

FRIENDSHIP SLOOP DAYS

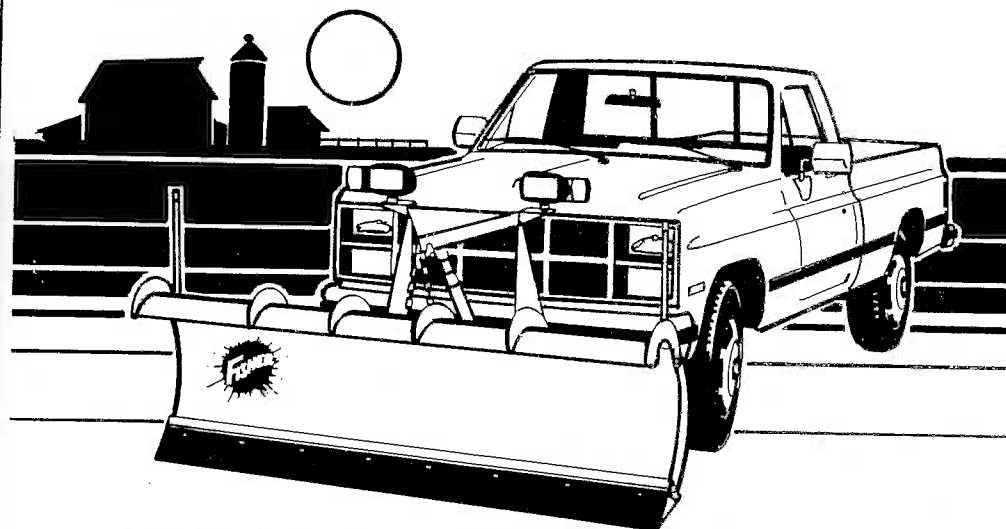


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Begins July 19th

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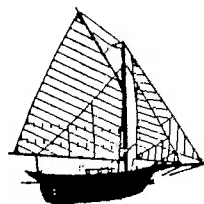
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COMMODORE'S MESSAGE

The Society has rounded the 25th Anniversary mark and now takes departure on the second quarter century. The years have been kind to us and the Society has prospered. But what lies ahead for us? for you and me and our many sloop owning families? Looking into the past, we can glean an insight into our future.

I recall one of our past Friendship sloop races. As the sloops drove for the starting line, the gun roared authoritatively. The sun was warm and a fair southwesterly breeze provided the energy for a cracking good race. Looking back half way up the first weather leg, we could see one sloop leading a group of other sloops, tacking back and forth with the effortless grace of a girl flipping back her hair with a nod of her head. On she charged, her lead growing on every tack, until, on the reaching leg, she steamed right past us, knifing the sea into white rimmed waves that seethed off her bow. Her decks were full of people, mostly teenagers. They tended to their work, getting the main set just right, then the stays' 1 and jib - working the lovely sloop up to its peak speed and performance, driving her with concentration and care. As they passed, the skipper gave a friendly wave. Rarely have I seen a moment that more epitomized the phrase, "on top of the world." Both the skipper and the sloop. For, however you may try to dismiss the notion as sentimental claptrap, it is almost impossible for a sailor to feel a Friendship sloop moving under his feet, through his hands and eyes and ears, and not fully believe it is a live creature he is at one with.

Those of us who have long been seduced by the beautiful form and grace of a Friendship sloop under sail tend to ignore most things rational. Because these vessels are so seductive, they attract people far more interesting and imaginative than anyone who would be persuaded by any basic logic against them. It is impossible to analyze exactly what a sailor feels for his Friendship sloop. Or why he willingly pays the insurance and yard bills, or why he will endure the damp and cold days in pursuit of the bright warm ones. Or why the regattas in Maine and Marblehead will be packed this summer.

Seduction, indeed!

Two rather simple maxims explain all this and also what our future holds: Strong enthusiasm for Friendship sloops is not hard to find. And for true Friendshipippers there is no such thing as the last regatta.

Our future appears well entrusted, indeed. Godspeed.



Photo by Max Higden
Marblehead — August 1984, an un-named but happy skipper who has a strong hunch that he has just finished the second of both races "in the money".

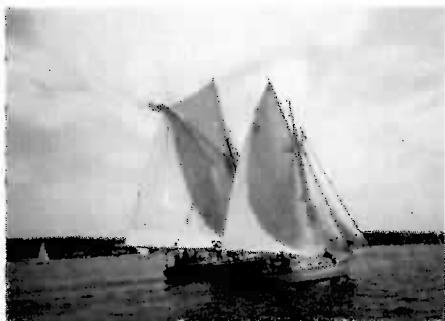
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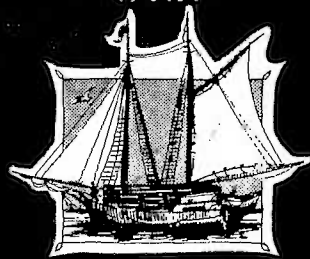


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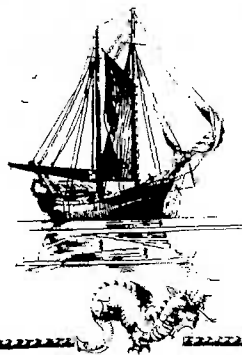
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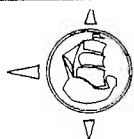




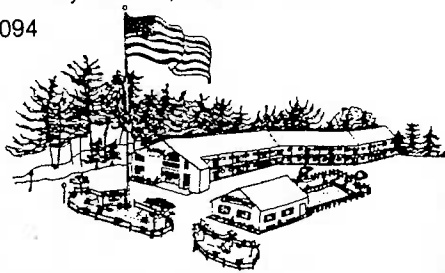
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1986 PROGRAM

Saturday, July 19 Rendezvous at Sebasco Estates on the western side of Cape Small.

Sunday, July 20 10 a.m. fleet will assemble at the mouth of the Kennebec River and sail up to the Percy & Small shipyard where skippers and crews will be guests of the Maine Maritime Museum. Reception at 4 p.m. and dinner ashore.

Monday, July 21 Sail to Boothbay, leaving late in the morning as the tide serves, either down the Sasanoa River or the Kennebec. Skippers and crews will be welcome at the Boothbay Harbor Yacht Club but the bar and dining room are closed on Monday.

Tuesday, Wednesday, & Thursday, July 22-24 Skippers' meetings at 9 a.m. Races will be held in the waters off Boothbay at the direction of the race committee. There will be a banquet and awards ceremony after the Thursday race. Those wishing to eat ashore at the Yacht Club on Tuesday and Wednesday nights should make reservations as early as convenient.

Friday, July 25 The fleet will parade past the Fishermen's Memorial in front of the Catholic Church in Boothbay Harbor following the Commodore in *Liberty* and then sail to Friendship. Plans for activities if any, in Friendship will be announced.

Saturday, July 26 The fleet will parade by the wharves following *Liberty* as before. Following the parade, the fleet will officially disband; however, skippers and crews are urged to participate in Friendship Day ashore.

Friday & Saturday, August 8 & 9 Rendezvous at Searsport off the Penobscot Marine Museum. Director Robert Farwell plans an interesting program ashore with an opportunity to explore this interesting and fast-growing museum. No races are planned, but this is an excellent opportunity for sloops based to the eastward to get together and to support the program of the museum.

Saturday & Sunday, August 16 & 17 Marblehead Regatta. It is hoped that as many sloops as possible will attend, especially those unable to get down east earlier in the summer, to give Massachusetts Bay a look at a gaff-headed mainsail.

Saturday, November 15 Annual meeting at the Sheraton in Portland. The agenda will be mailed later.



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Photo by Max Higden

Some of the fleet coasting along in light airs during a postponement, so often typical of an August Marblehead morning.

THE MARBLEHEAD RACES

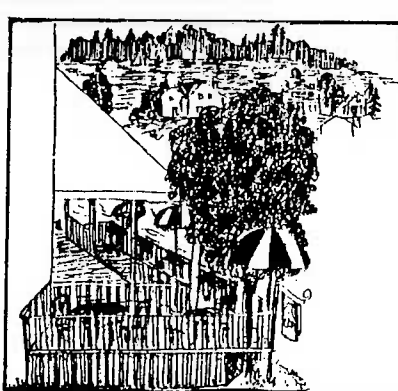
By David W. Graham

They've come from as far west as Stonington, Connecticut and as far east as Winter Harbor, Maine. They have at least one thing in common — they are Friendship Sloop skippers; and they have two goals — to have fun and to promote the Friendship Sloop Society.

This year marks the 24th year of the Marblehead rendezvous for Friendship Sloops, when on August 16th & 17th it is anticipated that some twenty, or so, Friendships will participate in the annual Corinthian Yacht Club sponsored regatta.

During the first year at Marblehead, the event was held under the burgee of the Boston Yacht Club. The following year, it was shifted to Corinthian, where it has been ever since. Corinthian's original event chairman for the races was Lincoln Ridgway who, until his death in 1982, made the annual arrangements for the regatta. I walked into the Corinthian scene somewhere in the mid to late Sixties, only to discover what Linc was up to. I am delighted to have come aboard the Friendship races here, as Linc's "helper" and progressed up the ladder, eventually becoming his understudy. We were instant pals, which made it all very easy. I was fortunate, for when Linc, who had been in failing health during his last two years, passed away two weeks before the 1982 Marblehead races, it was a simple matter to decide that the show must go on, much as he would have wished. I'm happy to report that it's been the same ever since.

Racing at Marblehead is often a unique challenge, particularly due to the large volume of craft transiting the area into and out of the four harbors at Manchester, Beverly, Salem and Marblehead. Add to all this the frequent tanker and tow-boat/barge traffic at Salem and you'll more easily understand why it is impossible to operate a handicap alley at Marblehead. Of necessity, all races are conducted under the corrected time method, with everyone starting at the same time and running an identical race course. In theory, of course, it works well. In the real world, however, tidal currents and afternoon wind shifts can play havoc among the late finishers. While the winner is often not the first to finish, it's a sure bet that the last ones to finish haven't a prayer of capturing a winning trophy.



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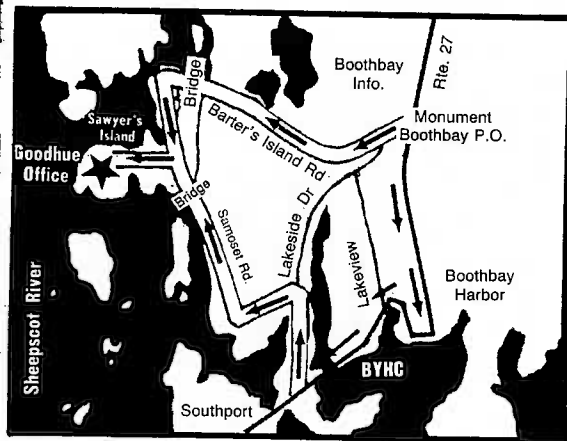
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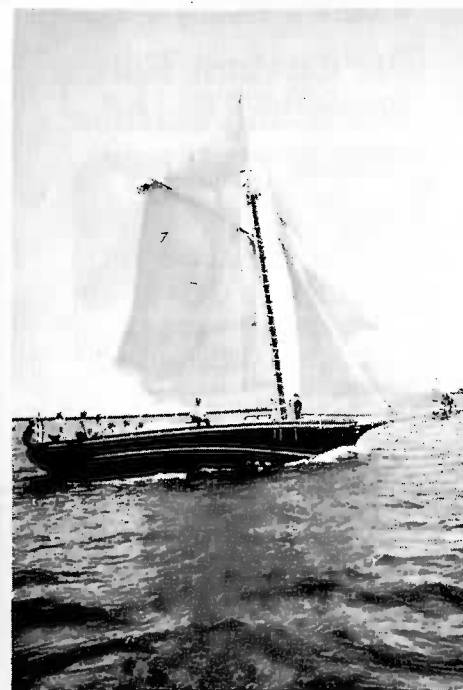


Photo by Max Higden

"Tannis" showing a little bare bottom off
Cat Island, Marblehead.



Photo by Max Higden

"At Last" crossing the finish line at
Marblehead. Starts and finishes are done
at the "can" off Marblehead Light so that
spectators will be guaranteed a "grand-
stand" view of a part of the races.

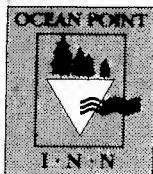
During the past winter, a number of skippers got together to see if something could be done about the inequity of it all. As a result, it is anticipated that there will be a two-division race on both days at Marblehead this year, with the smaller sloops racing on a compatible course that will actually be, for the most part, inside the race course set for the larger sloops.

A lot of thought has been given to this format, by skippers and Race Committee alike. It's something we think can be accomplished, given all the government and occasional racing marks that dot the area. So, the Corinthian Race Committee has been handed another interesting challenge; something it seems to thrive upon. This committee, for the most part, has stuck together for better than twenty years, running races at Marblehead including everything from a National sail-board event, to World One-Design championships, to the start of the 1976 Tall Ship race from Boston Light to Christensen, Norway.

The goals of the Race Committee, happily, are identical with those of the Friendship Sloop skippers; namely, to have fun, good racing and to promote the Society.

Recipients of the first-place Ridgway Memorial Trophy, established in 1976 and originally named for Linc's father, a prominent sailor and co-founder of the Winthrop (Mass.) Yacht Club in the late 1880's; and in 1982 for Linc, as well, are:

1976 — "Phoenix"	1979 — "Phoenix"	1983 — "Schoolic"
1977 — "Tannis"	1980 — "Tannis"	1984 — "Liberty"
1978 — "Voyager II"	1981 — "Tannis"	1985 — "Tannis"
	1982 — "Tannis"	



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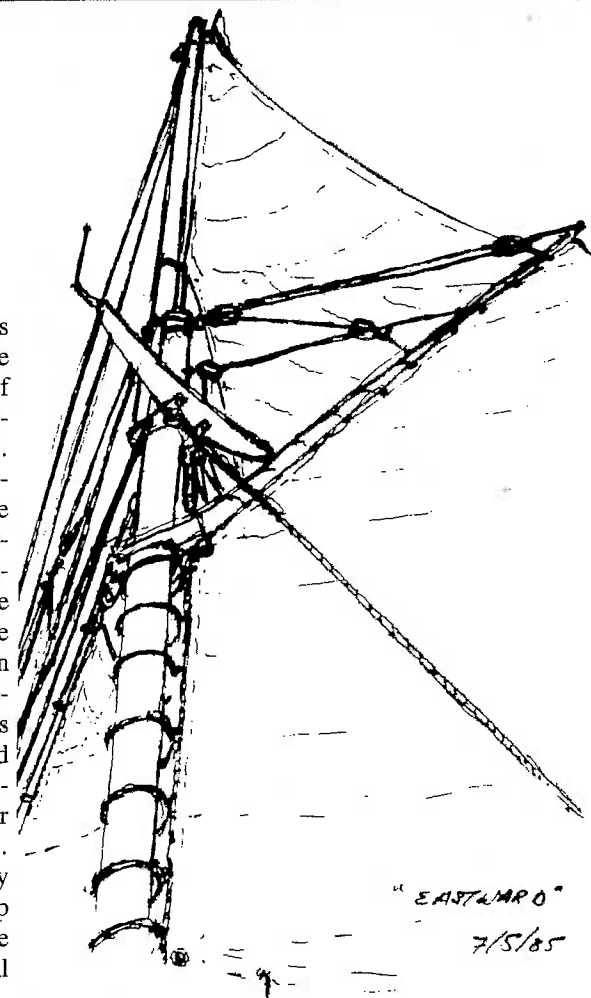
MUSEUM ARCHIVES

Included among the stated objects of the Friendship Sloop Society is the encouragement of the building of Friendship sloops and the establishment of standards of rig and design. With this in mind the Society recently joined forces with the Maine Maritime Museum in Bath in a co-operative effort to collect information on Friendship sloops with the goal of establishing an archive at the Museum for anyone interested in building or studying these time-honored vessels. This project calls for the donation of historical and current information that is presently widely scattered all along our coast in cellars, attics, and shops. Many folks interested in the Society have extensive files on Friendship sloops which would be most valuable in the archive. Considerable material has already been offered.

Initially we are trying to collect at the Museum information for those interested in building, rebuilding, or preserving a Friendship sloop whether of wood or other material. Half models, lines, working drawings and construction plans, sources of materials and tools, and photographs will be of great help, especially if all available at one place.

Also we hope to build up at the Museum information on the communities where sloops were built, their builders, the uses to which the sloops were put, and some of their significant exploits. The history of the Friendship sloop as a yacht is equally interesting. Accounts of particular vessels, their builders, voyages they have made, disasters which they survived or failed to survive, photographs, logbooks, artifacts and even ledgers may help students of later years in ways which we do not now foresee.

The Maine Maritime Museum sees here, as we do, an opportunity to make a significant contribution to maritime history. If you have material to donate, call or write Mr. Nathan Lipfert, curator, at the Museum and discuss with him what you have. Loans and donations will be well taken care of and will be used only for exhibit or research. Owners' and architects' rights in designs and models will be protected. Contributions are tax deductible.



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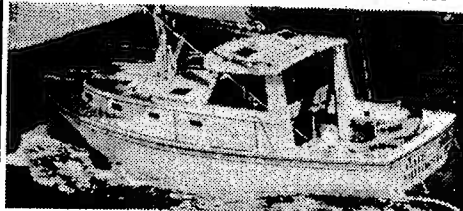
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RESTORING IOCASTE

By Helen Barnes
Maine Maritime Museum

Most Friendship sloops sailing today are arranged for the comfort and sailing ease of their crews, but original Friendships were no-nonsense, hard-working fishing boats, with little room given for the pleasures of yachting.

One of the earliest of the existing Friendships, *Iocaste*, will be reconstructed at the Maine Maritime Museum in Bath to the lines of the early "lobster sloops". *Iocaste* was donated to the museum in 1985 by her longtime owner Dr. Charles Currier, of Washington, D.C.

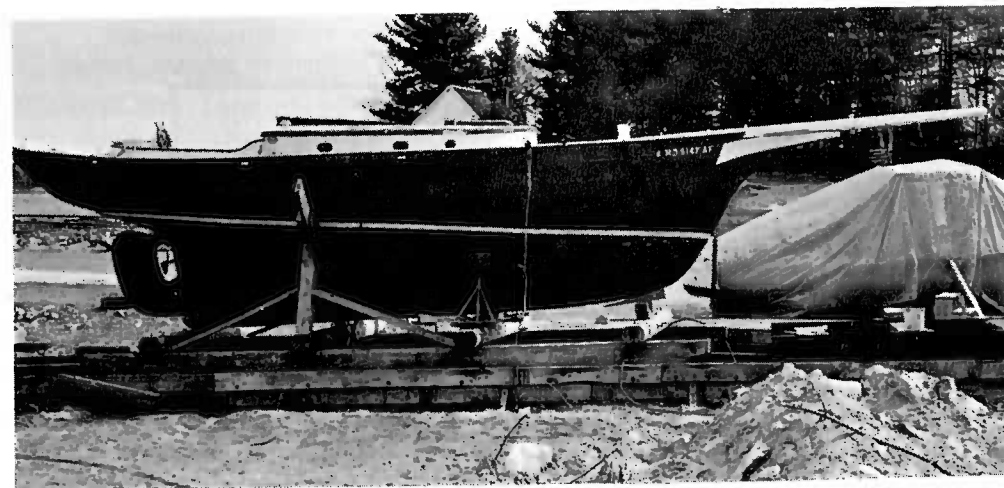
Her reconstruction is planned as a two-year project of the museum's Apprenticeshop, and answers a need at the museum for an on-the-water example of the classic lobster-sloop style.

The project also has been adopted by the Friendship Sloop Society, which last year donated seed funds to get the work started. Society members have also offered to assist, either individually or through organized work parties, in *Iocaste's* rejuvenation as a fishing Friendship.

Maine Maritime Museum already owns an early Muscongus Bay sloop, *Ranger*, the showpiece of the new "Lobstering and the Maine Coast" exhibit, and *Chance*, the 32-foot Friendship that races with rather mixed results in the annual regatta each year. Although she is also an original Friendship, built in 1916, *Chance* had been completely and lavishly restored as a recreational sailing sloop before her donation to the Museum and was not considered suitable for historical reconstruction.

What the Museum needed was an early Friendship that could be rebuilt to resemble the original fishing vessels of Muscongus Bay. *Iocaste* fits the bill.

The boat's origins are fuzzy--she was constructed either in 1912, or as early as 1907, according to recent writings, and was formerly known as *Stella Maris*. Her builder is presumed to be Charles Morse. Dr. Currier reports that an old Maine boatbuilder identified her as a Charles Morse boat through the trailboard scroll, which is thought to be original, and other telling features. There are no records on whether the 33-foot *Iocaste* was built first as a fishing vessel and then converted to pleasure sailing, or whether she was always a recreational sloop. Evidence of reconstruction and repair work abounds throughout her mahogany cabin, handsome cockpit, and structural parts.



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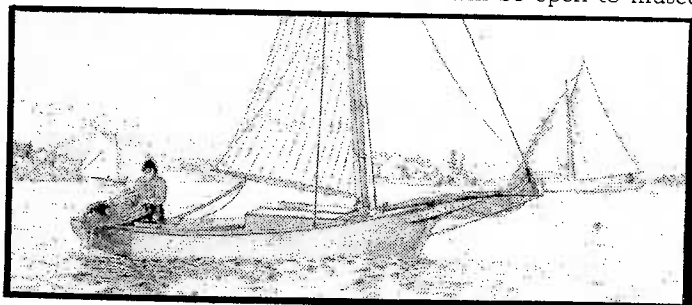
at its shipyard on the Kennebec River, Bath

July 20 —

- Sloop arrival: mid-morning
- Welcoming reception: 2-4 p.m.
- Lobsterbake dinner: 4-6 p.m.
- Evening program: 7-9 p.m.

July 21

- Departure for Boothbay Harbor: late morning
- The 107' Baltic Trader *Fri* will also be visiting the shipyard and will be open to museum visitors.



Friendship-type lobster sloop of Bristol, Maine in 1880's. Drawing from *The Fisheries and Fishery Industries of the United States* (1887).

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Last year she was hauled to the museum's shipyard where she has since undergone a complete survey and been comfortably installed under a work shed.

The apprentices in the Museum's boatbuilding program will begin her reconstruction this summer. In the 18-month Apprenticeship program, they learn to build small classic boats as well as to construct and repair larger vessels. Having just completed a 53-foot pinky schooner which now plies coastal waters showing the Museum flag, the apprentices can now turn their attentions to *Iocaste*.

First order of business will be research into the original designs of lobstering sloops, their cuddies, cockpits, and holds. Much of this work was completed for the museum's new lobstering exhibit and the book *Lobstering and the Maine Coast*, which traces the development of craft used in the lobster fishery.

Iocaste's cabin, deck, and interior work will all be removed. If the crew finds that her ceiling, the interior hull wall, is original, it will be left; otherwise she will be gutted to her ribs and planking. The apprentices will document all the work they do and all that they find as they work.

Eventually, a new deck will be installed, a small cuddy put forward, a fisherman's cockpit put aft and a wet well, if found appropriate, inserted amidships. *Iocaste's* present rigging is in good shape, and parts only need replacement for authenticity and aesthetics. She has a 30 horsepower engine which, for practical reasons, will be left aboard.

Iocaste will eventually be relaunched as a fishing Friendship to take part in Sloop Society events and to show visitors at the museum's shipyard what sailing lobsterboats looked like. When Dr. Currier proposed his donation to the museum he said "She belongs in Maine," and *Iocaste* will certainly represent an important part of Maine's sailing heritage.

Incidentally, she is named after a tragic Greek Queen and is properly called *yoe-Kast-uh*.

THE REST OF THE STORY

by Dick Salter

College student Fred Wells was duck hunting with a friend out on Kingston Bay, Plymouth, Mass., one cold fall morning in 1960. The bay area usually offered fairly good hunting. This morning was an exception, however, as the birds just were not flying, probably due to the deteriorating weather. Not having their usual luck, Fred and his friend decided to pack it in for the day and returned to Plymouth to find a coffee shop to warm their dampened spirits and chilled bodies. Driving past a pier on the waterfront, their attention was arrested by a mast protruding from the water and a middle aged couple on the shore trying to assemble the assorted gear, food and clothing recovered from the now sunken hull. The weather remained quite raw with the temperature well below freezing and a blustery wind blowing across the bay. The clothing and other articles the couple were trying to assemble were caked with ice. Fred noticed that both the husband and wife looked rather disheveled, obviously in need of assistance and that the woman was limping badly.

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After introducing themselves, the lads learned that the couple had recently sold their home in Scituate and had just started a long planned voyage to Florida on a sailboat they had acquired for the purpose and named LONG SOUGHT AFTER. Prior to the purchase, the sloop had deteriorated badly, sitting unnoticed and unloved in a local boatyard. The past year had been spent in the installation of a new keel and in trying to generally refurbish the neglected sloop. It was late in December when they finally got everything squared away and embarked on their cruise south. While off Plymouth during the previous night and headed for the Cape Cod Canal, a very significant leak developed through the stuffing box. They prudently elected to put into Plymouth Harbor. In the process of trying to control the leak the boat ran aground on Brown's Bank in the harbor entrance. The weather steadily worsened and snow started to fall. The sloop floated free on the next tide, but having been flooded with salt water, the engine was now lifeless. They were in a precarious situation! With Divine intervention and the use of a flare, the couple were able to attract the attention of a small dragger, which towed their Friendship sloop into Plymouth and alongside the pier. The couple remained aboard the sloop while under tow. The tiller was manned by the husband, while his tired and frozen wife huddled in the cold, spartan cabin trying to escape the weather as best she could. The leak continued unabated and the water level soon began to again creep up and then over the useless engine. To escape the rising water, the woman climbed up and sat on the galley counter. Her world was now getting smaller and smaller as time passed and their situation was becoming quite perilous indeed. The little sloop wallowed on her tow line, as the helmsman fought to keep the sloop's bow pointed toward the wavering transom of the lifesaving dragger. A wave caught the stern of the sloop and she rolled further over than she had previously. The woman slid off her perch on the counter and in trying to regain her balance, pierced her foot with an unseen, but protruding nail. Once alongside the pier, the dragger departed, leaving the couple to fend for themselves in the raw, dark night. They salvaged what they could as the sloop steadily settled lower and lower into the frigid water.

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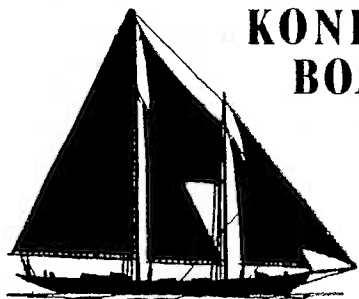


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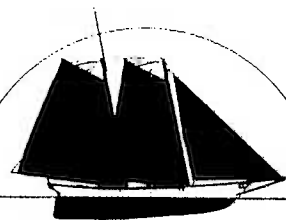
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Such was the scene that Fred and his friend discovered as they drove past the pier just after the first cold, grey light of dawn. The shipwrecked couple and their meager belongings were loaded into Fred's old station wagon and they left in search of a place where the couple could stay and start to put their lives back together. With good fortune, a rooming house was located not too far away and the stranded sailors were taken in. Fred then telephoned his college classmate, Charles Currier, Jr., who was a medical school student in Boston and who should know how to best treat the woman's now swollen foot. Charles was sympathetic and told Fred he would call his mother for medical advice before coming to treat the injury. Needless to say, the wife had by now resolved that their plans to sail to Florida were somewhat less than the best idea her husband had ever conceived! She announced in no uncertain terms that he had a choice to make. It would be either her or the damn boat that lay at the bottom of Plymouth Harbor. No option or compromise offered, nor would any be accepted. The choice was simple, "Either me or it!" Being a practical soul and fully realizing his wife's resolve, the husband turned to Fred and inquired whether Fred would consider purchase of the sunken sloop. Charles arrived subsequently and the injured foot was attended to in proper fashion. The two schoolmates then deliberated the possible purchase of the sloop. Between their joint monetary resources and a now desperate owner, a proper settlement was negotiated. They would be partners in a boat neither had yet seen. Over the next few days the stranded couple were aided by Fred and Charles to the extent that they were able to put their lives back together into some semblance of order and normalcy.

The local fire department aided the lads in pumping out the hull at low water and the sloop floated on the next tide, although still leaking badly. The boys moved the sloop over by the beach and secured her to some nearby pilings, returning regularly to pump her bilges dry. Formal transfer of ownership ensued a day or two later. Fred and Charles then grounded the sloop out on the beach and found the outside stuffing box had worked loose, causing the severe leak. Repairs were effected and she refloated without incident on the following tide. The Atlantic Ocean no longer poured unabated into the hull. A week later arrangements were made and the once proud Friendship sloop was moved to Duxbury and hauled out for the remainder of the winter.

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For the next two or three summers the lads enjoyed working on their sloop with occasional outings on the Cape's waters. However, as times change, so did the lives of the two young men. They were now going off in separate ways and Fred reluctantly sold his share of the partnership to Charles' father. For many years thereafter Charles and his father continued to care for the sloop and sail her throughout Maine and Massachusetts coastal waters. In 1976 the family moved south and the boat was sailed down to Chesapeake Bay, where she continued to be sailed each season. However, time again caught up with the sloop as family needs changed.



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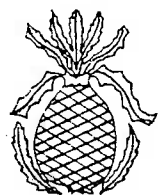
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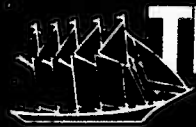
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Hoping to ensure a future life for this now aging, but much loved Friendship, Charles negotiated with someone who he knew would give her the care and attention she readily needed and deserved. This is how in 1985 that IOCASTE, built in 1907 by Charles Morse, came to be donated to the Maine Maritime Museum in Bath.

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GOODEN GRANT OF ISLE AU HAUT

This article is taken from an interview recorded and copyrighted by Lynn Franklin in 1972 and is printed by permission of Petra Franklin. It was published in OCEANS in May, 1974.

Gooden Grant was 98 when he spoke these words. He fished out of Head Harbor on the southern end of Isle au Haut, a bight of a harbor partially protected by savage ledges, flanked by jagged cliffs, and even on calm days stirred by an off shore roll.

Friendship was the best and ablest boat. I had five or six of them built and used them to haul lobster traps offshore. I'd go fifteen or twenty miles, haul all day — as long as there was light to find buoys — and then run home. I'd maybe beat in from Matinicus in five degrees above zero. Well, I'll tell you it was a long beat home sometimes.

I never used a suit of sails more than a year because we strained them so bad. Roll 'em up and use 'em for spares.

I've seen a breaking sea cover a Friendship. They had to be decked over good. I had to work like the devil to get enough money to have a good one built, cost about seven hundred dollars. All of us older fellows had 'em. We used to race and a gale of wind just suited me. I'd win if it was blowing hard. I got cups in here to show it.

I had one forty-footer, a big boat. Go any time I wanted to in her. Two men to handle her. There wasn't anything better than her in my day when I would go. Wilbur Moss built her over to Friendship. He and his brother were friends of mine. They had a big crew of men, could do one a month. Always making a new model, making it beamier and better looking.

With my topsail and balloon jib she'd go like a hawk when there was a breeze. She'd sail faster than steamboats can go now. I used her for lobstering, but not much in the summertime. She'd draw too much water to go close inshore. We used her to get bait around the weirs. She was fine for pleasuring, something to go in when you wanted to go.

We'd go anyplace on the coast of Maine — independent that way. For working we used a heavy sail, reefed down with just a little jib. We called them slatterns. Every night when we laid down we hoped it would blow like hell in the morning because if it was calm we couldn't get around, have to go in the peapod or lose the day.

We'd go offshore in the winter and use a 75-fathom warp. Had to haul it by hand.

We fished outside Seal Island. It was about ten miles. You'd have to look hard to find a powerboat could keep up with us then. When we had a wholesale breeze blowing she'd go like the devil.

After three or four years the boats get to loosen up and it was best to sell them. Let somebody else working easier water than us use them. This is the open ocean out here.

I used a foretopsail, a jib, and a jib topsail. There was 65 yards in my topsails. Had a hard time keeping a mast in her. Had to watch out.

When I was a boy a peapod was a big boat, sixteen feet and wide, carry a big load.

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Not them little toy peapods you see around nowadays. We'd bolt a keel to them and sail to weather, but you couldn't come onto the beach then. A centerboard was better, but you had to pour kerosene into it in the winter to keep it from freezing. If it did it was a lot of trouble to take out the board and chop out the ice.

Just rowing standing up with my hands crossed using my weight facing forward was the fastest way sometimes.

We didn't always use lobster traps you know. When I was starting out with my father we used big hoop nets with joints and bows six and eight feet across. I've seen my father take a bushel of lobsters out of one time and again. You catch a little buoy and haul quick for a fathom to close the net. After that you take your time, didn't matter. They couldn't get out. Then we built the first lobster traps out of alders, pretty good traps. We got oak lath for \$1.50 a thousand.

If I went lobstering again I'd have every trap you could get. I'd have 1,500 and have a double haul every day. I'd catch a lot of lobsters if there was any and I'd work too. It's no game, you know.

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When I was young I had 250 traps when plenty of men didn't have 100. I couldn't get them all lots of days. I'd get those left the next day first thing. By the time I got to the Eastern Ear about a mile from here I'd have a full peapod. I got about four cents a pound. They get better than three dollars a pound in winter now, but you can't catch many lobsters if you're froze in the harbor.

Out here is a bad place to keep traps, but a good place to catch lobsters. I've lost 100 many a time, so I kept a spare 100 on the dock ready to go if I lost out in a storm.

I could load a peapod in the morning, car them at noon, and get another load before dark. Plenty of lobsters then. I don't think in a year or two very many will be able to go lobstering on the Maine coast. Their expense will be too high. Lobsters are high now, highest they ever were in the world, but I don't doubt those fellows with 1,000 traps or so stand more than \$100 a day cost just to go out, bait and fuel what it is. They don't make as much as you would think. I've made more in a peapod than what they'd make.

Fishing wasn't all we did in the winter. We cut ice from Long Pond and drew it here on sledges with yokes of oxen. I used three yokes and loaded all they could start. Big schooners came in here to get the ice, best on the coast. They could read a newspaper through ten inches of it in Philadelphia.

Many a time this was the only harbor in Maine but one or two wasn't frozen in. Just enough undertow to keep the skim ice out. It was calm too because of the outer ledge just underwater at high tide. The beach is so hard you can walk right to the waterline when the tide's out and not get wet feet.

Well, the ice business was booming and after a time we switched from oxen to horses, imported them from farmers somewhere to the westward. Damned few of them were worth it, always had the splints or something. Drive them half an hour and they'd be limping. I guess the farmers thought we were some fools to buy worn-out horses. We didn't know any better.

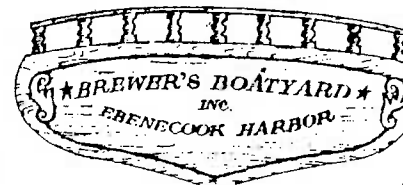
We had a farm here. My father raised beef and hogs and more than 500 sheep. Rarely bought food, raised all we needed and more. Gave away to folks needed it. Used to have tough winters and I remember giving away 100 bushels of potatoes and plenty of beef.

We had to keep an eye on our sheep. You could sell the wool from a big sheep for \$1.50, a lot of money in those days. Sometimes they'd fall off a ledge and drown, get stranded on a rock when the tide comes in. Wouldn't have the sense to get off. They're not smart like a goat, you know. Their wool would soak up and they'd go down.

I used to load a Friendship and go to Searsport to market in four or five hours. Tide had to be right or you could be sailing like hell and still move backwards. There were

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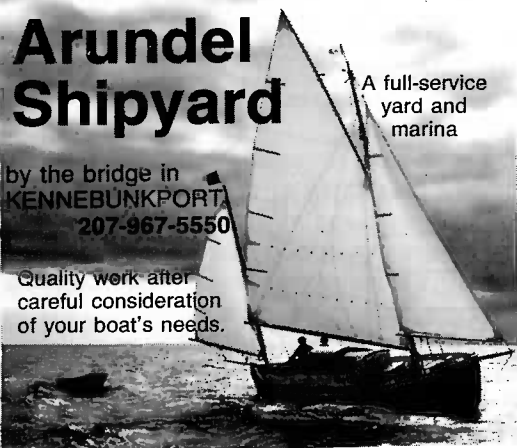
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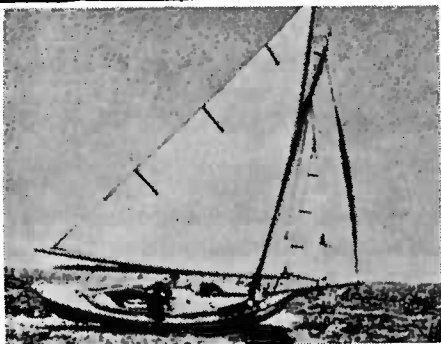
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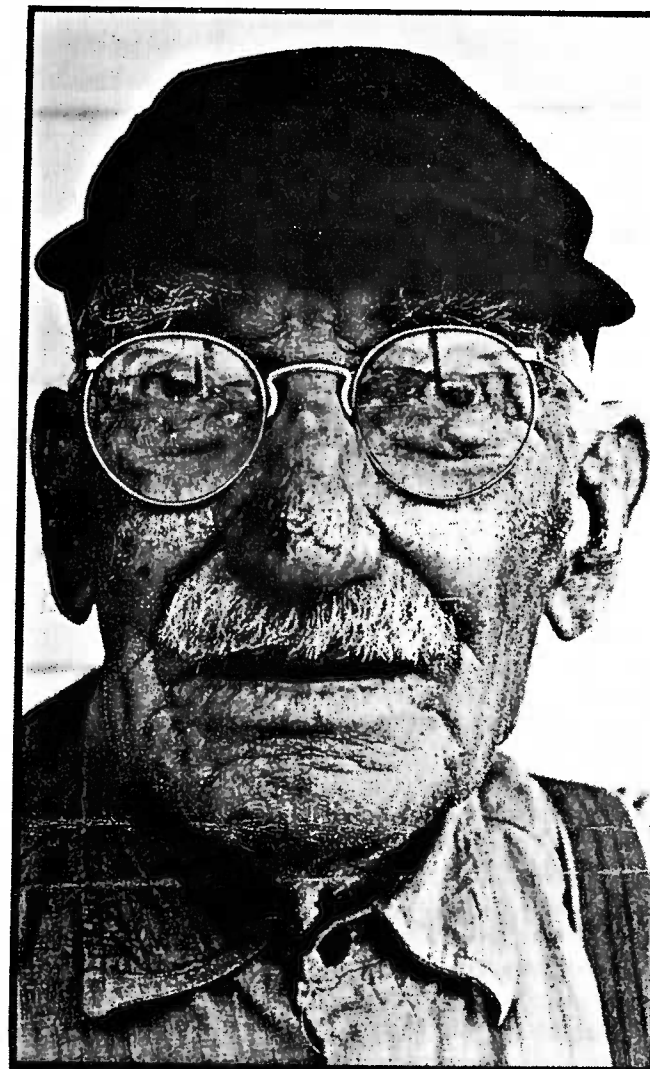
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I wanted to travel and I went aboard a lobster smack, the *Sara E. Hyde*, a New London white oak vessel, one of the very best. Captain Frank Murphy from over to Friendship was owner of her. She was a schooner rig, fast, sailed out of Boston. Pretty soon I knew every harbor in the Gulf of Maine good enough to get in and out of. We carried better than 5,000 pounds of lobsters in a wet well. She wouldn't settle but a little bit fully loaded. Didn't we do some business. We used to go in those days.

There was no machinery aboard her. I was forty years old before we got any machinery at all. When we found out about engines didn't we go for them. I bought sixteen from Willard Knox over in Rockland, wore 'em all out one after another. The Knox engine

was a four hp make-and-break. Had to start it two or three hundred times a day — stop at every buoy. It was still better then rowing, although at times I didn't think so. Damned near got my wrist broke spinning the big flywheel. Lots of fellows got hurt.

There was a whole fleet of vessels owned right here in the Isle au Haut Thoroughfare that went off to the Banks. I've heard my father tell about that because he went.

Them bankers would come in twice a year loaded and flattened out. They were just as deep when they went out as when they came in, if not more, they had to carry so much supplies.

Father ran a store here to supply them and they would crowd into the harbor so thick you could hardly get out through them. I remember saying to father, 'You'll never see some of those fellas again,' after we supplied them with salt and oil and goods.

Those vessels that went to the Banks could ride out some awful gales of wind. Best vessels there was on the coast, best vessels for their time. They'd come in just before Christmas for their last trip.

Quite a few Georges men were lost. Plenty of them found dead in dories drifting. Many a fisherman has laid down in the bottom of a dory and been found after he give up hope, only to be fetched out and fed up again back to work. There was no fun in going aboard them, but it was the only living them fellas had. Sometimes farm boys would go aboard to get off the farm. Awful hard way to learn the sea. I never went. Plenty of fish and adventure right here.

It was just 1,000 miles round trip and cruising from here to where those bankers would go. I've heard them tell it a hundred times.

Them Italian salt barques used to come in here, I used to buy salt for my bait, 300 bushels for a winter. I'd come alongside and they'd sluice it right down to me. At the dock it cost \$1.50 a hogshead, at the vessel just \$1. They used to have some awful good West Indian rum aboard. Fellas used to walk on that salt with bare feet. Don't know how they could stand it.

I used to go anywhere I wanted to on the coast of Maine. I had my home right with me. I had three good bunks, stove, everything. Just like a house. We'd stay out all day, haul gear until dark. If the breeze was wrong for Isle au Haut I'd let her go to Vinalhaven. To beat home would take half the night or more. I've been past twelve o'clock beating home many a time.

I've always found a good vessel and a good friend was better than money. Many's the time I've found that to be true. Makes me feel bad to lose them one after another. They wouldn't hardly believe all that stuff I've been through and the stuff I've seen."

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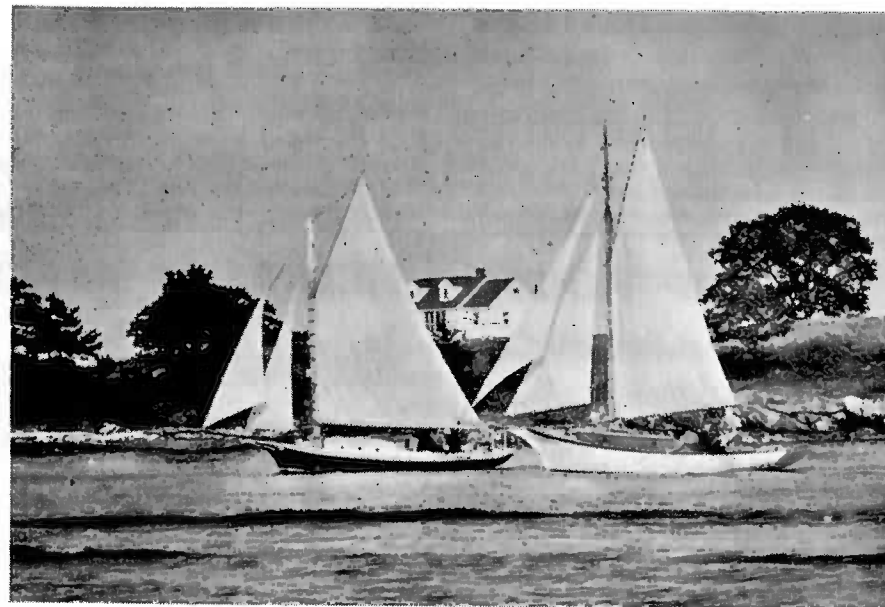
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Wilbur A. Morse was built by Carlton Simmons for Robert Armstrong in 1946 from a model generated by her namesake. Mr. Morse, then 93, supervised her maiden voyage. In 1949 she was sailed to Florida for a winter of party boating by Armstrong's son and Frank Perkins, later the owner of *Depature* and *Tern*. In 1950 she was bought by Philip Hussey and sailed out of Cape Porpoise. In 1961 she sailed in the first regatta under C. Wilfred Brann. In 1975 she was owned by Karl Heiser in Cundy's Harbor. When he had to move out of Maine, she was for sale and sat on the bank for several years until she was bought last year by Steve Marsella of Cranston, Rhode Island. He adds this up-date.

“ALIVE & WELL”

Ten months later, plenty of dollars gone and with great pride and satisfaction I can say "he's ready." Being laid up for three years exposed to Maine's elements can be brutal on a forty year old boat, and believe me it was. I owned him now, the expense and obligations were all mine. As always there are a few minor details and problems to be worked out, one being Wilbur lived in Maine and I live in Rhode Island; four and one half hours away. So after a while my car learned its way. As soon as the major hull work was completed he was traileed to Rhode Island. Here he sits in his shed convalescing. This is what was done to him. The entire hull with the exception of the first two ribs were sistered using countless fastenings which seemed to go on forever. New garboard planks as well as several others above and below the waterline were replaced. Each seam was reefed, caulked, lead primed and resealed. A twelve foot scarf was spliced on his mast. A new mast step was built and the interior was dropped six inches for additional headroom. New mast partners as well as new gunwales, cabin top and toerails were installed. He received a new after deck with a complete complement of new deck hardware, new hatch, companion way trim, and of course, a new rudder. After having a new set of sails made and after being completely re-wired, he underwent a triple by-pass on his engine. Forty years later he is as healthy as the day he was first launched, in Rhode Island, alive and well.

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Schedule of Events

All are invited!

Saturday, July 26

8:00 a.m. Breakfast served - Wallace's Wharf at the harbor

9:30 a.m. Parade of Sloops - at the harbor

10:00 a.m. W.A.F.D. Food Sale ~ at the Fire Station
Grand Opening - Sales of Friendship ~ Hahn Center and lawn -
Craft tables of wares made by local craftsmen

11:00 a.m. Parade ~ Grand Marshall: Phyllis McFarland
Theme: "Friendship Is Here"

Noon. Lunch and snacks available at Hahn Center + lawn, Masonic hall, other
locations by town organizations

1:00 p.m. Children's Field + game events ~ at the ballfield

2:00 p.m. W.A.F.D. Giant Auction ~ at the Fire Station
Auctioneer: Bill Fowler Coordinators: Joni Campbell (832-4150) Flo Giannakakis (832-41294)
Call for pick-up of donations or assistance.

5:30 p.m. W.A.F.D. food sale at the harbor ~ Adv. tickets ~ W.A.F.D. members
Desserts by Friendship/Cushing Senior Citizens

6:30 p.m. Baseball Game ~ ballfield - Friendship Fire Dept. vs. W.A.F.D.

8:00 p.m. Sing-a-long + Bonfire ~ at the ballfield

All day ~ Blood pressure clinic
by the Ambulance Crew
at the Fire Station

3rd Annual Friendship Day July 26, 1986

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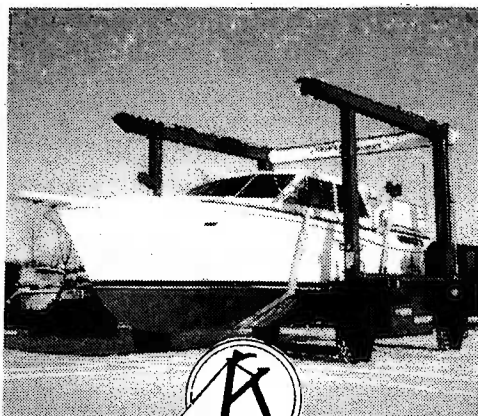
The proceeds of the
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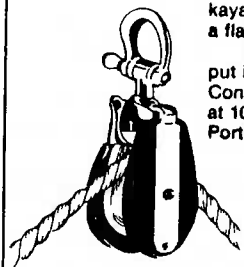
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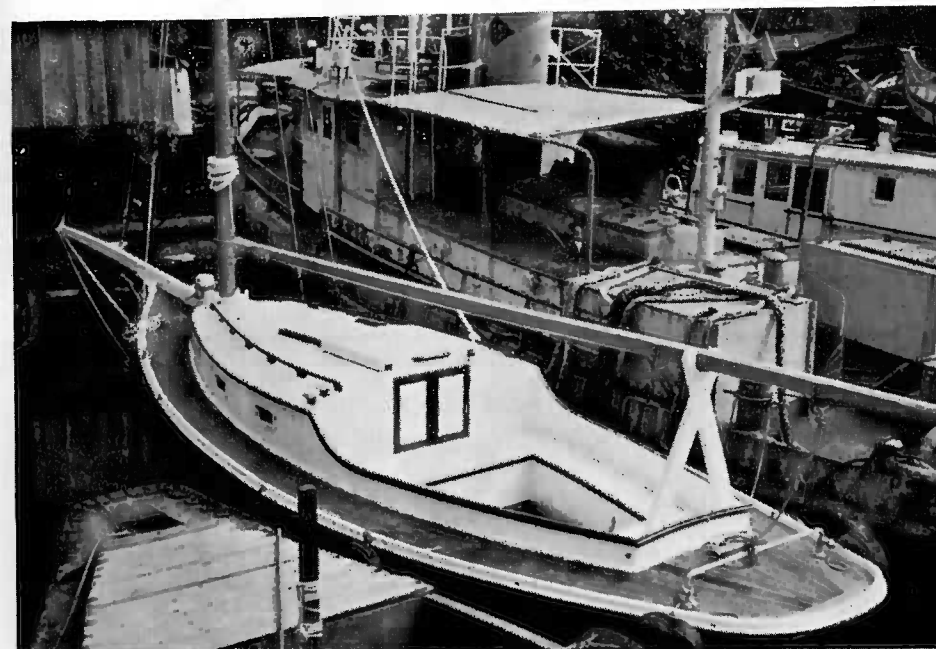
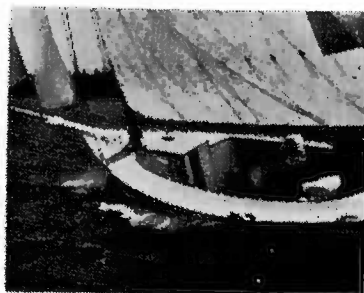
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KERIDA

From Singapore we received the following letter: addressed to the secretary of the Society:

Dear Sir:

Please let me know how to join your society. My *Kerida* is most anxious to be enrolled, and she is worthy, being very fast and able. She handles beautifully and responds quickly and willingly to any command.

Kerida is essentially an enlarged *Pemaquid* with some slight alterations. I lifted her lines from Chapelle's classic source, expanded them one fifth, and extended her counter a bit to lift her transom above the waterline (as Wilbur Morse described).

I've enclosed a few pictures, and she was mentioned on page 11 of the July '78 Wooden Boat. I would think she ought to qualify for your Class B category.

My romance with the Maine sloops began in 1936 when I had my first sight of *Gazelle* owned by Gil Smith at Mere Point on Casco Bay. She was a beauty, and at twelve years of age I was permanently captured by the dream of having one of my own.

Well, forty years later I helped lay the keel for *Kerida* with Tan Hee Leong, a builder of harbor work boats here in Singapore. He did a good job of building her, but construction was delayed while I spent two years in Africa, and she wasn't launched until April of 1979.

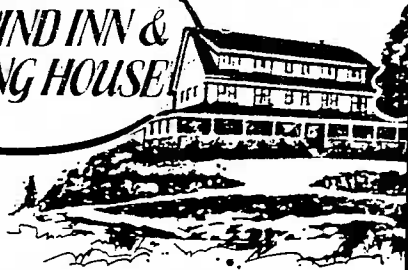
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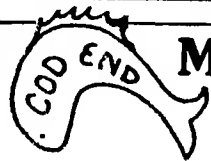
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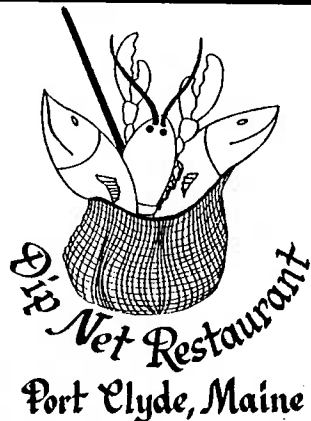
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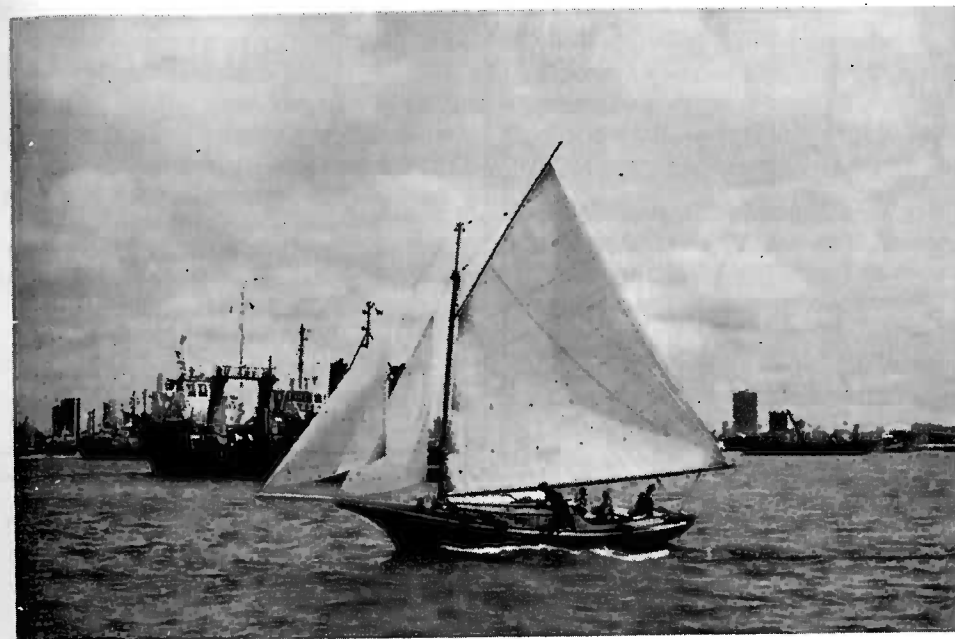
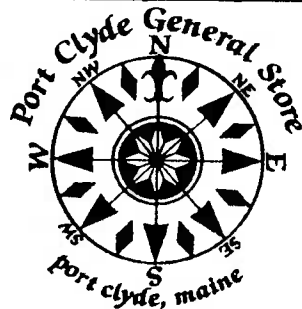


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Kerida seems very fast to me, though I've never had a chance to try her out with one of her kind. The best time I've recorded was exactly four hours on a twenty-eight mile course. We estimated the wind at 15-20 knots and it was a close reach most of the way .

Anyway, she gets a considerable amount of attention, being the only one of her kind in this part of the world. Here are her particulars:

Kerida 31' 6" between perpendiculars

10' 6" Beam

5' 6" Draft

Timbers, frames, planking all Malay chengah; fastenings, galvanized boat nails.

Built 1979 by Tan Hee Leong, Singapore.

I'd like to have some of your publications too. *Enduring Friendships* is the only one I have.

Please let me hear from you.

Sincerely, Dick Ragan
(Airplane Captain, just retired)

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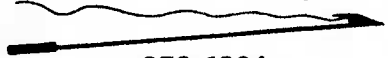
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THOUGHTS ON REBUILDING

by Ralph Stanley

The rebuilding of a Friendship sloop is a study in history and boatbuilding. It is a labor of love, whether you are an owner doing the job yourself or having a professional do it for you. Doing the job yourself is extremely time consuming and aside from acquiring the skills needed, you must spend hours thinking out the process. Sometimes it seems you must be taking one step ahead and two steps backward. If you count your time worth anything, you will find it extremely expensive. Your compensation will be in the satisfaction of what you learn in the process and in seeing your boat restored and sailing again.

If you have a professional builder, also expensive, you must find the right person. Many boatbuilders cannot bring themselves to work on a boat that from all appearances is just a rotten mess. It is a discouraging job to tackle and many builders, although they might have the skill, do not have the appreciation for something from the past.

If you look at the rebuilding job as restoring the boat piece by piece, it can be frustrating. The sloops were built cheaply for the requirements of the fishermen but not to last too long. I would not want to restore an old sloop just the way it was built. It is better to save the model and apply my own methods of construction.

This can work both ways, however, for in the process of restoring Friendship sloops I have discovered some of the secrets of the old builders. I have often wondered how many skills the oldtimers had that have been lost. Surely they must have developed many special abilities and skills in their work that they could not explain and therefore could not pass on to present day builders. Perhaps boats have changed so much that some of these skills are not needed, but at any rate they have been lost and forgotten.

One thing I have discovered is the building of the transom. Most builders today would loft the transom on the floor and make a transom frame from the lofting. This is no small job, for it involves a transom, elliptical in shape, with a camber and tremendous slant from the vertical. On all the sloops that I have encountered, I believe the builder built the transom by eye as the boat was being planked. The average person watching would be mystified by the process and the builder would be happy to keep it that way, thus assuring his position of continued importance in his profession.

I have built several transoms this way, and while results are acceptable, I have yet to build a transom that I am completely satisfied with. It is a process that takes a lot of practice to perfect, even though the builder has the ability to perceive in his mind the shape that he wants.

I believe that rebuilding a sloop is not only restoring the boat but making it better than it was. It is also rediscovering building processes that have been forgotten and perhaps would have been lost forever.

Sloops that I have had a hand in rebuilding are *Venture*, *Dictator*, *Amos Swan*, *Amity*, and *Morning Star*.

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Flying Jib, the first Friendship sloop built by Scott Carter at Hatchet Cove, was launched in August 1936 and was owned by Dr. Arthur Derbyshire of Port Clyde. She was sold about 1955 and renamed Monique. In 1964 Elbert Powell of Friendship entered her in the Society under her original name of Flying Jib.

In 1968 she was sold to Newton Hinckley, who kept her in Friendship, painted her red, and raced her enthusiastically. She is now owned by Kevin Crowley of Newburyport.

Aug. 1, 2, 3



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TWO FRIENDS; TWO FRIENDSHIPS

by Walter F. Arlington

Back in January 1942 there was an ad in the Boston Globe for two 30' Friendship Sloops for the total sum of \$500.00. They were in drydock on Little Cranberry Island off Mount Desert. They were owned by Judge Elijah Hadlock of Ellsworth, Maine.

We arrived in Southwest Harbor around 0900. The fog was so thick you couldn't see the length of the boat. It was also damp and rainy.

The fog didn't stop the Captain of the boat one bit. It was one of those lovely 40ft. boats with several old-style deck chairs that was used to take passengers to and from the several islands in the bay. He pulled away from the float and set the throttle at about 8 knots. We did not see a single thing and about 20 or 30 minutes later, he slowed down, reversed the engine and we were at the dock of Little Cranberry Isle. We went ashore and sitting there as pretty as a picture were two 30 ft. Friendships, all covered over for the winter.

One of the boats had a draft of 5 ft., and the other, 6 ft. The 5 ft. draft was built in East Boothbay by the Rice Brothers. The other was built on Friendship Long Island in Friendship by Morse.

Well, as I said before, it was a miserable day so I made a quick survey of the two boats and made up my mind they were well worth the price. My friend Harry, on the other hand, had to go around sticking his knife in here and there and commenting on this and that. He was not satisfied with the outside — he had to get a ladder and go aboard and continue checking inside. The Judge and I were anxious to get back to the mainland and get warm as it was now raining steadily and very raw and cold. We finally boarded the launch and headed back to Southwest Harbor.

On the way, Harry asked me which boat I liked. I told him, at that price, I would take either one. He informed me that he liked the one with the 6 ft. draft, built by Morse, and named "Seagull." I said O.K., I would take the one with the 5 ft. draft, which was named "Thais." We told the Judge we would take the boats and he paid the Captain for the trip.

Keep in mind the way Harry checked these boats and see what happens as the story goes on.

The Spring weather in Maine continued to be miserable and we did not hear from the Judge until early June. By now World War II was six months old and gasoline rationing was in effect. We finally rounded up enough gasoline stamps to make the trip. We loaded the Ford Station Wagon with all the gear we thought we would need for the cruise from Seal Harbor, Maine, to Beverly, Mass. We arrived in Seal Harbor at 0600 on a Sunday.

The Judge owned a large pier and restaurant across the harbor from Nelson Rockefeller's home in Seal Harbor. My boat, the *Thais*, was tied up at the float, all painted, including the decks. I went down the gangway and stepped aboard. The boat looked great. The motor was a Mianus make-and-break, one cyclinder, 3-hp. It was all painted and in good running condition.

We looked around for the other Friendship, the *Seagull*, finally spotting it on a mooring. An old sea captain working for the Judge told us the *Seagull* sank when they launched it and the engine was under water and was not in running condition. This was a make-and-break, one cylinder, 7-hp. motor. The engine was about 30" high.

We spent the rest of the day working on the *Seagull*, cleaning it up and doing what we could. The Judge said he would get someone to get the motor running the following week, as we were planning to return by train the following Saturday and cruise back to Beverly.

By mid-afternoon Wednesday we were ready to cast off on the first leg of our cruise home. There was a good breeze blowing and I got underway first with the *Seagull* following. We were just about clearing the harbor when we heard a loud snap and looked astern just in time to see the *Seagull's* mast break, and the gaff and all sails went over the side. We came about and sailed back. At the same time, the old skipper had seen it happen and was on his way out with the power launch and towed the *Seagull* back into port. The mast was rotten under the copper sheathing where the gaff rides on the mast. We got the mess untangled and the rest of the mast unstepped by dark.

Meanwhile, the Judge had been checking around at the Yacht Club and found out that Nelson Rockefeller had a hollow mast about 10 ft. longer than we needed. Since the mast was 10 ft. taller, we had to change the shrouds, the forestay and all the running rigging.

While the crews worked changing all the rigging and stepping the mast, Harry and I went over to Southwest Harbor in the Judge's car to the Coast Guard base. It was war-time and there were a lot of restrictions on the water. The Coast Guard made out sailing papers for both boats. We had permission to cruise to Rockland, Maine, and then had to report to the Coast Guard to get new permits for the next junket. There was to be absolutely no cruising after dark. You had to be in port before dark. They informed us that we would be watched by plane every day. We drove back to Seal Harbor at a good speed as we wanted to get started as soon as possible.

Arriving back at Seal Harbor, we were surprised to see the sails being bent on and things looking shipshape. By 1500 we were ready to leave. We said goodbye to Judge Hadlock and the old skipper and thanked them for all their help. The Judge gave us each 5 gals. of gasoline in cans for emergency. Gasoline was not available without ration stamps, so we were mighty glad to get it. We hoisted the sails and were finally on our way.

The wind was blowing about 15 knots from the NE. It was what down-Mainers called a dry northeaster. The sun was beautiful and the sky had a few puffy clouds. We

rounded Bowden Ledge and headed west through the Eastern Way, around Sutton Island, and changed course to SW through the Western Way on a broad reach. It was a great feeling, sailing a 30 ft. Friendship in Maine waters, having only sailed small boats previously. We were making a good 6 or 7 knots. So far, Harry's boat seemed to be staying together.

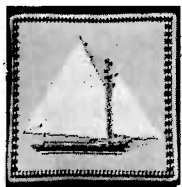
We rounded Long Ledge and headed NW for the channel through Bass harbor Bar, off Bass Harbor Head. The wind continued to hold steady and we changed our course to due West and headed for Casco Passage bell buoy off Black Island. This was a distance of approximately five miles and, still sailing on a broad reach, we covered the distance in 45 minutes. Roger, my first mate, was 19 years old and had never done any sailing. We were having a wonderful time and Roger was learning the art of sailing as every hour went by. The *Thais* was much faster than *Seagull* and every now and then we would come about to give Harry a chance to catch up. We continued through Casco Passage and York Narrows with a fair wind, and on to Egg Rock bell buoy. Things were really looking up and our course continued southerly on toward Deer Island Thorofare.

The original Friendships had a nice tiller instead of a wheel. The *Thais* had a semi-circle segment of a casting with teeth similar to a rack fastened to the rear seat. Fastened to the bottom of the tiller was a piece of metal with one tooth. When sailing in a steady breeze, the tiller could be dropped into a notch on this rack, which saved you from holding it all the time. It was a simple device and it was great, particularly with the type of sailing we were doing that day.

Deciding we could make Stonington before dark, we continued on, following the channel buoys from Egg Rock bell buoy, arriving in Stonington at 1945. We lowered the sails and motored into the fishing docks. We talked with a couple of fishermen about spending the night and they pointed out a couple of moorings we could use. We had covered 25 miles in less than 5 hours. We rafted up together and enjoyed a feed of lobsters we bought from the two fishermen. We all turned in early, looking forward to our continued cruise the next day.

Saturday morning dawned cloudy, but with a nice moderate breeze in the right direction. We had breakfast and were underway at 0700. We passed Mark Island on the port and Mark Island Ledge to starboard and continued westerly on a course of 283° Mag. across East Penobscot Bay for the bell buoy at the entrance to the Fox Island Thorofare. We had a great sail thru the Thorofare on a broad reach most of the time.

After passing North Haven, Harry's boat seemed to slow down considerably and we had to keep rounding up to stay with him. Finally, Roger noticed something dragging astern of *Seagull* and we sailed up to check it out. It was a lobster trap that had



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caught in *Seagull's* propeller and was dragging about 80 ft. astern. Roger climbed out on the bob stay and the whisker stays with a knife and was able to cut it loose.

By now, we were abeam of Brown's Head and heading for the bell buoy to set a course across West Penobscot Bay. The wind was getting stronger and we were sailing with the catwalks under water most of the time. We probably should have shortened sail, but it was looking stormy and we wanted to make Rockland as soon as possible.

About two-thirds of the way across, one of the chainplates on Harry's boat broke off at the deck where the dead eyes were fastened. After he rounded up into the wind, we did the same to see what the trouble was. They were able to jury-rig it to another chainplate nearby and we continued on to Rockland.

After securing to a dock in Rockland, we had to report to the Coast Guard to get another permit to the next Coast Guard port. The Officer in Charge decided to give us a permit all the way to Beverly, Mass., which made it much better for us. We left the Coast Guard and started looking around the marine stores for shackles and other gear to fix the stays and chainplate. This was accomplished by dark and we spent the evening looking over the city. I couldn't believe it was so busy. It was Saturday and a lot of people were around; sailors everywhere. The police and ambulance raced through all night. We had a good time and stayed ashore until midnight.

The next day we awoke to thick fog and miserable damp weather. That finished it for Harry's sister; she took the train home. The rest of us waited until 1000 and then decided to head for Owl's Head under power. We rounded the light house and started through Owl's Head Bay. A short time later we just missed running onto rocks at Dodge Point on the starboard side. We decided at this point to run in close to Monroe Island and wait out the fog. We anchored in a spot 75 ft. deep, close to shore, and all went

ashore and spent several hours exploring the island. We found nobody there, but it was great walking around and looking over the island. The fog never did clear up and we spent the night there.

The next day was clear and we motored through Muscle Ridge Channel. About half way to Whitehead Island, Harry signaled us to come alongside. His boat was leaking badly and he wanted to know if Roger could come aboard and help bail until we reached Tenant's Harbor. The water was pouring in through the shaft log. I was in good shape, so Roger boarded *Seagull*.

These Friendships had a square well, about 18'' square, that went from the surface of the cockpit deck right down into the bilge. Their bailer consisted of a regular galvanized 10 qt. bucket fastened to the end of a long round handle, that you could reach right down in the well with, and scoop a bucket of water. It was a back-breaking job. They were able to keep ahead of the water and we finally made Tenant's Harbor. Harry ran the boat in alongside a stone jetty right in town. Luckily, the tide was going down and they kept ahead of the water until the boat grounded out and the tide left it high and dry. We couldn't believe what we saw when the water got below the shaft log which was on the port side of the bottom. The stuffing box had come away from the stern post and was back against the propeller, riding on the shaft. Well, we went ashore and there was absolutely nothing in town but a general store, one gasoline station, and that was it. We needed lag screws to refasten the stuffing box. The fellow at the gas station took us to his house and he located a few different size lags for us. We finally got the stuffing box attached as well as we could, seeing that the oak we were lagging it to was pretty soft and had very little holding power.

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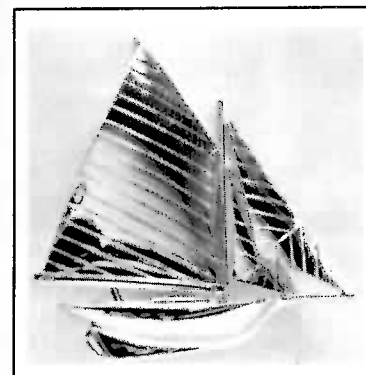
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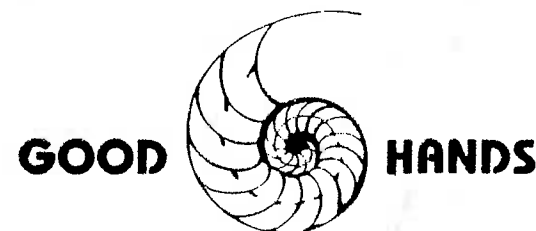


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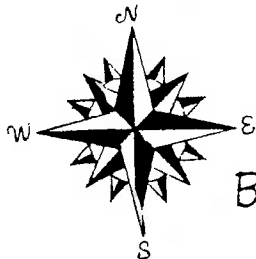
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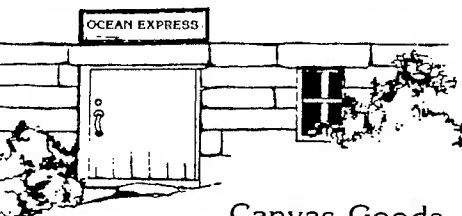


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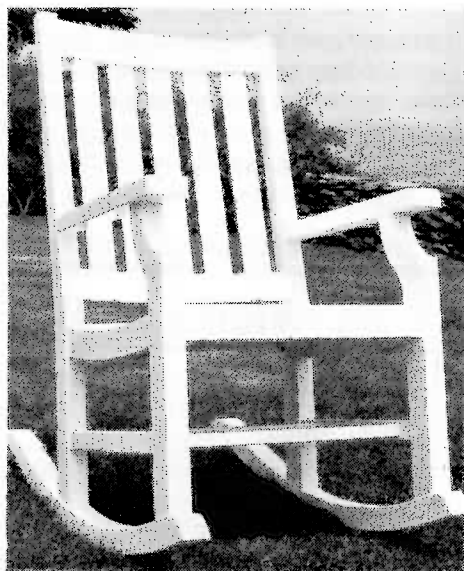
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I needed supplies so, after finishing the repairs, I went back to the general store for milk and other items. They did not have milk at the store and said I would have to go to a farm nearby to get it. I walked to the farm and a girl came to the door. I told her I wanted to buy some milk and she asked if I had a container. I said I didn't know I needed one, so she said she would try to find something to put it in. I ended up with 2 qts. of milk right from the cow for a very small price. It was the first time I had ever had unpasteurized milk and it was awfully good.

Back at the dock everyone was waiting for the tide to come in. Quite a sizeable gathering of townfolk came down to see what was going on. We finally floated free and everything seemed OK. We anchored out for the night, planning to leave early in the morning. Harry was worried about the stuffing box working loose again so, at his request, I agreed to tow him out of Tenant's Harbor far enough so he could set sail. The next morning the wind was blowing easterly at about 15 knots right into the harbor. We got underway and with my little one cylinder, 3 hp. engine, we were just about making headway. I thought we would never get out far enough for Harry to start sailing. Finally, I cast him off and we set sail for the bell off Mosquito Island. The breeze was great and we were on another broad reach which is a nice way to sail a Friendship. After passing the bell buoy we continued on to the whistle buoy off Old Man Ledge still sailing at a good speed and making good time. After rounding the whistle buoy, we set a course for the buoy off Pemaquid Point, a distance of 8.5 miles. We made this run in 1½ hours. With the wind still favoring us, we continued on through Fisherman Passage and changed course to northwest to pass Burnt Island on the port and on into Boothbay Harbor for the night. This was one of the nicest days of sailing we had. Harry did not run the engine at all as he was able to sail right into Boothbay. We located a mooring to use for the night, so he sailed right up to us and we rafted up.

Keep in mind that this was 1942 and a war on and Boothbay Harbor was nothing like it is today. We rowed ashore to the Yacht Club and they made us very welcome. After taking showers and shaving, we spent a few hours around town, did some shopping and sightseeing and had a good time. Before turning in, we decided to get an early start in the morning and head for Kennebunkport.

We got underway at 0600 with light air and cloudy weather. Rounding the bell buoy at the Cuckolds, we headed for Seguin Island which we passed on our starboard side and set a course for Portland Lightship. The wind had freshened and was almost due north and we were making good time.

I decided at this time to start getting rid of some of the beach stones that were in the bilge for ballast. Roger would pass them up to me and I was heaving them over the side. We did this for about 30 minutes and I figured we unloaded about 400 lbs. I wanted to do this the rest of the way home, weather permitting. A big percentage of the stones were only as big as your fist so it was going to take a little time each day. I planned on replacing the ballast with lead and iron later on. The iron shoe on the keel weighed one ton. I later found out that the down-Mainers liked a lot of ballast inside for Maine waters. Anyway, each day we lightened ship we picked up speed and by now we were going much faster than Harry's boat which was also deeper by one foot than ours.

Passing across the entrance to Casco Bay we encountered several war ships and merchant vessels. A Coast Guard vessel hailed us off Portland Light and checked out our papers. The officer in charge knew all about us and said we were reported every day to headquarters from PBYs that were on patrol. He also said they were having target practice from Portland Head, firing 10 miles out to sea at targets, but that it was safe for us to continue to Kennebunkport on the course we were on. They wished us good luck and a good cruise.



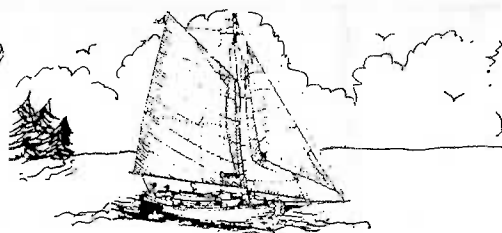
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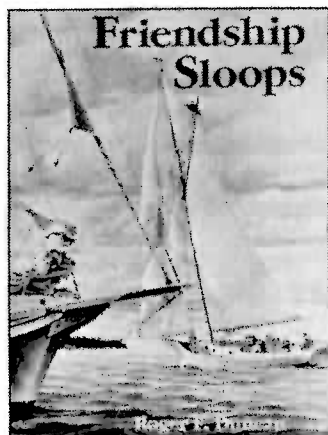
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The wind had changed easterly and we were wallowing in large swells and not much wind. We were heading for the whistle buoy off Cape Porpoise. I found out at this time, with large swells and running before the wind, every time the boat rolled the end of the boom would dip in the water about 4 or 5 ft. from the end and the corner of the sail would pick up a large amount of sea water. This created a very uncomfortable feeling and a lot of twisting and straining on the boat. As the day went on, the swells got bigger and the motion became worse. We stuck it out and finally passed the whistle at Cape Porpoise and changed course for the bell buoy at the entrance to Kennebunkport. Harry finally had to start his engine to motor in and we did likewise. Roger and I were some relieved to get in away from those swells. After securing to a dock, we talked to Harry and his father and they agreed that the swells and the sail dipping in the water made it very uncomfortable for crew and boat. We went ashore and had dinner at one of the nice restaurants.

I called home to let the family know we were almost home and to let my boss know I would soon be back to work. The next morning at breakfast Harry said he had also called home and that his wife was coming to Kennebunkport to finish the cruise to Beverly. This meant he was planning to lay over another day and night at least. We were running so far behind schedule that I decided to leave within the hour for home.

We motored out to the bell buoy and set a course for the whistle buoy off York Ledge. The wind was out of the Northwest at about 15 knots. We had a leisurely sail to the whistle buoy which took about three hours. We changed course for a run to the Isles of Shoals and decided to stop there for lunch. Shortly after changing course, we were hailed and boarded by the Coast Guard and told that there was target practice off Portsmouth a distance of 10,000 yds. at sea. Our alternatives were to wait until 1600, or to sail out to sea two miles and go back on course. The wind had died down so we decided to wait. At this time we were very low on fuel and tried to get some from the Coast Guard but they had only diesel oil. The time dragged on and finally they gave us permission to continue, wishing us a good trip and saying they would have their planes keep an eye on us in case we had any trouble.

The wind finally picked up and we sailed into the Isles of Shoals and right on through, setting a course from White Island to Annisquam Light, a distance of 18 miles. It was now 1730 and we were having doubts about making the harbor before dark, which was a Coast Guard regulation during wartime. Having very little choice, we kept going.

About a half hour from the Shoals, one of our submarines out of Portsmouth surfaced within 200 ft. of us, causing a wake that rocked us considerably. They did not even slow down and I doubt that they even knew we were there.

A little further along our course we could see a destroyer bearing down on us at



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about 20 knots. They were not changing course and I was beginning to get worried as it closed in on us. Being under sail at a slow pace, there was little we could do but wait and fear the worst. About 500 yards from us, someone must have seen our boat. They turned so sharply at that speed the destroyer layed over at quite an angle as they passed us. Everyone on deck was at the rail when they went by. The waves were tremendous and I headed right into them. Our bow with that long bowsprit went completely under water. They just kept going out to sea.

A short time after that nerve-wracking incident, about six huge tuna passed us, jumping clear of the water only about 500 ft. from the boat. That was a sight we'll never forget.

About 1930 we were about five miles off Merrimack River entrance. This was June and the daylight hours were long. The wind went down completely so we started the engine and poked along very slowly toward the entrance to Annisquam. As darkness fell we were still some distance off shore and did not want to spend the night out in Ipswich Bay. We decided to keep going until the engine ran out of fuel. We were breaking the law but felt we had little choice. After dark that one-lung engine's exhaust was really echoing around Ipswich Bay. At 2200 the engine stopped. It became very quiet and we could hear dogs barking on shore so we decided we were not too far off and dropped anchor for the night. There were a lot of swells and we were in for a rolling night. We put up an anchor light and, tired from a very exciting day, turned in to our bunks which were in the forepeak on either side of the mast. We were surprised that we did not hear or see any Coast Guard patrol boats.

The next morning we poured our spare gallon of gas into the tank and continued on to Annisquam. Passing the yacht club, we saw the Coast Guard boat tied up there and not a soul in sight. Breathing a sigh of relief, we had a nice cruise through the canal.

Upon reaching the cut bridge, there was considerable current against us and we were hardly making headway. The bridge tender opened the bridge promptly and we inched ahead slowly until the mast was in the center of the draw. Then the engine quit. We drifted back very fast and Roger quickly got the anchor down. The bridge tender hollered that we would never make it against the current and closed the bridge. We started the engine with no trouble and upped anchor. The bridge tender was very good and opened up again. The time, inch by inch, we made it through and he gave us a friendly wave as we continued out into Gloucester Harbor.

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Sails were set off Stage Fort Park and we stopped the engine to save what little gas we had left. It was 0730 and a beautiful morning with a nice breeze. We tacked a few times before reaching Norman's Woe and the bell buoy at the entrance to Gloucester Harbor. With a fresh breeze we had a carefree sail along the coast, past Manchester and we were in Beverly Harbor at 0930, just two weeks from the time we left.

The *Seagull* and Harry continued to have their share of troubles along the way. They stayed in Kennebunkport until Saturday morning, finally getting underway. We didn't hear from them until they got towed into Manchester, Mass. It seems as though they left Gloucester late in the day with very little wind and were off the Singing Beach area of Manchester when darkness settled in. Harry tried to start the motor, which would not run. He then got into the tender and was trying to tow the *Seagull* towards Manchester. About 2200, the Coast Guard on patrol spotted the boat and was bearing down on them with the machine gun on the forward deck manned and ready. When Harry's wife saw this, she let out a scream that was heard for miles around. After checking papers and reminding Harry about the rule of not being out after dark, they towed him into Manchester.

Two days later Harry made another attempt to reach Beverly, again starting late in the day. He did not make it before dark and again was boarded by the patrol boat. This time they towed him to Beverly and took away his papers for the duration of the war. The next day we got the motor running and took *Seagull* up to Bass River in Beverly where we both lived, and put it on Harry's mooring where it stayed all summer.



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If you are moved to build a sloop, you can seek advice from a number of our members who have built or finished out their own boats. Any owner who is listed as a builder in the back pages of this booklet will be glad to help. The Society's secretary can supply other names and addresses.

The Society is now seeking to assemble lines, construction plans, specifications, and information on where to procure hardware, sails and equipment for 19-foot, 22-foot and 25-foot models. Patterns, molds, and bare fiberglass hulls can be found. This information is accumulating in the Maine Maritime Museum in Bath, Maine and should soon become available. Mr. Alvin J. Zink of 21 Chester Street, Andover, Massachusetts is helping to assemble this material.

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PENDLETON MEMORIAL SCHOLARSHIP FUND

The 1968 Sloop Days booklet had an article that read: "Friendship, Maine, has come to be a shrine for the members of our society and particularly so for those skippers who have attended Sloop Days for the past several years. We have come to know that no town was ever more appropriately named and skippers and crews have made many lasting friendships with residents of the town who have done so much to make our stay in their harbor and their town such a wonderful experience. Therefore it was only natural that we, the skippers and members, would want to do something for the Town of Friendship. The Friendship Sloop Society Scholarship Fund resulted from this desire." Thus the scholarship was started to help Friendship boys and girls continue their educations beyond secondary school. Every year since 1968 some of Friendship's seniors have realized some help.

The fund started with contributions from skippers and members; Sloop Days visitors added their bit; Seiler provided the banquet for the awards dinner and made the dinner fee a total donation to the fund; and the gift shop was filled with needlework from the women of the town, skippers' wives and friends, and proceeds went to the fund. The fund grew, and there has been aid to some Friendship students every year since it was created.

The original plans of the fund were to divide the year's proceeds, awarding half to students and putting the other half into an endowment. Since 1968 the endowment has grown to an investment of \$36,000.00, and some 43 students have been helped. During the past four years the average awards from the account have been between \$2,400.00-/\$3,000.00 annually.

The scholarship fund was a happy thought of William Pendleton of Searsport, who had sailed in the regatta each year in his sloop, *Blackjack*. Bill, a past president of the Friendship Sloop Society, expressed his thought that every organization of that kind should have a serious project, and as Bill was a retired educator, his suggestion favored scholarships. Upon the death of his wife, Beatrice, the fund was named for her, and last year after Bill died the name was permanently changed to "The Pendleton Memorial Scholarship Fund," which honors both of them. Today the fund has been placed in a permanent trust by the Friendship Sloop Society, a legacy forever to Friendship students.

Any Friendship student who wants financial help beyond high school may apply for assistance from the fund. The rising costs of schooling have kept the fund from helping as many students as the Society would like to help, but in turn the Society plans to increase the endowment to enlarge future scholarships.

The Friendship Sloop Society hereby thanks all the townspeople who have donated to the scholarship fund craft fairs over the years. The fair will continue to be held on Friendship Day as a means of helping Friendship young folks with their education.

List of Member Friendship Sloops

Classification of Sloops:

CLASS A—Originals built 1920 or before

CLASS C—Near Replicas

CLASS B—Replicas built of wood 1921 or after

CLASS D—Replicas built of other materials than wood

SLOOPS REGISTERED WITH THE FRIENDSHIP SLOOP SOCIETY

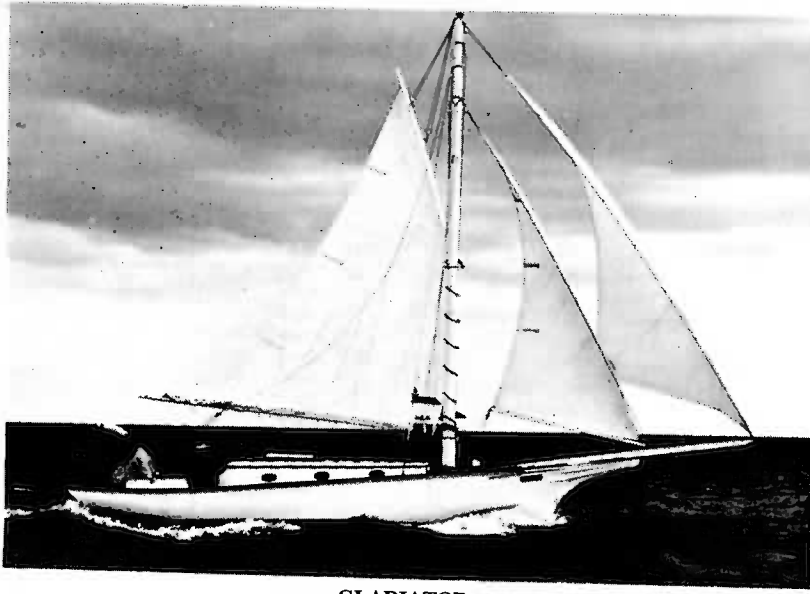
1. VOYAGER	30A	Morse, Charles	1906	John Kippen	Ipswich, MA
2. DICTATOR	31A	McLain, Robert	1904	George Pappas	Scarborough, NY
3. FINETTE (see#55)	47A	Morse, Wilbur	1915	Destroyed	
4. GOLDEN EAGLE	26A	Morse, A.F.	1910	Believed Lost	
5. CONTENT	25B	Ford, Stuart	1961	Richard W. Langton	Edgecomb, ME
6. EASTWARD	32B	Chadwick, James	1956	Roger F. Duncan	East Boothbay, ME
7. TANNIS	38B	Carter, W.S.	1937	John D. Cronin	Sturbridge, MA
8. BANSHEE	30A	Morse		Destroyed	
9. AMITY	30A	Morse, Wilbur	1902	James Russell Wiggins	Brooklin, ME
10. MARY ANNE	31A	Lash Brothers	1958	Dr. Joseph Griffin	Damariscotta, ME
11. SHULAMITE	24B	Gannet	1938	Nicholas Kingsbury	Kennebunkport, ME
12. FRIENDSHIP	29A	Morse, Wilbur	1902	Wrecked	
13. EASTING	29B	Morse, Charles	1902	James R. Pierpont	Milford, CT
14. POSH	30B	Morse, Wilbur	1946	Curt Harding	Boothbay Harbor, ME
15. VIDA MIA	32B	Stevens, E.L.	1942	George J. Loos	North Cape May, NJ
16. RETRIEVER	22B	Gannet	1942	John W. Rice	Scituate, MA
17. JOLLY BUCANEER	45A	McLain, Eugene	1909	Sunk	
18. CHRISSY	30A	Morse, Charles	1912	Ernst Wiegler	Friendship, ME
19. BLACK JACK	33A	Morse, Wilbur	1900	Wilson Fletcher	Bar Harbor, ME
20. MOSES SWANN	30A	Morse	1910		
21. WILBUR A. MORSE	30B	Simmons, Carleton	1947	Steven Marsella	Cranston, RI
22. ELLIE T.	25B	Thorpe, John	1961	John G. Collins IV	East Hampton, NY
23. DEPRESSION	30A	Unknown	1900	Lloyd Olson	Boothbay, ME
24. ANCIENT MARINER	25A	Morse, Wilbur	1900	Holt C. Vibber	Waterford, CT
25. SEA DUCK	25A	Morse, Charles			
26. VIRGINIA M.	28A	Morse, Wilbur	1910	Destroyed	
27. SARAH E.	25B	McKean, R./Carter, S.	1939	Elden Homsey	Wilmington, DE
28. BOUNTY	22	Gannett	1932	Richard Baley	Peekskill, NY
29. SUSAN	41A	Morse, Wilbur	1902		
30. KIDNAPPED	21			sunk	
31. WHITE EAGLE	28A	Morse, Wilbur	1914	John DeSousa	Friendship, ME
32. NOMAD	33A	Morse, Wilbur	1906	Craig Rowley	Amston, CT
33. SMUGGLER	28B	Nichols, Phillip	1942	Sinclair Kenney	Edgewood, RI
34. PAL O'MINE	27B	Gannett	1947	James Lane	Winchester, MA
35. MARY C.	20B				
36. MARGIN	25			William Blodgett	Waldoboro, ME
37. CHANCE	31A	Morse, Wilbur	1916	Maine Maritime	Museum, Bath, ME
38. ELEAZAR	38B	Carter, W.S.	1938	Capt. D. Smith	Marshfield, MA
39. DANCING BEAR	30B	Lash Brothers	1963	Armand DeGrenier	Newbury, MA
40. COMESIN	32B	Jones, J. Ervin	1962	Carlton Wilder, Green	Cove Springs, FL
41. SNAFU	35B				
42. SELKIE	26B	Simmons/Hennings	1963	Fred Perrone	Plymouth, MA
43. GYPSY	23B	Crouse, Judson	1939	Robert S. Lash	Orland, ME
44. SAZERAC	35A	Morse, Wilbur	1913	Roland S. Barth	Alna, ME
45. FLYING JIB	30B	Carter, W.S.	1937	Kevin J. Crowley	Newburyport, MA
46. DIRIGO	30B	Lash Brothers	1964	Bill Leavenworth	Searsmont, ME
47. GALATEA	30B	Roth, McKie	1964	John Kapelowitz	Mt. View, CA
48. CHANNEL FEVER	33C	Provener, F.A.	1939	Jim Nesbitt	Ft. Myers, FL
49. SURPRISE	33B	Nichols, Philip J.	1965	Robert P. Phaneuf	Chelmsford, MA
50. HERITAGE	29B	Collemer, Elmer	1962	William K. Hadlock	South Freeport, ME
51.	32	Morse, Wilbur		Robert Morrison	Metuchen, NJ
52. RIGHTS OF MAN	30B	Lash Brothers	1965	Phillip M. Cronin	Cambridge, MA
53. EAGLE	32A	Morse, Wilbur	1915	Donald Huston	Nahant, MA
54. ECHO	22B	Lee's Boat Shop	1965	William Thon	Port Clyde, ME
55. RIGHT BOWER	47A	Morse, Wilbur	1915	Destroyed	
56. IOCASTE	33A	Morse, Charles	1907	Maine Maritime	Museum, Bath, ME
57. OLD BALDY	25B	Rockerfeller, James	1965	Dorothy Ahlgren	Kittery Point, ME
58. TERN	21B	Maxwell, Jerry	1969	Ted Chase	New Harbor, ME
59. SARAH MEAD	30B	Newbert/Wallace	1963	Ted Hanks	Jefferson, ME
60. OLD SALT	32A	McLain, R.	1902	Leon Knorr	Rowayton, CT
61. WINDWARD	24B	Rockefeller, James	1966	David Westphal	Northeast Harbor, ME
62. COLUMBIA	23	Chadbourne, Lester		Believed Lost	
63. KOCHAB	29B	Speers	1953	Janet Hyland	Jamaica Plain, MA
64. AMICITIA	33B	Lash Brothers	1965	Jeff Ponthiff	Plymouth, MA
65. GALLANT LADY	33A	Morse	1907	James Smith	Toronto ON



Venture

66. VENTURE	27A	Morse	1912	R. Stevens Kleinschmidt	Pittsfield, ME
67. Hieronymous	33B	Stanley, Ralph	1962	Albert P. Neilson	Avondale, PA
68. ROBIN L.	25B	Hall, James	1967	Patrick Farrin	Boothbay, ME
69. COAST O'MAINE	30B	Smith, Vernell	1967	John M. Rutledge	Kittery Point, ME
70. SPIRIT	30B	Morse, Roger	1967	John D. Worth III	Camden, ME
71. GLADIATOR	32A	McLain, Alexander	1902	William H. Zuber	Friendship, ME
72. TEMPTRESS	33	Nichols, Philip J.	1934	Sea Scouts	Westerly, RI
73. WEST INDIAN	26B	Pamet Harbor	1951	Rich Faredy	Naples, FL
74. PATIENCE	30B	Brewer, Malcolm	1965	John Arens	Milton, FL
75. OMAHA	35A	Morse	1901	Charles F. Hansel, Jr.	Cranford, NJ
76. PACKET	26A	Morse, Charles	1925	Michael Reidy	Vineyard Haven, MA
77. BEAGLE	28A	Morse, C.A.	1905	Mrs. John Glenn	Center Is., NY
78. EMMIE B.	37B	Wilcox, Reginald	1958	Burned	
79. NIMBUS	32B	Chenault III, A.	1954	Fred Swigart	New Orleans, LA
80. HEADWAY	35B	Buck/Adams	1941	Christopher Head	Stow, MA
81. REGARDLESS	38B	Dion, Fred	1963	William Williams	Swansea, MA
82. MORNING STAR	28A	Morse, Albion	1912	Ralph & Judy Brooks	Nashua, NH
83. PERSEVERANCE	30B	Bruno/Stillman	1969	Robert L. Jacobson	Stockton, NJ
84. PHILIA	22B	Kennebec Yacht	1969	Richard Condon	Waitsville, VT
85. ANN FRANCES	38B	Maxwell, J.D.	1974	J.D. Maxwell	Spruce Head, ME
86. ALLEGIANCE	24B	Harding, Albert M.	1970	A.M. Harding	Kennebunkport, ME

87. EAGLE	22B	Roth, McKie	1969	Henry Goodwin	Avon, CT
88. APOGEE	30B	Bruno/Stillman	1969	H. Maurice Landemare	Tom's River, NJ
89. AVOIR	22B	Roth, McKie	1970	J & B Chittenden	Edgartown, MA
90. SALATIA	25B	Newman, Jarvis	1969	Miff Lauriat	Southwest Harbor, ME
91. PHOENIX	30B	Bruno/Stillman	1970	Alfred Beck	Exeter, NH
92. PUFFIN	25B	Rockefeller/Day	1970	Kenneth S. Axelson	Waldoboro, ME
93. ANNA R.	25B	Rich, Kenneth	1970	Stuart L. Rich	Cape Elizabeth, ME
94. DIANA	25B	Newman/Rockefeller	1970	Ebenezer Gay	Hingham, MA
95. WEST WIND	40A	Morse, C.	1902	John Fassak	Nahant, MA
96. VOYAGER	32B	Lash Brothers	1965	Bernard W. MacKenzie	Scituate, MA
97. GANNET	27A		1903	Willis H. Collyer	Mattapoisett, MA
98. DOWN EAST	30B	Bruno/Stillman	1970	James Beatty	Westerville, OH
99. BUCCANEER	27A	Morse, Wilbur	1890	Eugene Tirocchi	Johnston, RI
100. MORNING WATCH	26B	Backman's Boatyard	1970	Donald Starr	Boston, MA
101. MINERVA	30B	Bruno/Stillman	1971	David Hotelling	Freeport, ME
102. AUGUSTUS	37	Bliss, Tim		Tim Bliss	Coconut Grove, FL
103. SOLASTER	25B	Newman, Jarvis	1970	Curtis C. Ruff	Falmouth, ME
104. COCKLE	28B	Collemer, Elmer	1950	Widgery Thomas	Portland, ME
105. AT LAST	30B	Bruno/Stillman	1971	George F. Kwass	Andover, MA
106. HOLD TIGHT	25B	Newman, Jarvis	1970	William C. Reiff	Bar Harbor, ME
107. MAGIC	22B	Passamaquoddy Yacht	1970	Nancy Kandutsch	Bar Harbor, ME
108. LOON	35A	Morse, Wilbur	1905	Destroyed	
109. PETREL	31B	Cooper, G.	1933	Michael W. Brown	Dorchester, MA
110. AMISTAD	23B	White, Robert	1971	Robert C. Lee	Houston, TX
111. AMOS SWANN	26A	Morse, Wilbur	1910	Destroyed	
112. SECRET	27B	Nichols, Philip J.	1971	Robert M. Monk	Burlington, MA
113. YANKEE PRIDE	30B	Bruno/Stillman	1971	James J. Craig	Keyport, NJ
114. PEARLE	30B	Bruno/Stillman	1971		
115. KITTYWAKE	30B	Bruno/Stillman	1971	Gardner Mason	Killingworth, CT
116. TINQUA	30B	Bruno/Stillman	1971	Wrecked	
117. LEADING LIGHT	30B	Bruno/Stillman	1971	John R. Crumpton, Jr.	Oxford, ME
118. WENONAH	30B	Bruno/Stillman	1971	Elizabeth Newsham	Pasadena, MD
119. VALHALLA	30B	Bruno/Stillman	1971	Paul Wolfe	Pittsburgh, PA
120.				Reserved for	C. Simmons
121. ISLAND TRADER	27B	Collemer, Elmer	1960	Pamela McKee	Seattle, WA
122. EDEN	25B	Nash/Coffin	1971	Peter Thompson	Bar Harbor, ME
123. RESOLUTE	28B	Burnham, Charles	1973	Charles A. Burnham	Essex, MA
124. CALLIPYGIOUS	30B	Bruno/Stillman	1971	Richard Sharabura	Toronto, Ontario
125. BILLY BUDD	25B	Paquette, Al	1969	Fred Holbrook	Rochester, MA
126. WHIM	20B	Spear, Chester	1939	William Flanders	Abington, MA
127. LUCY S.	28A		1890	Jonathan Smith	Concord, MA
128. SCHOODIC	31B	Collemer/Lanning	1973	Bruce E. Lanning	Winter Harbor, ME
129. GISELA R.	25B	Schafer, A.R.	1969	Andrew Schafer	Rochester, MA
130. NARWHAL	25B	Newman, Jarvis	1972	James Rosenbaum	Milwaukee, WI
131. NOAHSARK	30B	Chase, John	1972	Richard R. Willis	Ipswich, MA
132. VOGEL FREI	30	Morse, Wilbur		Herman Samitsch	
133. INDEPENDENCE	30B	Bruno/Stillman	1973	Frederick Schwarzmann	Far Hills, NJ
134. FAMOUS BEAR	22B	Collins, Charles	1973	Jim Horgan	Reading, MA
135. REEF POINT	25B	Newman/Morris	1973	Harper Sibley, Jr.	Stonington, CT
136. SQUIRREL	28A	Morris, Charles	1920	Larry Moxon	Mystic, CT
137. FRIENDSHIP	38B	Morse, Wilbur	1900	William Van Zee	Miami, FL
138. UNICORN	25B	Gardner, Robert	1973	Chris Day	Islesboro, ME
139. MARISTAN	25B	Newman/Morris	1973	Stan Clark	Southwest Harbor, ME
140. BRANDYWINE	B	Roth, McKie	1968	Paul Johnson	Campbell, CA
141. JAMES HALL, THE	25B	Hall, James	1974	John L. Sherburne	Deerfield, NH
142. ALBATROSS	21B	Archbold, Peter	1976	Stephen Locke	Rochester, NY
143. FAIR AMERICAN	25B	Newman/Morris	1974	Robert Sheehy	Santa Maria, CA
144. JOSIE	25B	Newman/Morris	1974	Elliot Cohen	East Brunswick, NJ
145. YANKEE LADY	31B	Newman/Purslow/ Partridge	1974	Paul G. Edwards	Mattituck, NY
146. FIDDLEHEAD	25B	Newman/Chase	1970	Harry Jackson, P.E.	Groton, CT
147. ANNA B.	31B	Newman/Erwin Jones	1974	C. Murray McQuaid	Jacksonville, FL
148. SLOOP OUT OF WATER				Now a patio in MA.	
149. FIDDLER'S GREEN	25B	Jenkins, Roy	1978	Roy O. Jenkins	Waterville, ME
150. WOODCHIPS	B	Deschenes/Willet	1975		
151. DEPARTURE	14B			Llewellyn Bigelow	Alexandria, VA
152. OLLIE M.	32B	Murphy, Kent	1977	Kent F. Murphy	Swampscott, MA
153. ANGELUS	22B	Collins, Charles		Charles Collins	Bass River, MA
154. MUSCONGUS	28A	Morse, Albion	1909	Albert W. Lindquist	Wilton, CT



GLADIATOR

Caroline Zuber writes: 1987 is THE year for Gladiator's re-launching. We will have owned her (or she us) twenty years and she will be 85 years old. Bill and I have come to the conclusion that we are not "rebuilding" an original Friendship sloop but "preserving" one.

Gladiator was built by Alexander McLain in 1902. When she was of mature years, she was replanked with cypress. The Zubers are strengthening her frames where necessary and covering her with cloth soaked in epoxy. They will then sheath her in pine, making her practically indestructible.

THE WALDO independent

The Hometown Newspaper for Waldo County

welcomes

THE FRIENDSHIP SLOOPS

to Searsport

August 8 — 10

155. QUEEQUEG	25B	Newman/Morris	1975	Mark Roman	Riviera Beach, FL
156. DEPARTURE	31B	Newman/Morris	1975	James A. Russell	Northest Harbor, ME
157. LIBERTY	31B	Newman/Salter	1980	Richard Salter	Manchester, MA
158. EVA R.	33A	Robinson, E.	1906	Robert Bruneau	Stamford, CT
159. PACIFIC CHILD	31B	Bruno/Stillman	1969	John R. Nosworthy	San Diego, CA
160. DEFIANCE	23B	Roth, McKie	1973	Morgan L. Hendry	Wilmington, DE
161. SUMMERWIND	22B	Guild, Sam	1976	Howard E. Spencer, Jr.	Ellsworth, ME
162. IRENE	38A	Morse, Charles	1917	John Clarke	Vineyard Haven, MA
163. REWARD	25B	Greene, William	1975	William Greene	Rocklin, CA
164. JESSIE MAY	30A	Morse, Charles	1906	Dennis Mayhew	St. Clair, MI
165. REUNION	25B	Niederer	1975	Mason Stover III	Alameda, CA
166. SCHOODIC	25B	Concordia Co.	1967	Dr. Gerald Zee	North Dartmouth, MA
167. FREEDOM	28B	Stanley, Ralph	1976	Richard Dudman	Ellsworth, ME
168. LOON	30B	Newbert/Wallace/Jacob	1974	Hugh Jacob	Bath, ME
169. DEFIANCE	22B	Dowd/Dias	1976	William McCallum	Bolton, MA
170. LADY OF THE WIND	31B	Newman/Morris	1976	William Manookian	New York, NY
171. GOLDEN ANCHOR	31B	Newman/Morris	1976	Golden Anchor Inn	Bar Harbor, ME
172. AMNESTY	25B	Drake, Jim	1981	Jim Drake	Carlisle, PA
173. MEDUSA	25B	Nowell, Ron		Ron Nowell	Marshall, CA
174.		Newman/Standish		Arnie/Jill Standish/ Paperno	Port Albernie, BC
175. EDELWEISS	15B	Major, David		David R. Major	Putney, VT
176. TRUMPETER	28A	Morse, Charles		Gail York	Jackson, MS
177.	20B	N.E. Yacht/K.Rogers		Kirk Rogers	New Gloucester, ME
178. ESSENTIAL	25B	Newman/Chase	1977	Robert M. Stein	Huntington, NY
179. CELENE	22B	Hargrove, Gregory	1977	Bruce Robinson	St. John, NB
180. BANSHEE	25B	Newman/Wojcik		John M. Wojcik	Norwell, MA
181. SURPRISE	20B	Ahearn, Patrick	1975	Harry Borden, Jr.,	Danvers, MA
182. CHARITY	22B	Apprenticeshop	1977	Theodore S. Watson	South Dartmouth, MA
183. SILVER HEELS	25B	Newman/Morris	1978	Jack S. Sanders	Jefferson City, MO
184. PERSEVERANCE	27B	Simms, W.	1963	William D. Reed	Higginum, CT
185. SARO	27B	Ham, J. Philip	1978	Douglas W. Eaton	Portsmouth, NH
186. RAGTIME ANNIE	27B	Bolger/Appollonio	1975	Bartlett H. Stoodley, Jr.	Unity, ME
187. PEREGRINE	27B	Stanley, Ralph	1977	Peter P. Blanchard III	New Haven, CT
188. MAUDE	32B	Gamage, Harvey	1939	Frank Chaput	Newburyport, MA
189. TRADITION	31B	Newman/Nehrbass	1981	Roger Nehrbass	Port Washington, WI
190. AIKANE	31B	Newman/Chase	1978	Destroyed	
191. ANNABELLE	22B	Apprenticeshop	1978	John I. Boswell	Hanover, NH
192. KERVIN RIGGS	22B	Roth, McKie	1977	John Chase	Chapel Hill, NC
193. LADY	32B	Gamage, Harvey	1978	Linwood Gamage	South Bristol, ME
194. HUCKLEBERRY BELLS	25B	Niederer	1977	Dr. John Nofzinger	Florence, AL
195. PRINCESS	25A	Morse, Wilbur	1910	Joseph Richard	Smyrna, DL
196. ENDEAVOR	25B	Stanley, Ralph	1979	Betsy Holtzmann	Southwest Harbor, ME
197. CHRISTANIA	31B	Newman/Davis	1978	Richard H. Gilbert	Greenwich, CT
198. BAY LADY	31B	Newman/Lanning	1979	Robert Fish	Boothbay Harbor, ME
199. TRINITY	31B	Newman/Lib.Yacht Co.		Doug Jacoby	Marblehead, MA
200. NEW VENTURE	25B	Newman/Foster	1980	Robert Foster	Mt. Desert, ME
201. ENDEAVOR	31B	Newman/Genthner	1979	James Genthner	Fairhaven, MA
202. ARRIVAL	31B	Newman/Niedrach	1981	Robert Niedrach	Amherst, NH
203. AURORA					
204. MARIE-ANNE	27B	Davidson, Jason	1977	Diana Echeverria	Jamaica Plains, MA
205. DAY STAR	28B	Mosher, Richard		Richard E. Mosher	Kalamazoo, MI
206. MARY ELIZA	31B	Newman/Clark	1979	Wyndham Clarke	Washington, DC
207. DAISY NELL	30B	Melquist, H.	1980	Kevin Rose	Westboro, MA
208. LADY SHIP	31B	Newman/Lanning	1981	Toni Dewsnap	Boothbay Harbor, ME
209. FRIEND SHIP	31B	Newman, Jarvis	1981	Capt. Hank Warjonin	Virgin Islands
210. THE SLOOP JOHN B.	23B	Oliva, Elio	1974	Al Perrin	Canandaigua, NY
211. ANSA	22B	Hamilton, James	1978	James D. Hamilton	Andover, MA
212. ACHATES	22B	Roth, Nick	1980	Richard C. Leigh	Nashville, TN
213. AMIE	25B	Holcomb, Bob	1978	Lovelace & Hanson	Edmonds, WA
214. GAVIOTA	31B	Newman/Pettigrew	1982	Montgomery & Karoff	Shrewsbury, MA
215. ELLEN ANNE	22B	Passamaquoddy Yachts	1968	David Colinan	Lincoln, RI
216. AMITY	47B	Carter, W.S.	1941	John F. Nichols	New York, NY
217. ODYSSEY	33B	Shoreline Boats	1972	Peter Haynicz	East Stroudsburg, PA
218. WILLIAM M. RAND	22B	Rand, Jr., William M.	1982	John B. Rand	Falmouth Foreside, ME
218. WILLIAM M. RAND	22B	Rand, Jr., William M.	1982	William M. Rand Jr.	Lincoln Center, MA
219. YANKEE BELLE	23B	Edwards, Paul	1983	Paul G. Edwards	Matituck, NY
220. AIKANE II	31B	Newman/Pettigrew	1984	Hal C. Marden, Jr.	Wilmington, DE
221. SEAL	22B	Ahern/Zink	1984	Alvin J. Zink	Andover, MA
222. LADY JANE	18B	McInnes, Dick		Richard McInnes	Belpre, OH
223. HOSTESS	25B	Newman/Caterpillar	1981	John P. Chase	Marblehead, MA

1985 WINNERS

First Over All	Governor's Cup	ANNA B
First Runner Up	President's Trophy	SARAH MEADE
Second Runner Up	Homecoming Trophy	RESOLUTE
Third Runner Up	Gordon Winslow Trophy	EASTWARD
First in Class A	Jonah Morse Trophy	MORNING STAR
First "Pemaquid"	Jarvis Newman Trophy	BANSHEE
Middle of the Fleet	Danforth Trophy	GYPSY
Owner/Builder Trophy		OLLIE M
Came from the longest distance to race	Gladiator Trophy	EASTING

The Gordon Winslow Trophy is given by Mr. and Mrs. George Cochrane in memory of Gordon Winslow, skipper of *Channel Fever*. Other trophies are donated by the Boothbay Harbor Region Chamber of Commerce.

1986 WINNERS

Captain Green Pendleton Inn



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Route 1

(207)

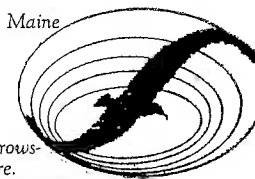
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Captain Frank Irving Pendleton (1848-1915) of Searsport, Maine in Japanese Samurai costume.

From the menu of

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Soup: Chesapeake Bay
Jambalaya with Fresh
Crab and Shrimp

Entrée: Veal Piccata, Sautéed
with Lemon and
Butter

Rice Pilaf
Salad with Basil Dressing
Sautéed Baby Carrots

Wine: Beaujolais Villages Jadot

Dessert: White Chocolate Mousse
with Raspberry Sauce

Coffee

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WHAT ELSE CAN GO WRONG?

Reprinted from *Cruising World*, October 1985 with permission.

As I was perusing an old copy of Britain's *Yachting Monthly* magazine, I discovered that Murphy's Law is alive and well in Jolly Old England's marine trade. The excerpt relates the story of a shipping mishap that began at night as a ship, which had picked up her pilot, was coming up a river to port. The captain sent an apprentice to take down the "G" flag, but the boy was totally inexperienced — and unhandy to boot — and was making a mess of the job. In exasperation, the captain left the bridge, took personal charge of the flag operation and, when the flag had been rolled, told the apprentice to let go. For whatever reason, the apprentice did not let go, so the captain shouted, "Let go!" That command started a chain of events that might be more readily associated with Laurel and Hardy than with the disciplined actions of a ship's crew.

The first mate was in the chart room, totally unaware of what was happening, but he heard the command and picked up a megaphone with which he relayed the command to "Let go" to the third mate who was forward with the anchor party. The speed of the vessel was "harbor full," the anchor had not yet been "walked out," but the third mate unquestioningly obeyed the shouted order. Smoke, dust, rust and sparks flew as did the anchor chain until it was full out and strung along the riverbed.

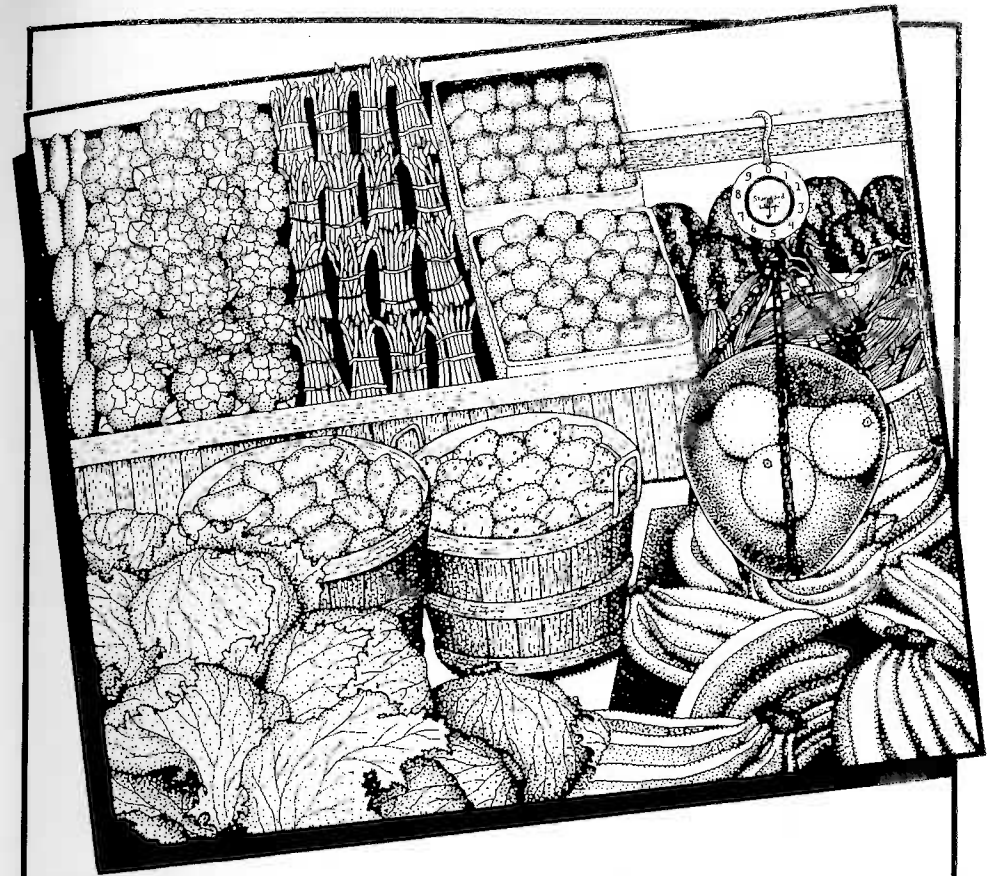
The anchor had its effect just as the ship was opposite a tributary of the river, and began to swing the ship toward a swinging bridge which crossed the tributary. The bridge keeper on duty saw what was happening in time to open the bridge and allow the ship to pass through. As heroic as his quick thinking was in saving the bridge and the ship, it did not save a farm truck full of pigs, a car and two cyclists from driving off the end of the bridge onto the deck of the ship. As all this was occurring, the third mate — who was obviously born to command — on his own initiative dropped the other anchor. This time, full scope did not pay out because the anchor fell onto the roof of the bridge operator's cabin.

Back on the ship's bridge, the flustered captain took command of the situation and ordered full astern in order to stop the forward progress. It did, much to the consternation of all hands aboard the tug approaching the stern of the ship at full speed ahead. The tug was holed by the propellers of the ship in distress.

Just as things seemed to be getting under control with the crew of the tug being rescued, the bridge operator being pulled from his damaged cabin, and the pigs scrounging for whatever tidbits were to be found on the deck of the ship, the entire area was plunged into total darkness. The ship's dragging anchor had cut the town's main power cable.

A *Yachting Monthly* footnote states that this account was extracted from a letter sent by proceedings of the Marine Safety Council to the *Coastguard* magazine. The ship's captain had concluded with the hope that his owners would get the report before the press did because he was sure they would "overdramatize the affair."

Russ Marlett
Sedalia, Colorado



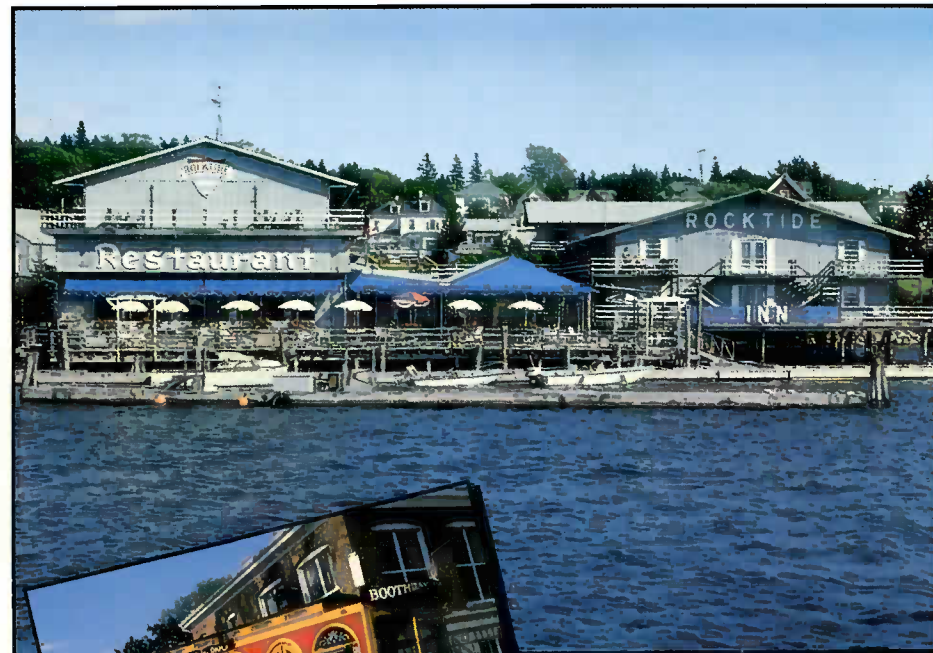
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