force in the Penobscot Marine Museum at Searsport. He supported research, wrote articles for museum publications, raised money, served as a trustee, and contributed substantially himself.

In 1977 he parted regrettably with *Black Jack* but was often at the races and annual meetings, cheerful and supportive, aided, encouraged, and cared for by his wife Mary. She continues his work as a trustee of the Scholarship Fund with the same eager spirit.

We will miss Bill, sitting astride the wheel box in *Black Jack's* cockpit with Sam Calderwood on the jib sheets, shouting, HOLD YOUR COURSE!



Black Jack



Pendleton



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## SAILING DIRECTIONS and VERBA SAPIENTI

Those coming from the westward and planning to rendezvous off the Kennebec River about noon on July 21 will want to choose a near-by Casco Bay anchorage.

Jewell Island on a Friday night may well be crowded. It is a favorite weekend anchorage. Do not go up the harbor beyond the middle of the island.

Potts Harbor is large but well protected and slightly nearer than Jewell Island.

Mackerel Cove on Bailey's Island is open to the south but is comfortable enough on a quiet night. From the three harbors mentioned above, the ebb tide Saturday morning will be contrary.

Cundy's Harbor in the New Meadows River is well protected, easy of access and affords limited supplies but it is small.

The Basin is secluded, beautiful, large enough for a fleet, but demands a watchful eye on the chart.

Sebasco has several guest moorings and is comfortable on a quiet night but rather exposed to the south. There is an excellent hotel here.

Small Point, outside the pond, is a rolly and uncomfortable spot. The adventurous mariner will find the channel into the pond easier to negotiate than the chart suggests. Either follow the directions in *A Cruising Guide to the New England Coast* or follow a fisherman. The pond is a secure anchorage but is renowned for the ferocity and the multitude of mosquitoes which breed in the adjacent marshes. The New Meadows River harbors are nearer the Kennebec than the others, and the ebb tide on Saturday morning will make a quick trip of it to Cape Small. Once by Cape Small, however, the tide will be contrary.

Those coming from the eastward will find good shelter at Harmon's Harbor and Five Islands on the west shore of the Sheepscot. Both are small, but provide adequate shelter. Five Islands has limited supplies.

On the east shore of the Sheepscot River, Ebenecook Harbor is large, well protected and beautiful. There is a well-equipped marina at Brewer's Boatyard in the cove east of Dogfish Head.

Cozy Harbor is small and affords no room to anchor.

Newagen is small but quite well protected except at high water in a heavy southerly. Enter from the western side and heed the directions in the *Guide*. Its principal advantage is that it is well to windward of the other Sheepscot harbors.

Damariscove affords a quiet, beautiful, secure but small anchorage well to windward.

Boothbay Harbor is a metropolis with all supplies and facilities, but it is a long half-day to windward from the Kennebec.

The tide in the Kennebec is formidable. The river drains much of western and central Maine, pouring out through the narrow channel between Fort Popham and Long Island. An ebb tide at the full moon can





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reach six knots here. Even on an ordinary tide, a sailing vessel cannot enter the river without either a fair wind or a fair tide. With both, it is a sleigh ride.

Outside the river mouth the tide can kick up a very steep and heavy chop in a strong southerly. It can be dangerous to a small boat.

In ordinary summer weather, however, there is nothing to fear unless the fog shuts down. Then a powerful ebb tide can set a yacht down on the Seguin Ledges or The Sisters in a very short time. There are said to be compass aberrations up to 8° near Ellingwood Rock, but they are not constant.

The fleet plans to rendezvous off the mouth of the river at slack water on Saturday, July 21, and go up to Bath on the tide. The tide is low at about 11:30 and will be running up the river all afternoon. The easiest time to enter the river should be around noon, on the first of the flood tide. By 1 p.m. the tide will be pulling strongly into the river but should not be dangerous at that time of the moon.

The trip up the Kennebec is easy and beautiful. If we are blessed with a fair wind, it should be a delightful trip. Keep in the middle and follow the buoys.

You will be sailing by quiet wooded shores, nearly deserted except for the town at Phippsburg and a few summer places. Yet in the last century, the Kennebec was one of the busiest rivers in the country; and in the 1850's, Bath was surpassed only by New York, Boston, Philadelphia and Baltimore in volume of shipping. The shores were populated by a vigorous ambitious people, farmers, lumbermen, shipbuilders and fishermen. With almost unlimited supplies of cheap lumber and staple products of fish, food, lumber and hay to export, the Kennebec communities built ships and sailed them away in incredible numbers. In the decade of the 1850's, 232 vessels were built in Bath and 60 way up in the river in Richmond. Thirty-five other towns on the river contributed to the 215,000 tons built in Maine, more than a third of the national total.

Then with the Civil War came naval vessels and after that the big square-rigged "downeasters", last of the wooden sailing ships. Schooners then were built in large numbers for the Caribbean and coasting trades, particularly to carry ice and coal. You will not meet a tug towing a string of four-masters loaded with ice on your 1984 trip, nor a big steel square-rigger fresh from the Iron Works, nor a shining steam yacht, but they have all been here.

As the market for wooden vessels died out, as food could be produced more efficiently elsewhere, as the forests were depleted, mechanical refrigeration replaced ice, and the fish moved off shore, the wharves, ice-houses, and ship yards rotted into the ground, and the fields grew up to brush and trees.

The Percy & Small shipyard, owned and operated by the Maine Maritime Museum, our hosts at Bath, is on the west bank of the river just below the city. There will be about a dozen moorings available there and



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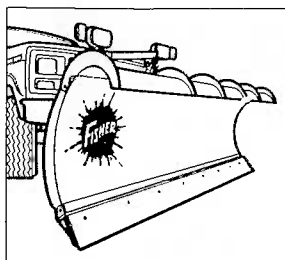
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more at Burgess's yard on the same side of the river to the south of Percy & Small. There is a \$10.00 a night charge for Burgess's moorings. It is possible to anchor along the shore of the river but the powerful tide will swing you wildly. One would be more comfortable lying to two anchors. Also, rowing ashore calls for strength, skill, and a dinghy in which these can be exercised.

Festivities at Bath are planned for Saturday night and Sunday, including a lobster bake, a sea chantey sing, a concert by the Portland Symphony Orchestra, and a tour of the museum. Also the schooners *Westward* and *Sherman Zwicker* will be moored at the wharf or near by in Bath and it is expected that *Pride of Baltimore* will also visit at this time. All this, including our visit, is in celebration of the 100th anniversary of the Bath Iron Works and in anticipation of the establishment of a permanent exhibit on inshore fishing and lobstering.

If you need supplies at Bath, you can take a bus to the city or motor through the bridge to the Longreach Marina just above. Do not approach the bridge around 7 a.m. or 4 p.m. when the Iron Works traffic is heavy. The signal for the bridge is a long blast and a short one.

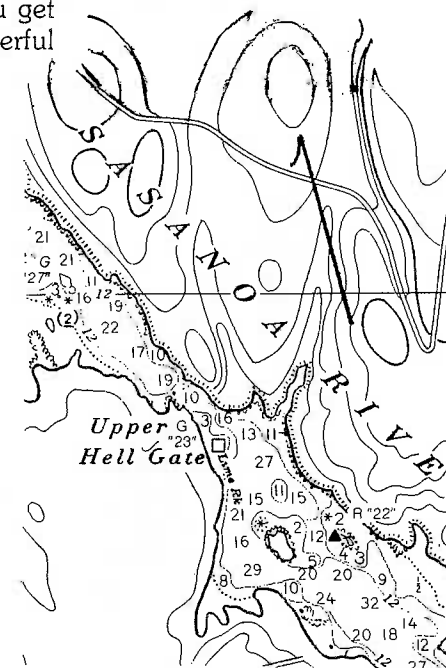
Fuel and water are available at Burgess's.

On Monday morning, the high water slack at Bath should come about 8:15. Those bound down the Sasanoa River should start about 8:00 to find slack water at Upper Hell Gate about 8:30. Although frightful tales are told of this passage, when you get there you will find it less than terrifying, particularly at high water slack. The deepest passage is to the south of the little island, but most vessels pass north of the island, leaving the beacon to port. The Lower Hell Gate, especially since the high bridge has been built below Wiscasset, presents no serious problem. If you start on the slack water at Bath, you should have slack water and then a favoring current all the way to Boothbay. If you get behind schedule, an increasingly powerful fair tide will hustle you on your way.

Entrance to Boothbay Harbor through Townsend Gut presents no problem. The bridge tenders are alert and quick to open the bridge. They will ask your name as you pass through.

Anchorage off the Yacht Club in the West Harbor is good, although the cove is pretty well filled with moorings. A number of these are usually available for rent and there are others off Pierce Marine, Sample's yard and the Tugboat Inn. Supplies of all kinds are available on the west shore of the inner harbor as well as fuel, ice, and ship chandlery. There are no supplies available at the West Harbor, however.

Those requiring further guidance are urged to read *A Cruising Guide to the New England Coast* or hail *Eastward*.



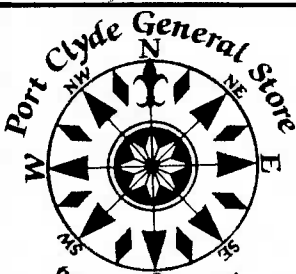


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## GEORGIE C. BOWDEN

If a Friendship sloop is, as Wilbur Morse defined it, "a sloop built in Friendship by Wilbur Morse", then *Georgie C. Bowden* may be the culmination of the type.

In 1908 Frank Rossiter of Vinalhaven had Charles Morse build for him a round-bowed sloop without a bowsprit, following the trend of Gloucester fishing schooners of the time. She was so successful that Morse built several more in the next few years. In 1912 Wilbur Morse recognized the value of the improvement and built the 48-foot *Georgie C. Bowden* for Captain Ernest Darling of Cundy's Harbor. Wilbur rigged her with a bowsprit to keep the mast well forward and still maintain a balanced sail plan.

She was named for a young lady friend of Captain Darling's, Georgia Bowden, whose nickname was Georgie. Captain Darling used his new sloop for night seining and dory trawling for 27 years. He carried five dories nested on deck, swinging them over the side on tackles to the mast above the cross trees and to the peak of the gaff.

In 1939 Captain Darling sold her to Captain Boyd Guild, now skipper of the three-masted schooner *Victory Chimes*. He used her for fishing as Darling had. In May 1941 she caught fire in the harbor at Sargentville. Captain Guild and a crew of volunteers fought the blaze with buckets despite two drums of gasoline lashed on deck. When they appeared to be losing the battle, Captain Guild went below to smash a sea cock and scuttle the sloop to drown the fire; but with a hatchet in his hand, he couldn't bring himself to do it and returned to the charge — at length succeeding.

*Georgie* was badly damaged, a hole burned through her side, most of her deck destroyed, and her mast badly weakened below the deck. Captain Guild patched her up and took her to Thomaston under power, where she was rebuilt by Newbert and Wallace.

With his sloop rebuilt, Captain Guild returned to the fishing banks in spring and fall and sailed parties out of the Samoset Hotel in Rockland during the summer until the Coast Guard took over the sloop for coastal patrol during the war.

After the war, her skipper sailed parties out of Boothbay Harbor and then sold her to Dr. Donald Macomber. He fixed her up as a yacht and with his wife took her to the Caribbean for the winter. The following summer he brought her back and sold her to Thomas Y. Chadwick of Portland. He removed her old Lathrop gasoline engine and installed a diesel, used her with great satisfaction for several years, and sold her to Dr. Hardy, who owned her when she was driven ashore close to the Portland Yacht Club by the 1954 hurricane.

She was at length floated off and towed to the boat yard on the Royal River just below the Route 1 bridge at Yarmouth. She was hauled out and lay there ashore, dried by the sun and drenched by rain and snow, for several years. Then she was bought by a religious group who planned to sail her to the Pacific and use her in missionary work. However, she

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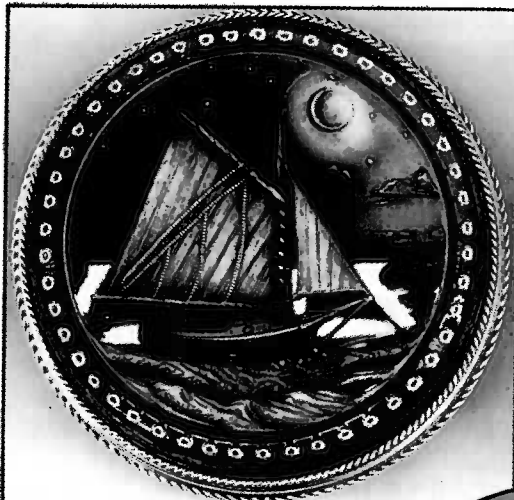


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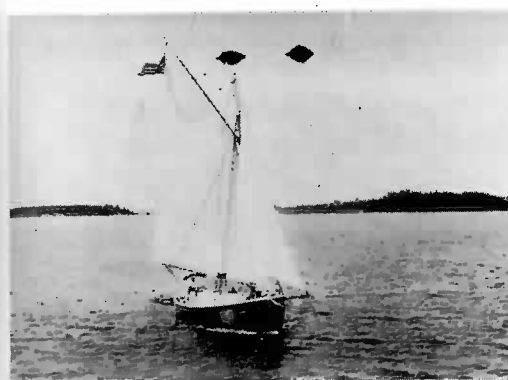
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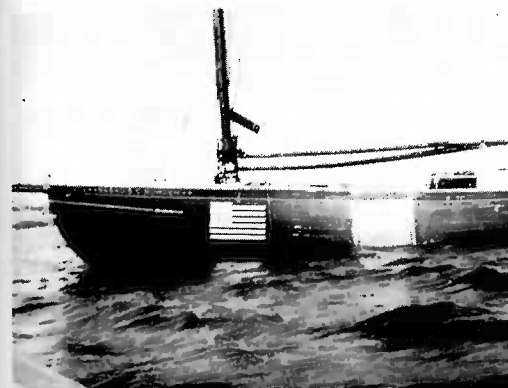
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Georgie Bowden  
after fire

had deteriorated so badly that they could not meet the cost of repairing her, so she was burned as she lay at the yard.



\*\*\*\*\*

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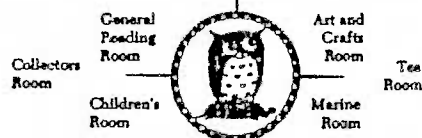


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## MAINE MARITIME MUSEUM by Denis Thoit

Everyone knows that Friendship sloops (and their owners) will live forever, pretty much on their own power, but there are less hearty vessels which need the assistance of outsiders for assuring their preservation. That is where the Maine Maritime Museum in Bath comes in.

The museum, which has been keeping track of Maine-made ships for 20 years, will host the crews and craft of the Friendship Sloop Society July 21-23 at its Percy and Small Shipyard on the Kennebec River, and intends to make quite a fuss over them, with a lobster feed, tours, and concerts.

Sloops will sail up the Kennebec River to the restored and working shipyard that, for 24 years around the turn of the century, turned out some 40 of Maine's finest wooden ships. The *Wyoming*, the largest wooden sailing vessel ever put to work, was built at Percy and Small in 1909, her proud bowsprit overhanging Washington Street and her transom, some 329 feet away, shadowing the shoreline of the Kennebec.

Also mooring at Percy and Small that same weekend will be two tall ships, the *Westward*, an educational training vessel from Woods Hole, Mass., and the *Pride of Baltimore*, a replica of a Baltimore clipper, from Maryland. The *Sherman Zwicker*, a Grand Banks fishing schooner, has hoisted anchor from Boothbay Harbor and will be alongside the shipyard's pier. She will be open as a floating exhibit on the traditional fishing fleet for Friendship sloop crews and other visitors.

After their passage up the Kennebec, Friendship crews can get their land legs back by touring the yard's original mill and joiner shop, oakum shed, and mold loft, as well as the small-craft collection and exhibits on traditional ship building. They may see work in progress on several vessels, including reconstruction of the steam tug *Seguin*, the oldest registered wooden steam tug in the United States; construction of a new 40-foot pinky schooner; and restoration of one of the oldest Muscongus Bay sloops in existence.



MAINE MARITIME MUSEUM'S SLOOP **CHANCE** DURING RACE WEEK IN 1983, WHEN SHE WON THE CLASS A TROPHY.

Photo by Steve Heddering

Admirers of the Friendships may be particularly interested in the Muscongon project because its design is thought to be the forerunner of those graceful sloops which gather during regatta week each summer in Maine.

Restoration of the Muscongon Bay sloop is part of the Maine Maritime Museum's effort to expand its preservation work to include the state's important fisheries heritage. In the summer of 1985, the museum will open a permanent exhibit at the shipyard on "Lobstering and the Maine Coast," which will document development of the industry from early



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APPRENTICE SHOP PROGRAM HANG PLANKING ON THE "PINKY"  
SCHOONER UNDER CONSTRUCTION AT THE MUSEUM'S PERCY &  
SMALL SHIPYARD IN BATH.

Photo by Emily Herman

coastal fishing traditions through the rise and demise of the lobster canneries to today's booming gourmet food business.

Working on the pinky, and several traditional small boats is a group of apprentice boatbuilders connected to the museum's Apprenticeship program. The aspiring builders set aside 18 months of their time to learn traditional construction skills from master shipwrights. They also do research on historic boat construction, interpret their work for visitors to the Apprenticeship, and help perpetuate the traditions of Maine's strong shipbuilding heritage.

In visiting Bath, the City of Ships, sloopers will have wandered into the home port of one of the finest fleets of sailing vessels which traveled all over the world in the last century. The Maine Maritime Museum is unabashedly proud of its collection of ship portraits, sea chests, navigational gear, ship models and half-hull models, sailors' clothing, souvenirs and craftwork, letters, logbooks, scrimshaw, photographs, and papers.

Much of the collection is from the famous Bath-area fleets of the Sewall, Houghton, and Skolfield families, but there are irreplaceable items from virtually all the Downeast ports that ever sent a Maine boy to sea. These articles may be seen less than two nautical miles upriver from the ship yard at the museum's Sewall House and Winter Street Center. This summer at Winter Street Center, the museum will also host a special free exhibit on the Bath Iron Works and its first hundred years of producing wooden square riggers, luxury yachts, and naval vessels.

If sloop society visitors promise not to wrinkle their noses at the motorized water taxi the museum provides to take its guests from the shipyard to its upriver exhibit buildings and back, the museum promises not to gloat over the success of its own Friendship sloop, *Chance*, (No. 37) in last year's races. Although *Chance* took first place in Class A in all three races, the museum will make hardly a mention of it, especially to the skippers of other boats who saw only the stern end of *Chance* last summer.

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## FRIENDSHIP SLOOPS AT MT. DESERT

by Ralph Stanley

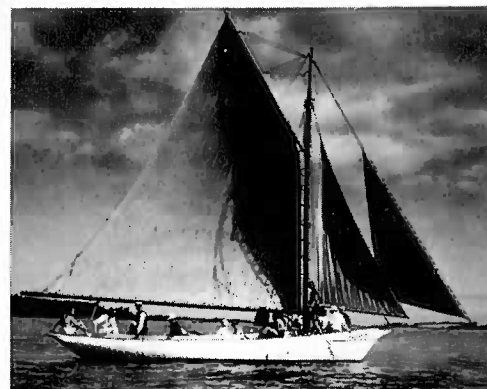
Looking about the harbors of Mt. Desert this past summer, one could count about 20 Friendship sloops. Some of these sloops are new while others are old boats whose owners have restored them to new life. They are picturesque reminders of the past when sloops like these were the work boats of this area with tremendous effect on the lives and livelihood of the people.

At the turn of the century, they were the transportation to and from the islands as well as the lobster and fishing boats of the day. Some of the large sloops 36 to 42 feet in length with a crew of three would go off shore on fishing trips that lasted several days.

Fishing was generally done with trawls, or long lines as they are called today, with a lot of hooks set along the bottom. The trawls were baited and coiled in a tub aboard the sloop and were set out as the sloop sailed under a reefed mainsail. After the trawls had set the proper time, they were hauled back in a dory, which was brought along for the purpose. Sometimes when conditions were right on sailing home, the crew would trim the sails and go below to play cards letting the sloop sail herself. Every now and then one of the crew would check to see if all was well.

In the year 1902 there were 25 sloops registered as sailing in the Mt. Desert area. These sloops were over 5 tons and probably there were as many more of less than 5 tons not required to be documented. The light keeper on Baker Island could often count 60 or 70 sail on a good day. Many of these were sloops engaged in fishing, lobstering, or sailing summer residents. Some of the fishermen in the summer would fix up their sloops with new paint and varnish, step topmasts, and charter to rusticators for pleasure sailing. Many older summer residents' first recollections of sailing at Mt. Desert was in Friendship sloops.

Some of these sloops were the *Alert* owned by W.D. Stanley, the *Alice-Marion* owned by Richard Stanley, the *Defender* owned by Walter Stanley, the *Dictator* owned by Fred Torrey, the *Dolphin* owned by





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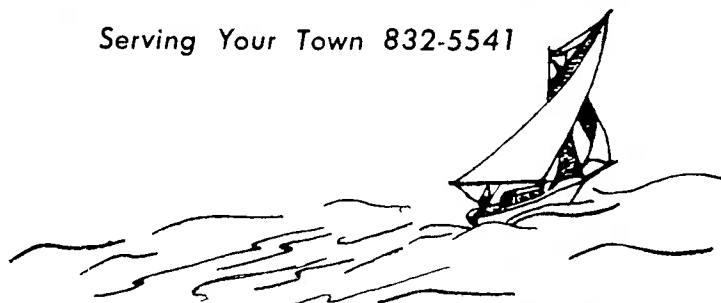
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*EURYALE (Pronounced Your-eye-olee) owned by Arthur B. Butler of Morristown, N.J. and Southwest Harbor 1910-1933. Built by Chas. Morse 1903; 27 oa, 23 wl. Picture illustrates invariable use of jumbo jib instead of fore staysail around Mt. Desert Island.*

Archie Spurling, the *Eva N* owned by Elisha Bunker, the *Gatherer* owned first by Abe Gilpatrick and later by Lewis G. and Walter Stanley, the *Sweet Pea* owned by Charles E. (Peter) Richardson, the *Volunteer* owned by Lewis G. Stanley and the *Wanderer*, first owned by Capt. Jordan and later by Lewis G. Stanley.

It is interesting to note that the *Gatherer* was originally a centerboard sloop. After Walter Stanley acquired an interest in her, he removed the centerboard and deepened the keel, but she never sailed as well afterward.

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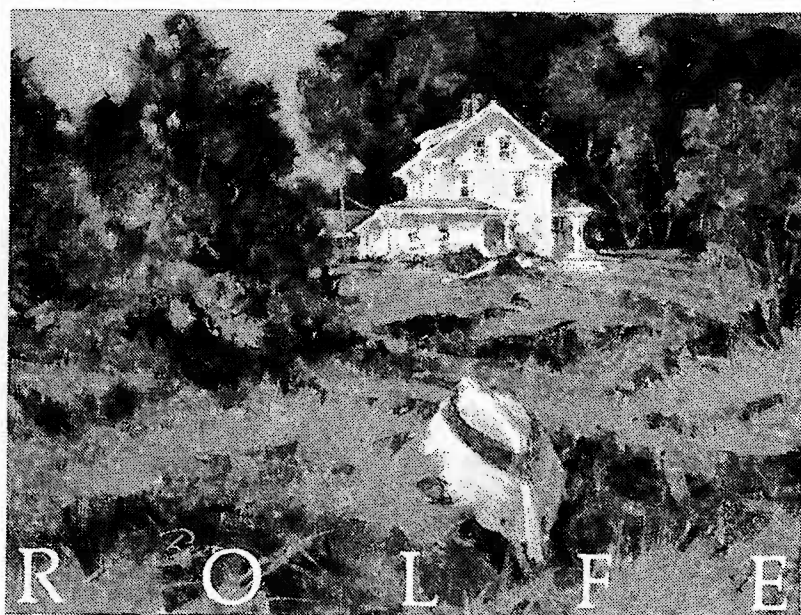
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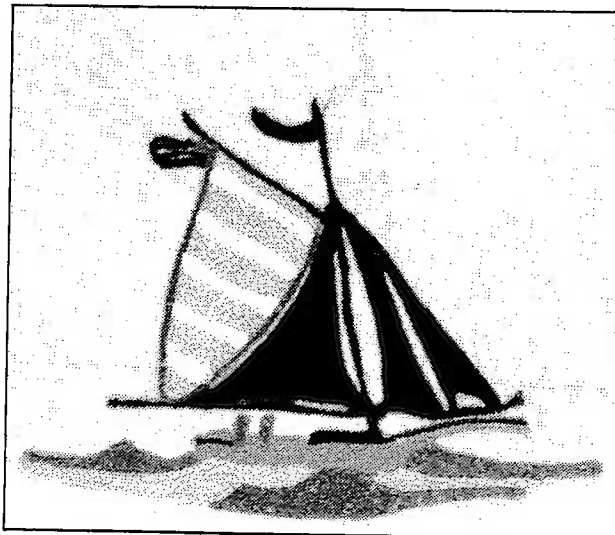
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## An Autobiography

*by Ruth Heiser*

My beginning dates back to one day in 1945 when the enterprising Robert Armstrong, Sr., said to Carlton A. Simmons: "Let's build a Friendship sloop and make boat building a major business around here once again."

Carlton, the product of many generations of boat builders, liked the idea very much and so did his 93-year-old uncle Wilbur A Morse, one of the most respected of Friendship builders, one who had patterned his 400 or so boats of this design after the classic model of his ancestor Warren Morse, whose sloops have been much valued by fishermen for their stability and maneuverability since they first appeared around 1870. It was quickly agreed to build me in the space between Carlton's house, now the antique shop, and Wilbur's house on the shore beyond.

My design, taken from an original Wilbur Morse model then owned by a granddaughter, Eda Lawry, was prepared by a Thomaston resident, the late Albert Condon, a successful naval designer of commercial vessels. I don't know whether he copied the model precisely or whether he made some changes, as designers are apt to do, and if so whether they had any effect on my performance. His drawings indicated I was to be "simon-pure" Friendship, i.e., simple but sound in construction, economical to build, easy to operate, safe and speedy. My dimensions were specified as 30'2" in overall length, with a water line of 25'9", a beam of 9'6" and a draft of 4'9". My mainsail was to contain about 500 square feet, which would enable me to keep moving in light weather, with a forestaysail of 70 square feet and a jib of 73 square feet.

While his duties as the local postmaster prevented Carlton from spending full-time in building me, he agreed to assume major responsibility for this undertaking. The first thing he did was to make a place for building me, a shed, made of old hen-pen lumber, alongside his dory loft. He then carefully selected my building materials: oak for framing, pine for planking, spruce from Freeman Harrison for my mast and gaff, galvanized nails for the fastenings, white lead putty for caulking. He also set about collecting window-sash weights and other junk iron for ballast.

Although his father Chade had never built a sloop, Carlton asked him to help with my construction. He knew his success in building a number of Friendship catboats and dories and in doing the iron work in Wilbur's yard meant he was well-qualified to do this work. Other men who helped included Dave Wallace and Johnny Wink as well as Bob Lane, a regular in Carlton's dory loft, who carved my trail boards, did some of the rigging, hooked up my engine, and still other things. Whenever needed, a number of other residents were available to work at the going rate of \$1.05 per hour. As was to be expected, questions arose from time to time about how to proceed. Those who stopped by were free with suggestions but invariably the final decisions were made by Carlton and his wise old

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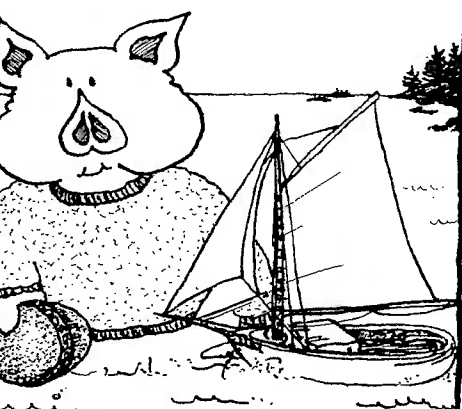
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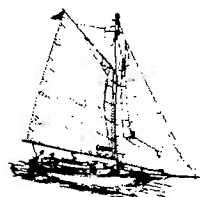
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Uncle Wilbur. When it came time to name me, everyone agreed I should bear the name of Wilbur A. Morse — a small but important tribute to a builder of many of the finest workboats around here and one who contributed mightily to my building.

By July, 1946, at a cost of approximately \$2200 for labor and materials plus a Gray Luger engine, I was ready to be launched. I was first put on a bolted and spiked spruce cradle and then loaded onto a homemade trailer and carried to the beach at low tide by a farm tractor. Long before high tide I was afloat and ready to go. As my moorings were loosened Priscilla, the daughter of Robert Armstrong, Jr., christened me with a bottle of root beer.

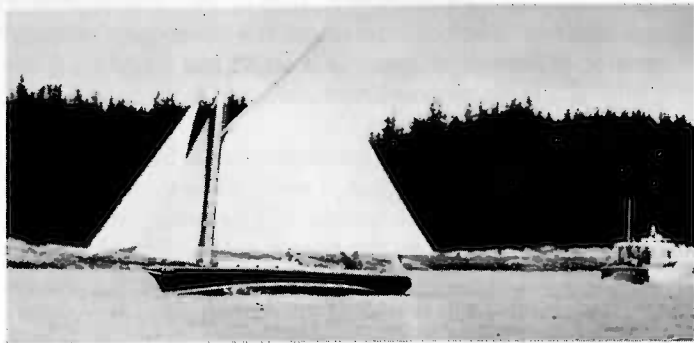
Later that day, Carlton Simmons, Bob Lane and his father sailed me around the harbor and right past Wilbur's house. There was a smart southwesterly breeze, one that would have caused many a cautious sailor to take a reef or two in my mainsail; but we chose to go under full sail — and "on our ear." Wilbur, watching intently from his window, sent the following message to Carlton: "She looks good but wants more ballast." He was right! Even though I had a couple of tons of junk iron in my bilge, there was quite a bit of movement down there that day.

As a formal record of my building and with the hope of stimulating greater interest in sloops of my kind, William H. Taylor wrote me up in the December, 1946 issue of *Yachting*. Although Carlton got some inquiries, it was clear yachtsmen had little interest in my style of sloop. Nevertheless I was confident it would not always be so — and I was right! In less than 15 years the Friendship Sloop Society was formed and within three decades its membership was above 200, with more than one owner having an investment 15-20 times my original cost.

During the summer of 1946 one or more members of the Armstrong family sailed me around Muscongus Bay almost every day and expressed much satisfaction with my performance. I spent the winter at Pleasant Point Gut. My second summer was spent much the same as my first. The next spring, John, a son of Robert Armstrong, Jr. and a graduate of the U.S. Merchant Marine Academy, sailed me to Ogunquit, where he offered to take groups of five to ten out to sea for a fee. Sometimes I was engaged for afternoon or evening sails but more often for fishing trips. Cod and haddock were the most common catches but tuna were brought in fairly often.

That fall, after learning that at least one Friendship sloop had sailed to the Mediterranean and back, John got his father's permission to take me to Florida. Before leaving he signed on a partner, Franklin H. Perkins, Jr., the owner of the Friendship sloop *Departure*. At Marblehead some additional equipment was secured, including a gallows frame, Shipmate stove, sink, water tank and pump, extra lines and rigging.

These men and I thoroughly enjoyed our uneventful trip to Miami Beach, where we arrived in December, 1949, and immediately began promoting sailing trips for a fee. The response was immediate and much greater than we had expected; we took groups out every day the weather permitted. Sometimes we sailed near the shore but often as far as the Bahama Islands.



One day returning from Nassau we were caught in a very bad storm. Even after he furled my sails, John could find no way to control my course away from the dangerous reefs. Finally, when we were no more than 50 yards from certain destruction, he was able to make the anchor hold. The storm continued unabated for another day but there was no further need for concern about the safety of those on board. I was glad for this experience for it gave me an opportunity to demonstrate I was entirely seaworthy.

At the end of the season John sailed me back to Maine, where he sold me to Mr. and Mrs. Philip Hussey of Kennebunkport, Maine. While they liked me very much, they sold me before long to a Gardiner, Maine, couple, Mr. and Mrs. C. Wilfred Brann, who gave me much TLC and sailed me regularly in the sloop races.

After 14 years, with growing pressure of other responsibilities, the Branns sold me in March, 1975, to Karl F. Heiser, who had long dreamed of owning a Friendship sloop. He scraped off my black paint and gave me a coat of dark green paint with white trim and a light blue cabin, which made me stand out in the fleet during the annual races. He also refurbished my interior and had my engine overhauled. In return for his efforts I earned him a little pewter cup by coming in third in my class (B) in the 1975 races.

The next spring Karl found some rot in my mast and became concerned about its strength. Guy Johnson of Cundy's Harbor, with whom he discussed the problem, suggested an ingenious solution which was followed. Without removing the mast, he hollowed out one half of an eight-foot section above and below my deck, filled the center with a heavy oak board to which he glued many strips of pine wood. Then he repeated the process on the other half of this section, using a total of \$90 worth of marine glue. Those who have sailed with me since this operation are confident my mast is as strong — and maybe stronger — than it was the day I was launched.

In 1980, when handling me had become too strenuous for Karl, he gave half interest in me to Thomas A. Olson of Cundy's Harbor in return for doing all the maintenance work and sharing expenses. While these men became very attached to me, both moved out of Maine in 1983. Reluctantly they did what they had to do: put me up for sale. I hope my future owners will love me as much as my previous ones for I have many years of good sailing left in me.

## FRIENDSHIP SLOOP DAYS 1984 PROGRAM

### Saturday July 21 about 1 pm

Fleet will rendezvous at the mouth of the Kennebec River and sail to Bath. Moorings will be available off Percy & Small shipyard and Burgess' yard.

5 pm - Reception, lobster feed and sea chanteys by Stuart Frank and Mary Malloy. \$7.50

### Sunday July 22

Tours of Maine Maritime Museum.

2 pm - Concert by Portland Symphony Orchestra at the Hyde School. \$8.00

### Monday July 23

Fleet will sail to Boothbay Harbor either via Sasanoa or Kennebec rivers.

5 pm - Skippers' meeting at Boothbay Harbor Yacht Club. Moorings and launch service available at the Yacht Club.

### Tuesday July 24 - 9 am

Skippers' meeting at the Yacht Club.  
11 am - First race will start off N "6".

### Wednesday July 25 - 9 am

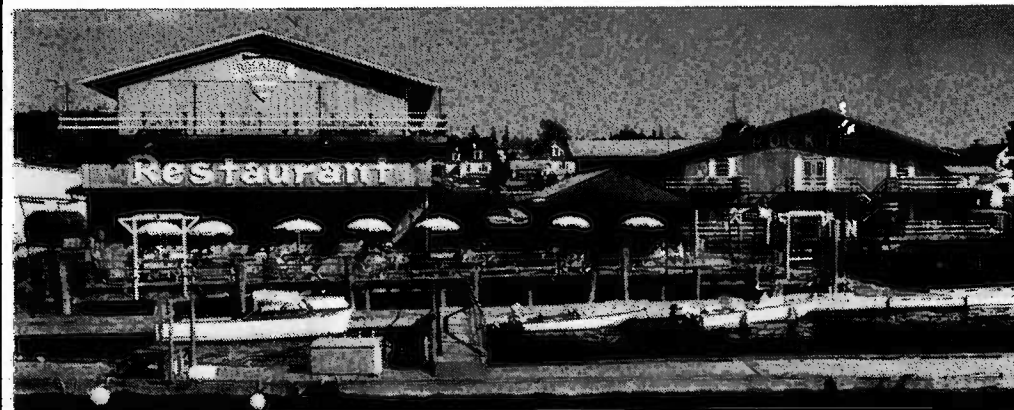
Skippers' meeting at the Yacht Club.  
11 am - Second race will start off N "6"

### Thursday July 26 - 9 am

Skippers' meeting at the Yacht Club.  
10 am - Parade of sloops by the Fishermen's Memorial in front of the Catholic Church on the east side of Boothbay Harbor.  
11:30 am - Third race will start off N "6"  
5 pm - Awards ceremony at the Yacht Club followed by buffet dinner.

Betty Roberts, Secretary for the races, may be reached at 633-4780.

*Rocktide*  
"On the East Side"

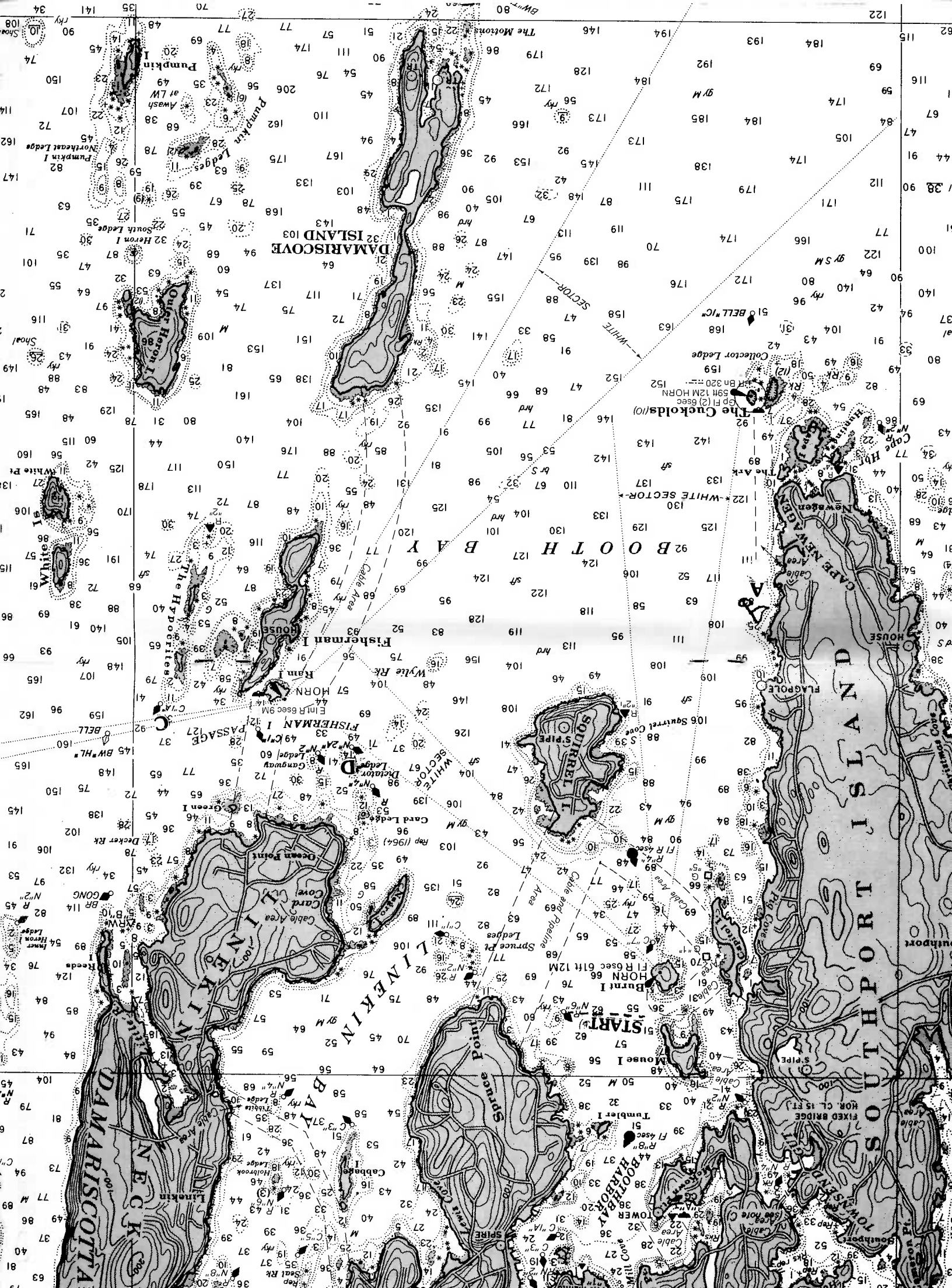


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## ORIGIN OF THE FRIENDSHIP MODEL

by Ralph Stanley

There has been much speculation as to the origin and development of the Friendship sloop model. H. I. Chapelle in *American Small Sailing Craft* states that the Friendship sloop was a copy of the Gloucester sloop boat. This may be true to a certain extent, but it is my contention that the Friendship sloop and the Gloucester sloop boats were a separate and parallel development greatly influenced by the larger Gloucester fishing schooners of that period.

Gloucester schooners were frequent visitors to the Maine coast and many Maine men shipped out as young men, later returning to fish at home from sloop boats. No doubt the schooner model had a great influence on the builders of sloops. Comparing the lines plans of the clipper fishing schooners of that period with the exception of the difference in size, there is to be found a marked similarity. The chief difference was the addition of a centerboard, which seems logical when considering the increased ability to sail to windward with the sloop rig on this hull shape. In the 1880's when the fishing schooners became deeper and less extreme than the clipper schooners, sloops of Muscongus Bay also became deeper and developed as the Friendship sloop model we know today. Research of sloop building all along the coast of Maine shows a similar trend during these periods.

The *List of Merchant Vessels of the U.S.* for 1902 records many of the Gloucester sloop boats as having been built in Maine. Chapelle in *American Small Sailing Craft* says that many of the smaller Gloucester sloops were built in Maine, but according to *Merchant Vessels*, some of the Maine-built sloops hailing from Gloucester were over 50 feet in length.

George Melville McLain, born at Bremen, Maine in 1843, a member of the sloop-building McLain family, shipped out as a young man in Gloucester schooners. He was also a maker of builder's models and it is known that over 100 schooners were built from his models and probably

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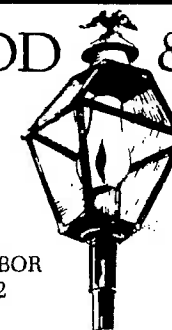
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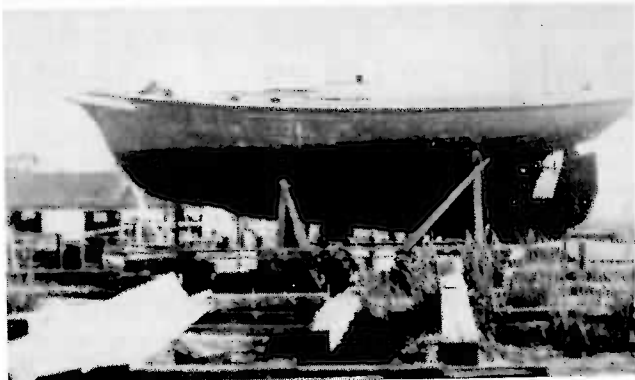
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many more. This was from 1880 to 1906. In comparing the lines of McLain schooner models with the lines of Robert McLain & Sons Friendship sloops, it is evident that the same eye for a model ran in the family.

It is interesting to note in talking with older folks who owned or fished in sloops that these people did not call their sloops "Friendship sloops" but simply "sloop boats" (pronounced 'bots'). It was only later that the sloop boats became known as Friendship sloops, mainly because so many were built at Friendship.

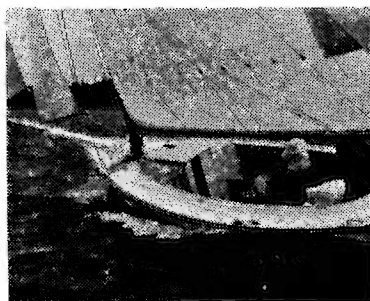
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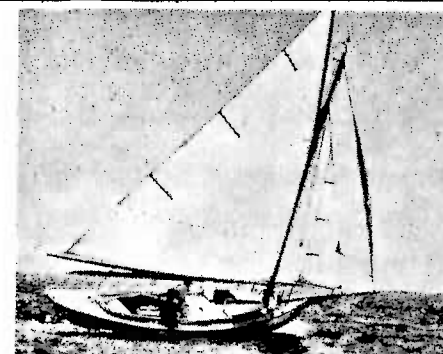
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## THE RATING FORMULA

The formula by which a sloop's basic rating is calculated has been worked out by Mr. Cyrus Hamlin, a distinguished naval architect and the Society's official handicapper.

$$\text{Basic Rating} = .3 (L + \sqrt{2 \text{ RSA}}) \times \text{PA} - \text{AA}$$

**L** = the average of the waterline length and the overall length, not counting the bowsprit. There is no factor for beam or draft because all Friendship sloops have about the same proportion of beam and draft to length.

**RSA** is the Rated Sail Area. This is the sum of the Rated Sail Areas of mainsail, topsail, and fore triangle. The area of the mainsail may be divided by a line from throat to clew into two right triangles, assuming that the angles at the peak and tack are right angles. The area of the mainsail then is:

$$\frac{G \times K}{2} + \frac{H \times B}{2}$$

Notice that the higher the gaff is peaked up, the longer becomes K, hence increasing the RSA with little or no increase in area. The high-peaked sail carries its own penalty. To the area, Mr. Hamlin has added a CA factor of .95 for canvas sails and a penalty of 1.05 for battens, which increase the area of the mainsail by extending the curve on the leach.

$$\text{Thus RSA of the mainsail} = \frac{(G \times K) + (H \times B) \times \text{CA} \times \text{BP}}{2}$$

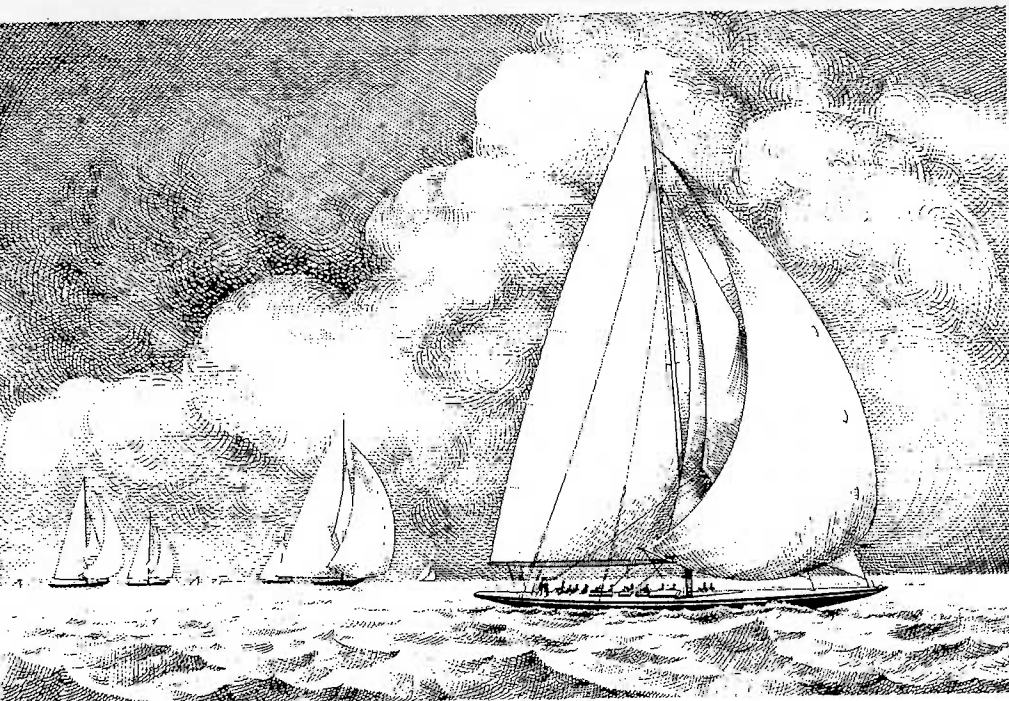
RSA of the topsail is the width of the sail,  $L_h$ , times the amount of the luff that shows above the throat,  $P_t - H$ , divided by 2.

$$\text{RSA topsail} = \frac{L_h \times (P_t - H) \times \text{CA}}{2}$$

The RSA of the foretriangle is simply the area of the space times CA. The triangle to be measured, of course, is that bounded by the outer stay on which a sail is carried, the mast to the height of that stay and the distance from the mast to the foot of that stay.

$$\text{RSA fore triangle} = \frac{(P_2 \times B_2) \times \text{CA}}{2}$$

Thus RSA in the formula is the sum of these three individual Rated Sail Areas. PA is a propeller allowance for boats carrying inboard engines and varies from 96.2% for a three-bladed solid wheel set off center to 99.4% for a two-bladed feathering wheel set behind the stern post. AA is an accommodation allowance for a boat fitted out for cruising over one used only for day sailing.



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

Just four years later, in 1941, the *Ranger* went on to fight a greater battle in our country's defense.

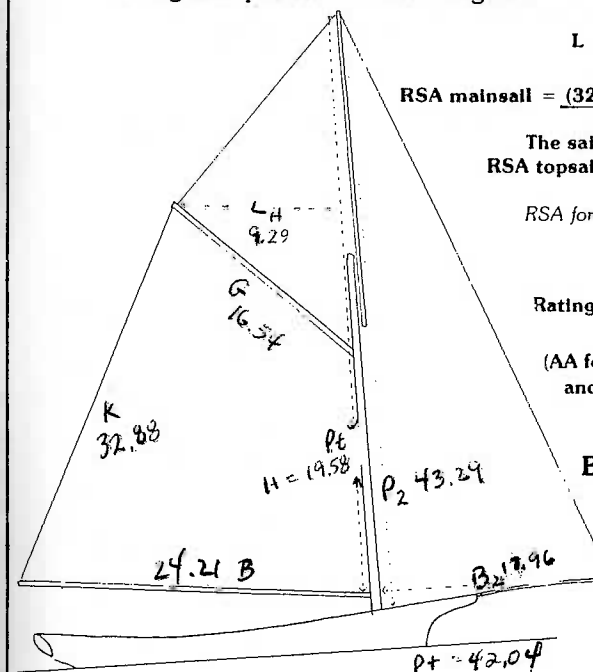
The racing sloop was scrapped and the 110 tons of lead in her keel became a valuable part of the raw material of the American war effort.

It's all part of Maine's great maritime heritage. And we at Bath Iron Works are proud to share many of its finest moments.



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Here is how one boat's rating is figured. The measurements are the figures printed on the diagram.



$$L = \frac{32.17 + 26.83}{2} = 29.5$$

$$\text{RSA mainsail} = \frac{(32.88 \times 16.54) + (24.21 \times 19.58)}{2} = 508.94$$

The sail is of dacron without battens  

$$\text{RSA topsail} = \frac{(42.04 - 19.58) \times 9.29}{2} = 104.33$$

$$\text{RSA fore triangle} = \frac{43.29 \times 17.96}{2} = 388.75$$

$$\text{Total RSA} = 1,002.02$$

$$\text{Rating} = .3(29.5 + 2\sqrt{1002.02}) \times \text{PA} - \text{AA} = 27.8 \times 98.1\% = 27.31$$

(AA for 4 bunks, a stove, and an inboard engine)

**BASIC RATING 26.51**

This is very close to the boat's waterline length. The rating means that this boat should have an average speed of 5.97 knots and should give 12.42 seconds per mile to a boat which rates 25.

Over a 12 mile course she should start 2.48 minutes later and in Handicap Alley her buoy should be 1/8 mile farther out.

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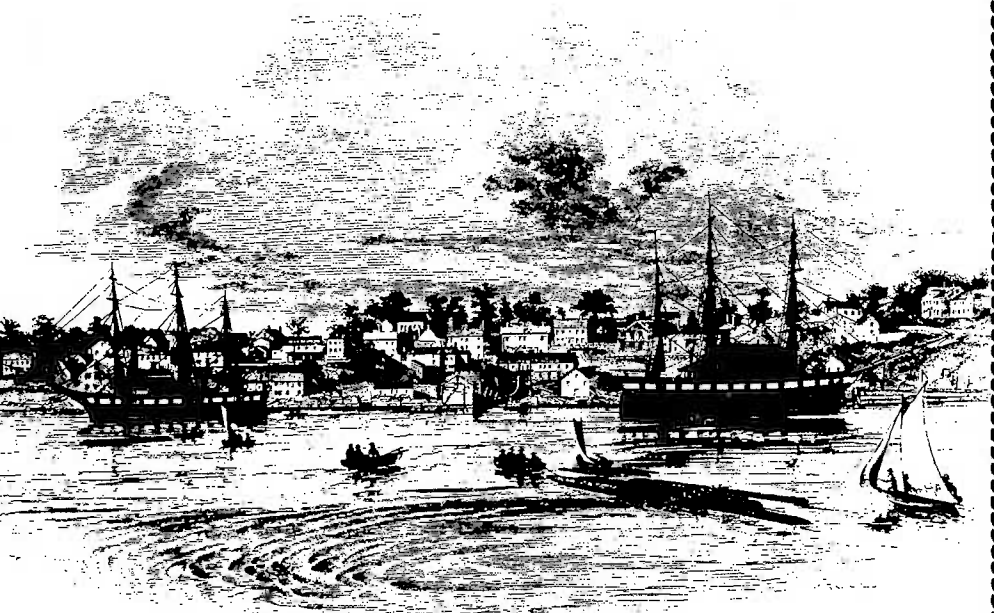
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## Comesin GOES TO A SPECIAL LAUNCHING

by Marjorie Wilder

The following pages are re-printed from an article published in the December 1970 *Yachting*. The author and her husband, Carlton Wilder, own *Comesin*, sister to *Eastward* and *Ollie M*, and keep her near Jacksonville, Florida. As the story opens, they have sailed down the coast to Cape Kennedy, found a treasure hunter camped on the beach, and have been politely warned by the Coast Guard cutter *Point Roberts* to move farther north. It is now the afternoon of the day before the launch.

We anchored off the submarine tower, between the sunken galleon and the beached wreck. Tents were blossoming. It was 1630 and we had made it! The rocket was there, smaller than a couple of hours before but still beautiful and imperturbable.

By morning the beach would be covered with campmobiles and tents and bedrolls, and boats would be swinging at anchor or puttering about, hailing each other in rare camaraderie.


Helicopters patrolled the prohibited area oversky, single file, skimming the dunes, turning inland on a line with the Haulover Cut which they would have no trouble spotting. While we ate supper, Walter Cronkite on TV showed us the busy part of the Cape. Astronauts were asleep. VIP's were arriving. We could see for ourselves the removing of the service module and the sunset's premature firing of the rocket. Then the floodlights came on. Surrounded by our waiting darkness, the Cape was daylight white, busy with history, with the countdown.

We awakened to a world proceeding smoothly at every checkpoint. There were no other boats, just three tents, a Jeep, and the treasure camp and the guardhouse. Clinging to the shoestrings of mankind, we set forth to participate in the giant leap, to make our encounter with the monumental moment. We plotted carefully. Three-plus miles offshore we turned south. Two boats astern paralleled the coast with us, a charter fisherman and a cruiser. We were overtaking a small sightseeing boat slightly inside our invisible line. The rest of the boats, wherever they were, were going to be late.

Up from the south came the *Point Roberts*, head-on, with purpose and smoke. She accosted the inside boat first, then circled toward us, siren awail. There were no familiar faces, as if yesterday's encounter had never happened. We were in a security zone. If we would follow, she would lead us out of the trajectory into safety.

Eastward they led us, heading for Portugal. We looked back longingly, at the rocket we had known so intimately and close at hand.

Out where a little outboard was fishing, the *Point Roberts* waved us loose. According to Walter Cronkite, blast-off was coming right up. The



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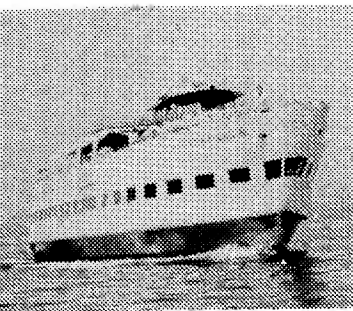
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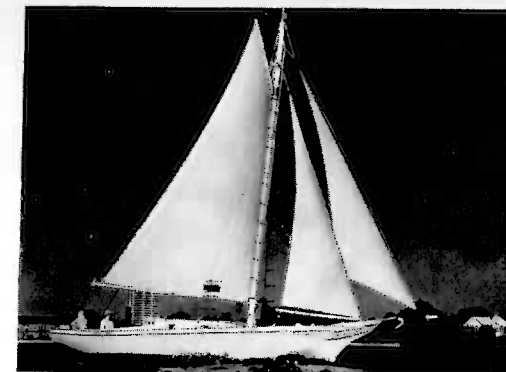
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**COMESIN**  
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sightseeing boat crossed in front of us. But when the final countdown started, the Cape was clear. Rocket and pad in sunlight were right where we had planned to put them, when we first dreamed of coming down. Without one single hitch, we were in position and about to send man to the moon—if we did not sneeze or blink. We stared steadfastly at the blue-sea'd, blue-skied Cape, and the white rocket standing in its cloud of foam.

"Ten, nine, eight— —" the TV began.

Then there was nothing—silence in the world, silence in the set. Finally and at last, flame burst wide beneath the standing giant, and in awe we waited again. And it did rise, straight and true, as if lifted by the sheer will of every watching heart.

Free in the sky with its great flame following, it shook us with its first boom and rocked us with the blast, and then sent down that gleeful, crackling rattattat rattattat rattattat.

How could anything that familiar be so great! Who has not seen every manned launch, if not as it happened, then on the six o'clock news? And yet, following up there to the sun, focusing entirely on it, but including the world from horizon to horizon, we were reverent—I came! I saw!

Still watching, trying to separate it from the sun with one hand as it became smaller and smaller, we were told and we saw that staging was complete. There was a break in the puffy contrail and then the white dot pierced the sky. We still heard the firecrackers. We weren't sure when they stopped. For a long time they echoed in the mind.

Suddenly, duty done, the *Point Roberts* bellowed black smoke and headed home for Jacksonville. There was a small breeze. We raised sail. The breeze grew stronger. We set our course for the empty pad, thinking to make everybody pause in their world-shaking work and say *What a contrast, look at that old-fashioned boat.* But by the time an old-fashioned boat has sailed in five miles, everybody has gone home for lunch. The Cape looked as deserted as if they had all gone off to the moon.

Heading north again, *Comesin* was proud. She thought she had really pulled it off. She said she was every bit as much fun as a Saturn. There are strange ports and exotic sights close to home; our apogee is small, but discovery and adventure and bold satisfaction had been ours.





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## Freedom GOES FOREIGN

An excerpt from Tom Halsted's log of a cruise from Islesboro to Grand Manan with Richard Dudman in **Freedom**, August 1983.

Wednesday, August 3: St. Andrews to Grand Manan:

Off at 0645 in a light westerly, leaving early to catch the tide right in Letite Passage, five miles ahead. We crossed Passamaquoddy Bay under power, but picked up a good breeze through the passage. Just as we left, a little after 7, we were passed by a lobsterboat whose skipper raised an early morning bottle of beer to us in a friendly toast. Big grin, no teeth.

The *Cruising Guide's* euphemistic word for Letite Passage is "exciting." Here we did indeed encounter whirlpools, ferocious tide rips, and boat-eating ledges. Beware Mohawk Ledge, o ye mariners! (And once you've made up your mind which side of it to favor, don't change your mind, as we did, almost to our grief).

But we got through it all right, and picked up a nice breeze abeam off the White Horse, where we set our staysail and put the end of the bowsprit fair on the tip of Grand Manan, ten miles away.

We came up on Ashburton Head about noon, swept around the Swallowtail and into North Head Harbor about 1230, where we tied up alongside a fishing boat (away from the other yachts, which were all rafted up in far too congenial a manner in another basin).

After a walk up to the lighthouse on Swallowtail, we hitchhiked to the other end of the island, first in a pickup truck with a retired lobsterman, then with two beerdrinking fishermen, and finally with two delightful gray-haired ladies who were tickled at having picked us up, and proceeded to give us the tour — to a new public campground, to a nice overlook from which to see the town of Seal Cove, and to a herring smokehouse, where the driver (Marie Russell) introduced us to the man in charge and ordered him to tell us all about it. He did, but didn't think to offer us any smoked herring! Then we walked up to Cronk's Store to see about ice, and to inquire about dulse, the dried seaweed that Grand Mananers consider a delicacy. We were told by Mrs. Cronk, the proprietor, that it would be hard to find until next week (when the next "dreen tide" was due), but she'd try to pick some up for us if we'd stop in the next day.

We walked on up the hill toward the road to the harbor, where we came again upon Marie Russell, who promptly invited us in to "tay" with her and her husband Ray. "Tay" consisted of huge helpings of chowder, crackers, raspberries in thick cream — and tea. No need for supper. In time, we said goodbye and hitchhiked back to North Head. Four teenagers gave us the unwanted thrill of a ride right to the boat at breakneck speed in their decaying Chevrolet, for which the principal



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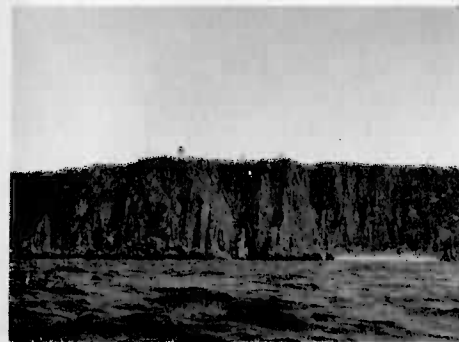


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SOUTHWEST HEAD  
GRAND MANAN



SEAL COVE  
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motive power seemed to be two enormous loudspeakers blating out hard rock.

About sundown a fishing boat came into the harbor somewhat erratically, a huge man lying on its afterdeck and dragging something through the water while he shouted orders at a harried teenage boy. It turned out he'd lost his rudder four miles offshore, and had been steering his way back with a snow shovel! He maneuvered her, eventually, up against the pier close to shore, where she would dry out at low water and allow him to make repairs.

Donald Straus and his "Sea Otter" were in the harbor, and we went over for a drink with him, his wife Beth, and Frank and Margo Lindsay. "Sea Otter" is a beautiful and opulent 40-footer (or so), equipped to a fare-thee-well! They were off the next day to Nova Scotia, and as we bade them farewell, they cheerily promised to call us on the ship-to-shore! Hope they weren't worried when no "Freedom" responded.

Grand Manan and its people are wonderful. The island itself is a beautiful place, with huge cliffs marking the full length of its western "inside" shore, and a myriad of islands, ledges, and uncharted shoals, with treacherous overfalls and riptides making navigation on the "outside" a nightmare for all but the most skilled and knowledgable skipper.

Ashore, the villages and the countryside between them are immaculate, the houses, lawns, and flowerbeds beautifully kept up, and there is little sign of poverty. Tourism is not a big source of revenue, and tourists are not entirely popular. There is the new public campground, built by the Provincial government, in which the islanders take some pride, but no real restaurant, and no hotels or motels. One inhibition to tourism is the abysmal ferry service. Typically, there's a three day wait to get a car aboard, and islanders get no priority over tourists. So it wasn't surprising to hear one of the fishermen who gave us a lift joke that the tourists "come here with nothing more than a dirty shirt and a ten dollar bill, and they don't change either one."

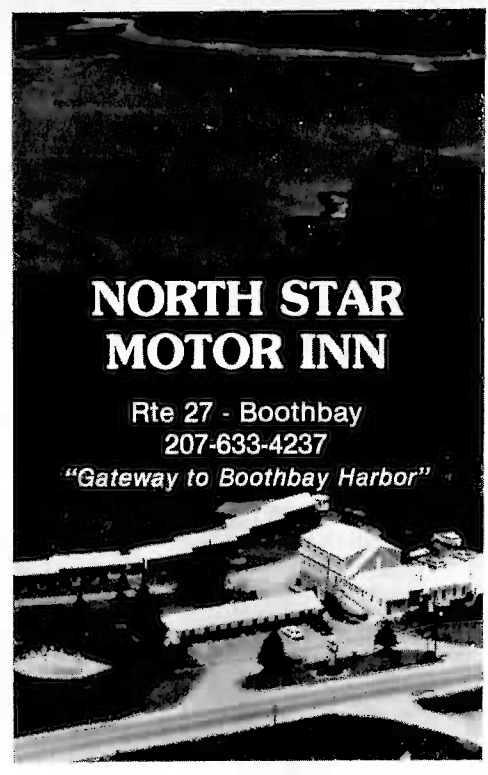


**COVESIDE**

**MOTEL INN**


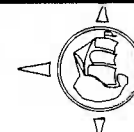
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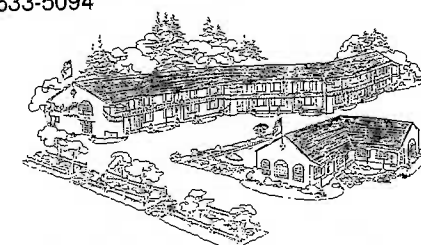
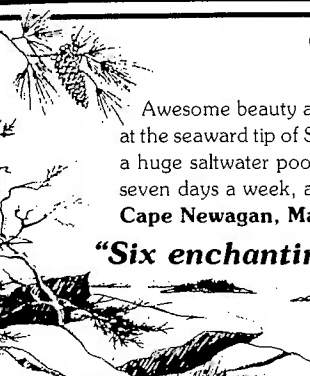
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**"Six enchanting miles away from the rest of the world"**

The big political issue when we were there was over the first liquor license to be granted on the island. Several islanders were surprised that we hadn't heard about it; it was obviously the most important development in years (or, at any rate, since the Province put up a package store midway between North Head and Seal Cove — there was a near traffic jam in its parking lot as we drove past). Mrs. Cronk (of the store) implied that stories about drunkenness on the island, while overrated, were not entirely untrue ("We're not all teetotalers here. I take a sociable drink myself, from time to time," she allowed).

The Province has put a lot of money into the island in recent years. Both Seal Cove and North Head have excellent man-made harbors, enclosed by curving, heavily timbered piers wide enough to carry three trucks abreast, and high enough so that even at high tide all but the largest vessels still get some protection from the weather. We tied up alongside other boats (as does everyone) and felt we were on a millpond. Before the harbors were built, boats had to fend for themselves at moorings totally exposed to the east and south. The Province has also just repaved the highway the length of the island, and some of the islanders are worried about the problem of speeding teenagers. This is apparently the big crime concern (though we did see a bit of spray-paint graffiti), magnified by the fact that one of the island's two police cars was out of commission. There are only three policemen, who are now all but immobilized by the loss of half of their patrol car fleet.

Thursday, August 4: North Head to Seal Cove:

Under way at 0755 in a fair but light breeze. All the other yachts left about the same time, so there was quite a fleet spreading its sails and running off before the wind towards Swallowtail. Alas, we jibed at one point in just the right conditions to sweep Dick's umpteenth hat off his head and into the sea. We seem to do that with regularity.

We abandoned the notion that we could chance the treacherous "outside" passage, and beat instead around the northern tip of the island to follow the cliffs down the "inside" western shore, along the Grand Manan Channel. The Maine coast was faintly visible in the haze, and the breeze, which had been boisterous enough to make us wonder about reefing as we rounded Ashburton Head, finally died entirely off Dark Harbour, leaving us flapping about a bit until we gave up and turned on the Iron Genny for a spell. But eventually we picked up a breeze again, and had a lovely sail around Southern Head and up the southeastern shore, tying up in Seal Cove about 1400.

Ashore for ice and a bag of dulse at Cronk's store. Mrs. C. was all doll-up in a middy blouse for a trip to the mainland (she'd just been up to the ferry dock to move her car ahead in line) and in a hurry to get back to her car, but she said hello and was pleased we'd come back for the dulse. We nibbled a couple of pieces — dubiously.

A great Dudman fish chowder for dinner (we'd bought salt pork in Cutler and haddock in St. Andrews); early to bed.

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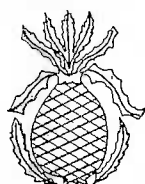
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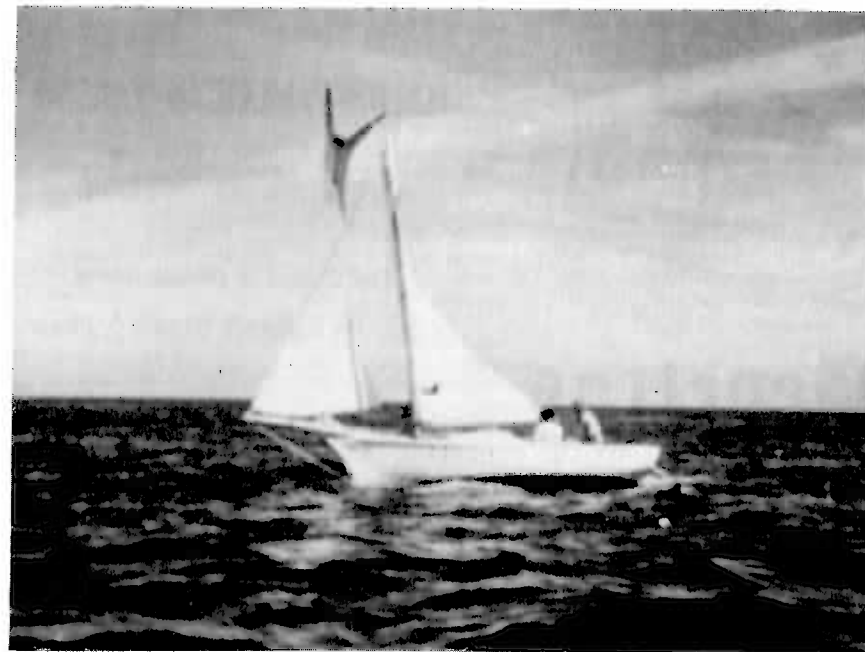
## CARRYING ILLEGAL SAIL

by Franklin H. Perkins, Jr.

(Frank Perkins is the former owner of *Departure* (loa 14' 10") and *Tern*.)

Back then, around 1968, there was some heated discussion about what sails were legal and overlapping jibs and no spinnakers and such. At one of the meetings, somebody in the back of the room said that if the old fisherman wanted to get home he would set his long underwear. Well, I put that remark away for future reference. The next spring, after it had warmed up to that point, I got my wife to dye my longhandles red, sew up the trapdoor to prevent the escape of too much wind, and I rigged me a longhandled tops'l.

I enclose a picture of possibly the only such tops'l to grace the rigging of a Friendship. My chief ambition at that point was to fly it crossing the finish line at the races. (even though disqualification was assured). My wife sailed with me that year and we were headed down the bay in one of those smokey so'westerlies and I left her at the helm and went forward, which, on a 14'10" sloop wasn't that far. She was afraid of a jibe and I struggled with my rigging but the legs that were supposed to straddle the headstay kept crossing. (The evidently had done this before). Sloops that were passing us blew horns and yelled foul (they were clean, however) and after finding the wind more than they, the longhandles, were used to, I had to quit and save my wife from a heart attack at the helm. However, on an easier day, as seen in the picture, you will see them well filled and drawing, catching all the wind there was to be had.



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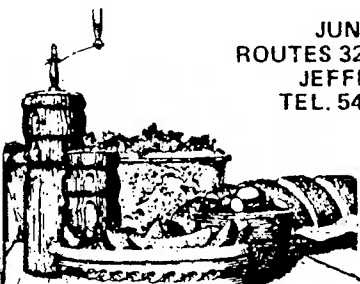
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### Winter Hours

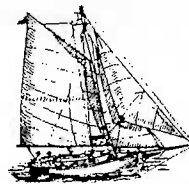
Dining: Wed.-Thurs. 11 a.m. - 9 p.m.

Fri. - Sat. 11 a.m. - 9:30 p.m.

Bar: Wed. - Sat. 11 a.m. - 11 p.m.

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## List of Member

### Friendship Sloops

Classification of Sloops:

CLASS A—Originals built 1920 or before

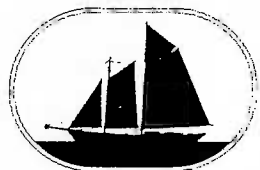
CLASS B—Replicas built of wood 1921 or after

CLASS C—Near Replicas

CLASS D—Replicas built of other material than wood

### SLOOPS REGISTERED WITH THE FRIENDSHIP SLOOP SOCIETY

No. & Name	Class	Built By	Present Owner
1. VOYAGER	30A	Charles Morse	1906 John Kippen, Ipswich, Ma.
2. DICTATOR	31A	Robert McLain	1904 George Pappas, Tarrytown, N.Y.
3. FINETTE	47	Wilbur Morse	1915 destroyed
4. GOLDEN EAGLE	26A	A. F. Morse	1910 Wm. Haskell, Marblehead, Ma.
5. CONTENT	25B	Stuart Ford	1961 Robt. Edwards, Naples, Fla.
6. EASTWARD	32B	James Chadwick	1956 Roger Duncan, E. Boothbay, Me.
7. TANNIS	38B	W. S. Carter	1937 John D. Cronin, Sturbridge
8. BANSHEE	30A	Morse	
9. AMITY	30A	Wilbur Morse	1902 James Wiggins, Brooklin, Me.
10. MARY ANNE	31B	Lash Brothers	1958 Dr. Jos. Griffin, Damariscotta
11. SHULAMITE	24B	Gannett	1938 James Doolittle, Five Islands
12. FRIENDSHIP	29A	Wilbur Morse	1902 Robt. Cavanaugh, Compton, R.I.
13. EASTING	29B	Charles Morse	1920 James Pierpont, Milford, Ct.
14. VIGOR	30B	Wilbur Morse	1946 Robt. Emerson, Hancock Pt.
15. VIDA MIA	30C	E. L. Stevens	1942 Geo. Loos, N. Cape May, N.J.
16. RETRIEVER	22B	Gannett	1942 John Rice, Scituate, Ma.
17. JOLLY BUCANNEER	45A	Eugene McLain	1909 sunk
18. CHIRISSY	30A	Charles Morse	1912 Ernst Wiegleb, Friendship
19. BLACK JACK	33A	Wilbur Morse	1910 Roland Fletcher, Bar Harbor
20. MOSES SWANN	30A	Morse	1910 Wilbur Morse
21. WILBUR MORSE	30B	Carlton Simmons	1947 Karl Heiser, Cundy's Harbor
22. ELLIET	25B	John Thorpe	1961 John Collins, E. Hampton, N.Y.
23. DEPRESSION	30A	Unknown	1900 Lloyd Olson, Boothbay, Me.
24. ANCIENT MARINER	25A	Wilbur Morse	ca1900 Holt Vibber, Waterford, Ct.
25. SEA DUCK	25	Charles Morse	
26. VIRGINIA M	28A	Wilbur Morse	1910 destroyed
27. SRAH E	25B	R. McKean/S. Carter	1939 Eldon Homesey, Wilmington, DE
28. BOUNTY	22	Gannett	1932 Rich. Baley, Peekskill, N.Y.
29. SUSAN	41	Wilbur Morse	1902 believed lost
30. KIDNAPPED	21		believed lost
31. WHITE EAGLE	28	Wilbur Morse	1914 John de Sousa, Friendship
32. NOMAD	33A	Wilbur Morse	1906 Craig Rowley, Amston, Ct.
33. SMUGGLER	28	Philip Nichols	1942 Sinclair Kenney, Edgewood, R.I.
34. PAL O' MINE	27B	Gannett	1947 James Lane, Winchester, Ma.
35. MARY C	20	N. D. Clapp	1962 Nat. Clapp, Pride's Cross, Ma.
36. MAR GIN	25		Wm. Blodgett, Waldoboro, Me.
37. CHANCE	31A	Wilbur Morse	1916 Maine Maritime Museum, Bath
38. FLEAZAR	38B	W. S. Carter	1938 Capt. D. Smith, Marshfield, Ma.
39. DOWNEASTER	30B	Lash Brothers	1963 Virginia Grew, Dover, Ma.
40. COMESIN	32B	J. Ervin Jones	1962 Carl. Wilder, Green Cove Sp., Fl.
41. SNAFU	35		Al. Gastonguay, Beverly, Ma.
42. SELKIE	26C	Simmons/Hennings	1963 Al McDougal, Byfield, Ma.
43. GYPSY	23C	Judson Crouse	1939 Robt. Lash, Orland
44. SAZERAC	35A	Wilbur Morse	1913 R. Barth et al Alna
45. FLYING JIB	30B	W. S. Carter	1937 Kevin Crowley, Newburyport
46. DIRIGO	30B	Lash Brothers	1964 Bill Leavenworth, Searsmont
47. GALATEA	30	McKie Roth	1964 John Kapelowitz, Mt. View, Ca.
48. CHANNEL FEVER	33C	F. A. Provener	1939 Jim Nesbit, Ft. Myers, Fl.
49. SURPRISE	33B	Phillip J. Nichols	1965 Robt. Phaneuf, Chelmsford, Ma.
50. HERITAGE	29C	Elmer Collemmer	1962 Bill Hadlock, S. Freeport
51.	32	Wilbur A. Morse	Robt. Morrison, Metuchen, N.J.
52. RIGHTS OF MAN	30B	Lash Brothers	1965 Philip Cronin, Cambridge, Ma.
53. EAGLE	31A	Wilbur Morse	1915 Donald Huston, Nahant, Ma.
54. ECHO	22B	Lee's Boat Shop	1965 William Thon, Port Clyde
55. RIGHT BOWER	47	Wilbur Morse	1915 destroyed
56. IOCASTE	33A	Charles Morse	1907 Dr. Chas. Currier, Wsh., D.C.
57. OLD BALDY	25B	James Rockefeller	1965 Dorothy Ahlgren, Kittery, Me.
58. TERN	21	Jerry Maxwell	1969 Michael Bull, Stratford, Vt.
59. SARAH MEAD	30B	Newbert/Wallace	1963 Ted Hanks, Jefferson, Me.
60. OLD SALT	32	R. McLain	1902 Leon Knorr, Rowayton, Ct.
61. WINDWARD	25	James Rockefeller	1966 David Westphal, N.E. Harb., Me.
62. COLUMBIA	23	Lester Chadbourne	Bill Steig, Portsmouth, N.H.
63. KOCHAB	28B	Speers	1953 Janet Hyland, Jamaica Plain, Ma.
64. AMICITIA	33B	Lash Brothers	1965 Jeff Pontiff, Plymouth, Ma.



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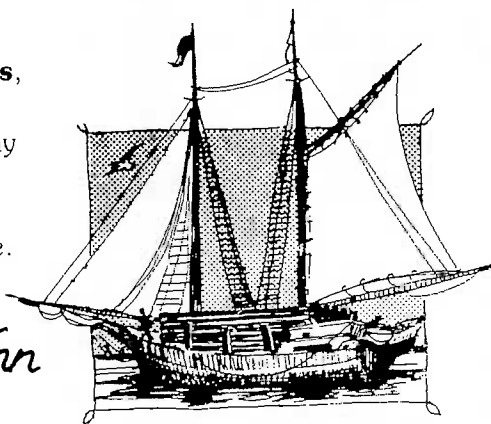
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65. GALLANT LADY	33	Morse	1907	James Smith, Toronto, Ont.
66. VENTURE	27A	Morse	1912	R.S. Kleinschmidt
67. HIERONYMUS	33B	Ralph Stanley	1962	Al Nielson, Southwest Harbor
68. ROBIN L	25B	James Hall	1967	Pat Ferrin, Southport
69. COAST O' MAINE	30B	Vernell Smith	1967	John Rutledge, Kittery
70. SPIRIT	30B	Roger Morse	1967	Chris Beebe, Friendship
71. GLADIATOR	32A	Alexander McLain	1902	William Zuber, Friendship
72. TEMPTRESS	33	Philip J. Nichols	1934	Sea Scouts, Westerly, R.I.
73. WEST INDIAN	26	Pamet Harbor	1951	Rich. Farey, Naples
74. PATIENCE	30B	Malcolm Brewer	1965	John Arens, Milton, Ma.
75. OMAHA	35	Morse	1901	C.F. Hansel, Cranford, N.J.
76. PACKET	26	Charles Morse	1925	Mich. Reidy, Vineyard Haven
77. BEAGLE	28	C. A. Morse	1905	Mrs. John Glenn, Centre Island
78. EMMIE B	37B	Reginald Wilcox	1958	burned
79. NIMBUS	32	A. Chenault III	1954	Fred Swigart, New Orleans
80. HEADWAY	35	Buck/Adams	1941	Chris Head, Stow, Ma.
81. REGARDLESS	38B	Fred Dion	1963	Wm. Williams, Seanease, Ma.
82. MORNING STAR	28A	Albion Morse	1912	Robt. Wolff, Cambridge, N.Y.
83. PERSEVERANCE	30D	Bruno/Stillman	1969	Robt. Jacobson, Buckingham, Pa.
84. PHILIA	22	Kennebec Yacht	1969	Rich. Condon, Atkinson, N.H.
85. ANN FRANCES	38B	J. D. Maxwell	1974	J.D. Maxwell, Spruce Head
86. ALLEGIANCE	24	Albert M. Harding	1970	A.M. Harding, Kennebunkport
87. EAGLE	22	McKie Roth	1969	Henry Goodwin, Avon, Ct.
88. APOGEE	30D	Bruno/Stillman	1969	H.M. Landemare, Tom's River, N.J.
89. AVIOR	22B	McKie Roth	1970	J&B Chittenden, Edgartown, Ma.
90. SALATIA	25D	Jarvis Newman	1969	Lauriat family, Southwest Hbr.
91. PHOENIX	30D	Bruno/Stillman	1970	Al Beck, Exeter, N.H.
92. PUFFIN	25B	Rockefeller/Day	1970	K.S. Axelson, Waldoboro
93. ANNA R	25	Kenneth Rich	1970	K. Rich
94. DIANA	25D	J.Newman/Rockefeller	1970	Ebenezer Gay, Hingham, Ma.
95. WEST WIND	40	C. Morse	1902	John Fassack, Cincinnati
96. VOYAGER	32B	Lash Brothers	1965	Bernard MacKenzie, Scituate
97. GANNET	27A		1903	Willis Collier
98. DOWN EAST	30	Bruno/Stillman	1970	James Beatty, Westerville, Oh.
99. BUCANNEER	27	W. Morse	1890	Eugene Tirocchi, Johnston, R.I.
100. MORNING WATCH	26	Backman's Boatyard	1970	Donald Starr, Boston, Ma.
101. MINERVA	30	Bruno/Stillman	1971	David Hotelling, Freeport
102. AGUSTUS	37	Tim Bliss		Tim Bliss, Coconut Grove, Fl.
103. SOLASTER	25D	Jarvis Newman	1970	Dr. Curtis Ruff, Butler, Pa.
104. COCKLE	28	Elmer Collemer	1950	Widgery Thomas, Portland
105. AT LAST	30	Bruno & Stillman	1971	George Kwass, Andover, Ma.
106. HOLD TIGHT	25	Jarvis Newman	1970	John Cassidy, Bangor
107. MAGIC	22	Passamaquoddy Yachts	1970	Nancy Kandusik
108. LOON	35	Wilbur Morse	1905	
109. PETREL	31	G. Cooper	1933	Michael Brown, Dorchester, Ma.
110. AMISTAD	23	Robert White	1971	Robert C. Lee, Houston
111. AMOS SWANN	26	Wilbur Morse	1910	destroyed
112. SECRET	27	Phillip J. Nichols	1971	Robt. Monk, Burlington, Ma.
113. YANKEE PRIDE	30	Bruno/Stillman	1971	James Craig, Keyport, N.J.
114. PEARLE	30	Bruno/Stillman	1971	Maine Maritime Museum, Bath
115. KITTIWAKE	30	Bruno/Stillman	1971	Gardner Mason, Killingworth, Ct.
116. TINQUA	30	Bruno/Stillman	1971	Lost.

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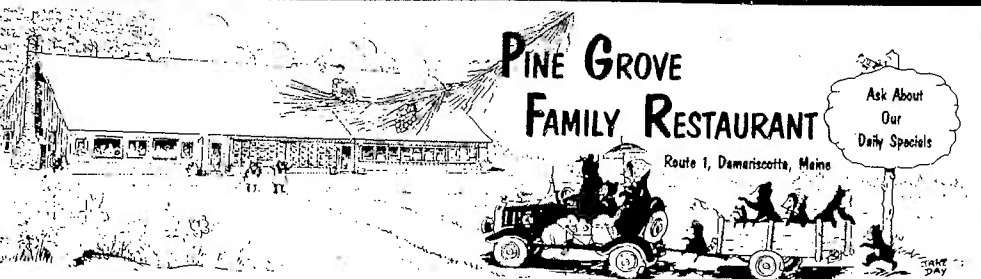
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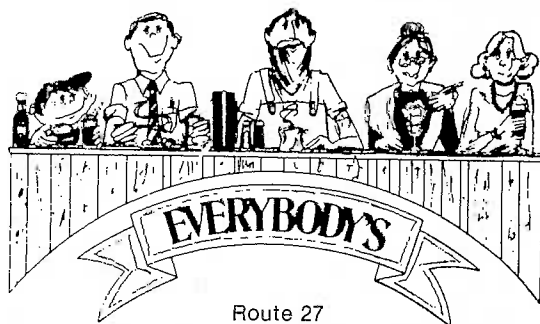
6:00 P.M. - 10:00 P.M.

Monday - Saturday

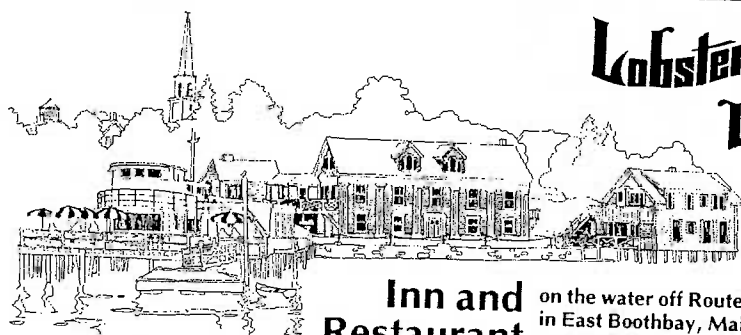
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117. LEADING LIGHT	30	Bruno/Stillman	1971	John Crumpton, Oxford
118. WENONAH	30	Bruno/Stillman	1971	Scott Newsham, Solomans, Md.
119. VALHALLA	30	Bruno/Stillman	1971	Paul Wolfe, Pittsburgh, Pa.
120.	This number is reserved for Carlton Simmons.			
121. ISLAND TRADER	27	Elmer Collemer	1960	Pamela McKee, Seattle, Wa.
122. RAY OF HOPE	25B	Nash/Coffin	1971	William Payne, Monhegan
123. RESOLUTE	28B	Charles Burnham	1973	Charles Burnham, Essex, Ma.
124. CALLIPYGOS	30	Bruno/Stillman	1971	Rich. Sharabura, Toronto, Ont.
125. BILLY BUDD	25	Al Paquette	1969	Fred Holbrook, Rochester, Ma.
126. WHIM	20	Chester Spear	1939	Wm. Flanders, Abingdon, Ma.
127. LUCY S	28		1890	Jonathan Smith, Concord, Ma.
128. SCHOODIC	31C	Collemer & Lanning		Bruce Lanning, Winter Harbor
129. GISELA R	25	A.P. Schafer	1969	Andrew Schafer, Rosedale, L.I.
130. NARWHAL	25	Jarvis Newman	1972	Jim Rosenbaum, Whitefish Bay, Wi.
131. NOAH'SARK	30	John Chase	1972	Rich. Willis, Ipswich, Ma.
132. VOGEL FREI	30	Wilbur Morse		Herman Samitsch
133. INDEPENDENCE	30	Bruno/Stillman	1973	Fred Schwartzman, Far Hills, N.J.
134. FOUR SONS	22	Charles Collins	1973	David Hussey, Marblehead, Ma.
135. GREEN PEPPER	25	Newman/Morris	1973	Harper Sibley, Miami, Fl.
136. SQUIRREL	28	Charles Morse	1920	Larry Moxen, Mystic, Ct.
137. FRIENDSHIP	46	Wilbur Morse	1900	Wm. Van Zee, Miami, Fl.
138. RED JACKET	25	Robert Gardner	1973	Chris Day, Islesboro
139. COVENANT	25	Newman/Morris	1973	Doug Jacoby, Marblehead, Ma.
140. BRANDYWINE		McKie Roth	1968	Paul Johnson, Campbell, Ca.
141. RENASCENCE	25	James Hall	1974	Malcolm Myers, Deerfield, N.H.
142. ALBATROSS	21	Peter Archbold	1976	Stephen Locke, Rochester, N.Y.
143. MATELOT	25	Newman/Morris	1974	Gerard Miller, Perrysburg, Oh.
144. RIBBIT	25	Newman/Morris	1974	W.M. Murphy, Buffalo, N.Y.
145. DELIVERANCE	31	Newman/Purslow/Part.	1974	Gerald Purslow, Hancock
146. FIDDLE HEAD	25	Newman/Chase	1970	Harry Jackson, Groton, Ct.
147. ANNA B	31	Newman/Ervin Jones	1974	C. Murray McQuade
148. SLOOP OUT OF WATER				Joe Vinciguere, Andover, Ma.
149. FIDDLER'S GREEN	25	Roy Jenkins	1978	Roy Jenkins, Waterville
150. WOODCHIPS		Deschenes/Willett	1975	Holden, Mass., Deschenes
151. DEPARTURE	15			Greg Reizran, Mystic, Ct.
152. OLLIE M	32	Kent Murphy	1977	Kent Murphy, Swampscott, Ma.
153. ANGELUS	22	Charles Collins		Chas. Collins, Bass River, Ma.
154. MUSCONGUS	28	Albion Morse	1909	Al. Lindquist, Wilton, Ct.
155. QUEEQUEG	25	Newman/Morris	1975	Mark Roman, Riviera Beach, Fl.
156. DEPARTURE	31	Newman/Morris	1975	J.A. Russell, Phila., Pa.
157. LIBERTY	31	Newman/Salter	1980	Dick Salter, Manchester, Ma.
158. EVA R	33	E. Robinson	1906	R. Bruneau, Stamford, Ct.
159. PACIFIC CHILD	31	Bruno/Stillman	1969	J. Nosworthy, San Diego
160. SPRING A LEAK	23	McKie Roth	1973	Morgan Hendry, Wil., De.
161. JENNEY	22	Sam Guild	1976	Gordon Towle, Landenburg, Pa.
162. IRENE	38	Charles Morse	1917	John Clarke, Vineyard Haven
163. REWARD	25	William Greene	1975	Wm. Greene, Rocklin, Ca.
164. JESSIE MAY	30	Charles Morse	1906	Dennis Mayhew, St. Clair, Mich.
165. REUNION	25	Niederer	1975	Mason Stover, III, Alameda
166. SCHOODIC	25	Concordia Co.	1967	Dr. G. Zee, N. Dartmouth, Ma.
167. FREEDOM	28	Ralph Stanley	1976	Rich. Dudman, Ellsworth
168. LOON	30	Newbert/Wallace, Jacob	1974	Hugh Jacob, Bath, Me.
169. DEFIANCE	22	Dowd Dias	1976	Bill McCallum
170. LADY OF THE WIND	31	Jarvis Newman		Wm. Manookian, N.Y., N.Y.
171. GOLDEN ANCHOR	31	Newman/Morris		Golden Anchor Inn, Bar Harbor
172. AMNESTY	25	Jim Drake	1981	Jim Drake, Carlisle, Pa.
173. MEDUSA	25	Ron Nowell		Ron Nowell, Marshall, Ca.
174.		Newman/Standish		Standish/Paperno, Port Alberni
175. EDELWEISS	15	David Major		David Major, Westminster, Vt.
176. TRUMPETER	28	Charles Morse		Gale York, Jackson, Miss.
177.	20	N.E. Yacht/K. Rogers		Kirk Rogers, New Gloucester
178. ESSENTIAL	25	Newman/Chase	1977	Robt. Stein, Huntington, N.Y.
179. CELENE	22	G. Hargrove	1977	Bruce Robinson, St. John, N.B.
180. BANSHEE	25	Newman/Wojcik		John Wojcik, Norwell, Ma.
181. SURPRISE	20	Patrick Ahearn	1975	Rich. Brownlie, Nahant, Ma.
182. CHARITY	22	Apprenticeshop	1977	Ted Watson
183. SILVER HEELS	25	Newman/Morris	1977	Ed Carroll, Fort Collins, Co.
184. PERSEVERANCE	27	W. Simms	1963	Wm. Reed, Mystic, Ct.
185. CALYPSO	27	J. Philip Ham	1978	J.P. Ham, Holden, Ma.
186. RAGTIME ANNIE	27	Boiger/Apollonio	1975	Barry Stoodley, Unity
187. PEREGRINE	27	Ralph Stanley	1977	P. Blanchard, III, Short Hills
188. MAUDE	32	H. gamage	1939	G.R. Axelson, Newburyport, Ma.
189. TRADITION	31	Newman/Nehrbass	1981	Roger Nehrbass, Pt. Wash., Wi.
190. AIKANE	31	Newman/Chase	1978	destroyed
191. BAUNEG BEG	22	Apprenticeship	1978	John Boswell, Hanover, N.H.



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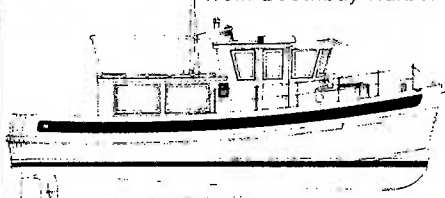
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197. CHRISTANIA 31  
198. BAY LADY 31  
199. TRINITY 31  
200. NEW VENTURE 25  
201. ENDEAVOR 31  
202. ARRIVAL 31  
203. AURORA 27  
204. MARIE-ANNE 28  
205. DAY STAR 31  
206. MARY ELIZA 30  
207. LANETTE M 31  
208. LADY SHIP 31  
209. FRIENDSHIP 23  
210. THE SLOOP JOHN R 27  
211. ANSA 22  
212. ACHATES 25  
213. AMIE 31  
214. GAVIOTA 47  
215. ELLEN ANNE 22  
216. AMITY 23  
217. ODYSSEY 22  
218. WILLIAM M. RAND 23  
219. YANKEE BELLE 1983  
220. AIKANE 1984  
221. VIKING

McKie Roth 1977  
Harvey Gamage 1978  
Niederer 1977  
Wilbur Morse 1910  
Ralph Stanley 1979  
Newman/Davis 1978  
Newman/Lanning 1979  
Newman/Liberation  
Newman/Foster 1980  
Newman/Genthner 1979  
Newman/Niedrach 1981  
Jason Davidson 1977  
Richard Mosher  
Newman/Clark 1979  
H. Melquist 1980  
Newman/Lanning 1981  
Newman 1981  
Elio Oliva 1974  
James Hamilton 1981  
Nick Roth 1980  
Bob Holcomb 1978  
Newman/Pettigrew 1982  
Passamaquoddy Yachts 1968  
W. S. Carter 1941  
Shoreline Boats 1972  
William M. Rand  
Paul Edwards 1983  
Moore/Pettigrew 1984  
Ahern

John Chase, Carrboro, N.C.  
Linwood Gamage, So. Bristol  
Dr. J. Nofzinger, Florence, Ala.  
Joe Richards, Smyrna, De.  
Betsy Holzman, Southwest Hbr.  
William Davis, Five Islands  
Gary Mohr, Virgin Gorda, V.I.  
Doug Jacoby, Marblehead, Ma.  
Robert Foster, Mt. Desert  
J. Genthner, Fairhaven, Ma.  
Robt. Niedrach, Amherst, N.H.  
Claus Dietrich, Boston, Ma.  
D. Echeverria, Jamaica Plain, Ma.  
R. Mosher et al Kalamazoo  
Wyndham Clark, Wash., D.C.  
H. Melquist, Tenants Harbor  
Ladyship Cruises, Boothbay Hbr.  
Capt. Hank Warjoni  
Al Perrin, Canandaigua, N.Y.  
J. Hamilton, Andover, Ma.  
R. Leigh, Nashville, Tn.  
Hal Hanson/Lovelace, Edmonds, Wa.  
John Bush, Cotuit, Ma.  
Dave Collinan, Lincoln, R.I.  
John Nichols, N.Y., N.Y.  
P. Haynicz, E. Stroudsburg, Pa.  
Wm. Rand, Lincoln Ctr., Ma.  
Paul Edwards, Matituck, N.J.  
Hal Marden  
S. Ulivick, Wakefield, Ma.

Other sloops not registered with the Society but believed to be still sailing:

AMITY  
ANNIE PODE  
ANGUS  
AURORA  
AYESHA  
BETSY CARLING  
BLACK WATCH  
CAROLYN  
DUCHESS  
EL YANQUI  
ESTRELIA A  
MARIA  
NOREASTER  
PEMAQUID III  
RED WING  
SEA GULL  
SPIRIT OF JOSHUA  
SPOONDRIFT  
SURPRISE  
TECUMSEH  
VOLUNTEER  
WILD WIND  
STELLA MARIS

W. S. Carter  
(ferro-cement)

Charles Morse 1900  
D. Ilio Oliva  
K. Rider

Simms  
Wilbur Morse  
R. McLain  
Charles Burnham  
Wilbur Morse

Wilbur Morse  
W. S. Carter

Wilbur Morse  
Gannett

Ben. Plotkin, Norwalk, Ct.

Elio Oliva, Centerville, Ma.  
Richard Steel, Rockport

Donald Davis, Newport Beach  
A.J. Rousseau, Warwick, R.I.  
H. Reese Mitchell, Houghton, Mi.  
Gene Peltier, Wilmington, Ca.  
Mystic Seaport

R. Synnestvedt, Jenkintown, Pa.  
George McKennor, Sillery, Quebec  
Marjorie Debold, Middletown, Ct.  
Mike Dolan, Hollywood, Fl.  
James Tazelaar, McLean, Va.  
Harold Tweedy, New Rochelle, N.Y.  
Peter Boback, Fairfield, Ct.  
Museum, Fort Lauderdale, Fl.  
Brian Neri, Buffalo, N.Y.  
Robert Standen, Manhattan Bch, Ca.  
Ted Wells, Duxbury, Ma.



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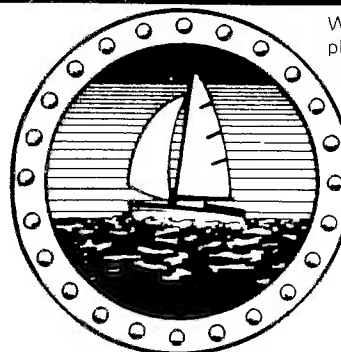
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The above hair-raising story contains the names of many Friendship Sloops. You may refer to the list of sloops if you want to, but see how many sloop names are contained in the little tale. (All names except Kervin as it appears without the full name of "Kervin Riggs" are to be counted.) Some names appear more than once.

Once upon a time an old baldy by the name of Kervin Riggs left Phoenix early one morning to make a trip to Friendship, Maine to witness the Friendship Sloop Regatta. Elated with his freedom from his work he blithly proceeded eastward, making only one stop at Fiddler's Green, Omaha to pick up a friend, Ellie T. It seems Ellie T had two girl friends just dying to see the sloop races, and wanted to bring them along. One girl was Chrissy, a beautiful Pacific child, and the other Sarah Mead who had a hair-do that looked like she had just left Noahsark. Kervin swallowed twice and nodded his assent. Off they all went.

Their arrival in Friendship was speedily made by the light of the morning star and a good west wind.

"Vida mia," yelled Kervin, "My life, who could imagine such a beautiful sight." - Friendship harbor with the sun just coming up and hitting the rigging of 45 beautiful sloops." The girls too caught the spirit and were anxious to see the sloops close up.

It just happened that leaning up against a lobster trap on the end of the wharf was an ancient mariner with great Yankee Pride.

"You want to go out an see one o' them sloops close up?" he asked. Overjoyed at their good fortune Kervin and the trinity eagerly jumped at the chance.

"Which yacht can we go out on?" one of the girls asked.

"Billy Bud will be in with his boat, Diana, named after his wife you know."

Soon a dory pulled up along side. Chrissy looked at it and saw the name, Diana on the stern. "Are we going out on that?" disgust oozing from her words.

"Ayuh, if you want to see the sloop boats."

Resolute, the three climbed down the ladder, with Sarah Mead almost falling from the first rung of the ladder to the dory. With great endeavor Kervin grabbed the oars, and started to row. Now he had only a meager experience in maneuvering a dory, but to impress the girls he started rowing like a gladiator rising to the job at hand. The girls settled down content with the headway and thrilled with the whole venture. Soon the girls exclaimed about the beautiful clouds on the horizon. "Look, look at that fast moving cloud," they yelled.

"That is no cloud. That is fog."

"Fog?" they asked.

"Yes - fog covers everything. It is like a nomad wandering in and out. Look, now it comesin."

And come in it did. The sloops soon vanished from sight, and the little dory started going in circles. The drifting tide did not help, and soon our group was helplessly lost. Drifting, drifting, damp, wet, depression set in. Kervin yelled for help, but all he heard was his own echo. Soon a loon cried off to windward. Then a tern let out a screech.

"Look at the eagle," cried Chrissy, "and there is a narwhale. See his two front teeth?"

"Don't get channel fever, your on the margin of hallucinating."

"Don't be a dictator. I want to go back. Be a pal - o - mine," Chrissy replied.

Suddenly, surprise, the sound of a motor coming closer and closer. At last out of the fog a boat with two men aboard came along side. One man with a big smile coming out from under his sou'wester said, "I'm Wilbur Morse" and pointing to his companion, "this is my friend, Tannis Sazarac, and we hope to be your retriever." With vigor the 3 girls jumped over into the waiting boat taking the liberty to reward the old salt with kisses. Poor Kervin, left alone in the dory as they were towed back to the wharf felt like a gypsy.

The reunion on the wharf was happy. The four thanked the rescuing voyager, and his parting shot was, "To live on the coast of Maine it is rights of man to live up to your heritage and tradition."

Check on another page to see how close you came to the correct number.

Real nut about sloops

- More than 55

Interested friend

- 45 - 55

Mildly intrigued

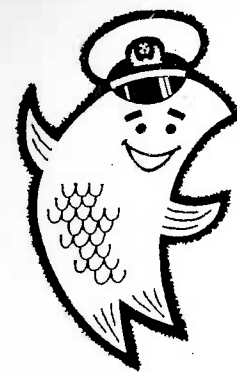
- 25 - 45

Idling away time

- Less than 25

There is a total of 167

Betty Roberts, Friendship, Maine



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