



# FRIENDSHIPS

## Newsletter of the Friendship Sloop Society

Volume 4

Fall 1992

Issue 3

### Commodore's Message

A thin line of fuzzy green is showing on the sloop's white boot top as she rides patiently at her mooring hoping for one last Indian Summer sail. As I write this, however, the forecast is for flurries and the clocks fall back an hour this week. It's time to haul and to close out a great Friendship summer.

Before I reminisce, though, please mark your calendars for the Annual Meeting at the New England Center in Durham, NH on Saturday, November 21; and I urge you to make your reservations soon if you wish to spend the night there.

What a summer! It opened with a front page "Boston Globe" profile of the Friendship Sloop Society which paid homage to the enduring character of the sloops and their sailors; then the thrilling experience of 22 of us under full sail in the morning sun leading 225 Tall Ships from 34 countries up Boston Harbor with a million and a half admiring spectators watching. Great hospitality was shown us at Hull the night before the big Parade, and again at Weymouth's South Shore Yacht Club after the Parade where we were treated like returning heroes.

The annual summer program went forward with both enthusiasm and originality: the New London regatta; the sail up the Kennebec to the Maine Maritime Museum picnic and sloop parade; a record 30 sloops at Boothbay for three days of racing, frustrating for its two windless days; a spectator morning parade past the Boothbay Fisherman's Monument; the model sloop race; a joyful Rendezvous dinner; the award ceremony with superb new trophies and many hearty laughs; a happy 90th birthday party for **Gladiator** in Friendship and the memorial service at the new Memorial Stone. The Marblehead Regatta and Gloucester Schooner Festival capped an exciting summer.

It is important we remember that these particular summer events didn't just happen. They were happened and were successful because of the special dedication of Jack Vibber, Dick Salter, David Cashman, John Wojcik, Jim and Andrea Wilson, Rich and Beth Langton, Dave Graham, Bruce and Marcia Morang, Bill and Caroline Zuber, and David Bell with strong support from all the officers and committees of the

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### Small Ships' Sailors Find Friendships Everlasting

*The following story, written by David Arnold, a staff writer for the **Boston Globe**, appeared on the front page of the Monday, June 29th edition.*

It has been said that in this world where things often go wrong, the Friendship sloop is something right.

The Friendship sloop is to boats what the Shaker rocker is to chairs, what the Martin is to guitars. It is where form and function combine gracefully at the waterline. There is no room for pretense or changing style aboard the Friendship sloop.

Built for work on the Maine coast, this is the little boat in the Parade of Sail on July 11 with a big-boat rig, a clipper bow, and a sculptured hull seemingly shaped by the palm of a hand.

Time has been kind to the Friendship sloop. But time is kind to things that work and are pleasing to the eye.

Several little Friendship sloops are expected to be part of a Tall Ships extravaganza dominated by giants. But to overlook the compact Friendship sloop, created during a blip in Maine maritime history, would be to neglect scrimshaw in a whaling museum.

The Friendship sloop was not the brainstorm of a single builder, but more a collaboration between several fishermen/boat builders with winter time on their hands and a penchant for outdoing thy neighbor.

Its need evolved during the 1890s when railroads had joined many Maine ports and had put Portland and Boston fish markets within reach of the coastal fishermen. There was now incentive to fish longer into the off-season and farther from shore. The region's veteran workhorse - the Muscongus Bay sloop - may have been pretty enough. But it wasn't rugged enough.

"It is said that Wilbur Morse, lying in his bunk in a schooner after a hard day on the banks, conceived the design full blown, as Athene sprang from the brow of Zeus," Roger Duncan writes in "Friendship Sloops," the salty encyclopedic tone on the boat class published by International Marine Publishing.

"It is more likely that the type evolved," he notes, from the Muscongus Bay and other sloops, and from the Gloucester

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## New London Rendezvous

*Written by Jack Vibber, Chairman,  
New London Rendezvous*

The New London Friendship Sloop rendezvous on July 4th and 5th was again a pleasurable affair. On the 4th it rained, but there was a fair amount of wind to enable us to have a good race. The rain abated in the evening and we had our annual picnic on the Thames Yacht Club beach which made it handy for all. Sunday was a nice day and we had another good race.

After the races the awards gathering took place at the Thames Yacht Club, as well as an all hands gam for ideas on how to induce more local Friendships to participate at the rendezvous in New London. It was suggested that we have a social adjustment hour and dinner at the Thames Yacht Club on Friday evening prior to the races. This idea will be given further consideration, and if it takes place, it will hopefully bring more people, especially the locals, to the New London event.

Two newcomers became involved in '92: Matthew Gabrilowitz with the **Heidi Lee**, and Joe Hliva onboard **Natanya**. Their presence was much appreciated.

The results of the races were as follows:

Saturday, July 4th	Sunday, July 5th
A Class	
1 - Cap't. George	Natanya
2 - Natanya	Rights of Man
3 - Rights of Man	Cap't. George
B Class	
1 - Fiddlehead	Fiddlehead
2 - Muscongus	Muscongus

The winners had a choice of trophies which consisted of plaques, pictures of Friendship Sloops, or half models if they did not win one previously. As always, all participating skippers were given a little token of thanks for being present.

## Annual Meeting Notice

Saturday, November 21, 1992  
New England Center  
University of New Hampshire  
1-3:30 PM - Pre-Meeting Events  
3:30-5:30 PM - Business Meeting  
6-7 PM - Social Hour  
7 PM - Dinner - \$20.00 / Person  
Room Reservations - 603-862-2800 -  
\$65.00/Night

## Boothbay Harbor Rendezvous

*Written by Bruce Morang, Race Committee Chairman*

We thank all who took part in the Boothbay bob-about this season. Three hours of wind in a week must be some sort of Maine record.

No less indelible, however, are the following results:

## Boothbay Regatta 1992 Results

### State of Maine Trophy

Best Overall Performance **William Rand**

### Division I

Herald Jones Trophy - **William Rand**  
Bruno & Stillman Wheel - **Bucephalus**  
Lash Brothers Trophy - **Celebration**

### Division II

President's Trophy - **Chance**  
Homecoming Trophy - **Anna B.**  
Winslow Trophy - **Tannis**

### Class A

Wilbur Morse Trophy - **Chance**  
Charles Morse Trophy - **Gladiator**  
Alexander McLain Trophy - **Morning Star**

Spirit of Friendship - **Bob Lash**  
Gladiator Trophy - **Bucephalus**  
Nickerson Trophy - **Infant son of Anna B. McQuaid**  
Owner/Builder Trophy - **Harold Burnham - Kim**  
Post Office Trophy - **"Water skier" on Chance**  
Danforth Trophy - **Secret**  
R.W. Stanley Cup - **Endeavor - Richard Stanley**  
Liberty Trophy - **Sarah Mead**  
Jarvis Newman Trophy - **Celebration**  
Chrissy Trophy - **Betty Monk**

This is the last year Marcia and I will head up the race committee activities, and we thank the commodores with whom we have worked, the other officers and members of the Friendship Sloop Society who have continually shared with us their courtesy and enthusiasm. And we particularly thank George Pew and Thornton Hooper, the captain and crew of the **Dragon Lady** for their many years of patience and indulgence. Thank you all for your friendships and your Friendships.

## Marblehead Races - 1992

*Written by Dave Graham, Marblehead Race Committee Chairman*

Bennett Noble notwithstanding, 1992 could not have been a busier or more exciting season, from any race committee chairman's point of view. Special events, in addition to a crowded regular racing season, came at a fast and furious pace with, for example, the finish of the New York to Boston Maxi race with the finish line set up between the committee boat and the Donald Mackey monument at Castle Island; our own biennial race to Matinicus Island and return; the magnificent start of the Tall Ships race from Boston (outer Boston Harbor, technically Massachusetts Bay) to Liverpool; the Town Class Nationals; followed within two days by the Rhodes 19 National; the PHRF New England Championships; and in September the Olympics Classes regatta and less than 24 hours later, the International One-Design Worlds.

Exciting? You bet, but no more than the 29th annual gathering of Friendship Sloops at Marblehead during mid-August when twelve wonderful sloops, including **Gladiator** (more on her in a moment) arrived for two days of racing in what was shaping up to be less than desirable weather. But not to worry. After all, hadn't we managed the year before with the oncoming threat of Hurricane "Bob" and the year before when that unforecasted Northeaster arrived at the dawn of Day 2?

Saturday, August 15th arrived with a cool, grey start. By the time the 9:00 skippers' meeting had been wrapped up, the breeze had hauled around to the ENE, where it would remain for the next few days, building slightly. After a short postponement to get everyone out of the harbor, and to get the Race Committee squared away, the starting gun was fired at 10:40. Distance over the bottom for Division I was an even 10.0 NM and for Division II it was 12.7 NM. Interestingly, the first Division I sloop finished her race at exactly 2:35:00 PM, while the leading Division II sloop crossed the line at 2:36:59 PM, slightly under two minutes later and just as the rains commenced in earnest.

That afternoon, **Gladiator** tied up to the club float where a party in honor of her 90th year on Earth was about to commence. In due course, her skipper, Bill Zuber, was presented with a suitably inscribed silver service commemorating her 9th decade. All that was accompanied with a little champagne, some cake, and a lot of rain. Still, a good time was had by all and as we later departed the float, **Gladiator** seemed to be wearing a faint but yet visible smile with her new stature in life. Good for her, we say.

Day two delivered us a breakfast of lumpy seas and winds that were more northeast, which prompted us to go on hold. Consequently, the start did not occur until 11:50 AM. A windward beat up through the islands under the lee shore of Manchester and Magnolia kept everything reasonably quiet. The course for Division I was only 4.2 NM and for Division II it was stretched a little further to 5.4 NM. A short race, yes. But as most would say, better than no race at all. Me too. First to cross the finish line downwind in Division I did so at 1:06:30 PM and in Division II it was 1:15:55 PM.

As a result of all this, we had some winners who took home some trophies. They are:

Overall Winner - The Ridgeway Trophy  
#91 **Phoenix** - Tad Beck

### Division I

1st Runner-up #16 **Retriever** - Ben Rice  
2nd Runner-up #258 **Kim** - Harold Burnham  
3rd Runner-up #223 **Corregidor** - Brian Flynn

### Division II

#7 **Tannis** - Jack Cronin  
#71 **Gladiator** - Bill Zuber  
#123 **Resolute** - Charlie Burnham

I cannot close this out without acknowledging one swell gent who donated not only his time, but his vessel to serve as an excellent fill-in when our own **Pegasus** was called to other duties after the start of Day One. A zillion thanks and my personal deep appreciation go out to Dick Salter and his truly wonderful **Messing About** for all their support during the two days of racing at Marblehead. Can we manage a repeat next year, Dick?

Finally, and speaking of 1993, for planning purposes, it is anticipated that the 30th running of Friendship Sloops at Marblehead will occur during August 21st and 22nd. The dates will be formally announced at the November Annual Meeting. Hope to see you there.

## Small Ships' Sailors Find Friendships Everlasting

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schooners.

So what exactly is a Friendship sloop? The question, put to Duncan in his Boothbay home not long ago, led him to bury head in hand. The answer would not be coming easily.

Duncan has been running day charters aboard his 32-foot Friendship **Eastward** from Boothbay since the mid-1950s. He is a fit, spry elder with a permanent tan etched below a waterline of sorts made on his forehead by a cap. A former headmaster and English teacher at Belmont Hill School, Duncan chooses his words thoughtfully.

The boat is wide, heavy, low on the water, gaff-rigged. It has a sharp bow and a profile of the hull presents a clean shear as if smoothed by a butter knife. The Friendship sloop was the solution to the boat problem for the fishermen (and more than a few bootleggers). The boat had the heft of an oak tree.

At the height of production in the first decade of this century, some 20 builders in the Friendship, Maine region may have been building 45 sloops a year. Betty Roberts, who for many years owned a lobster wharf in Friendship, recalls how a builder, one Dewey Winchenbach, would help his brothers in their cabinet shop but never let them work on his boats.

"Cabinetmakers can't make straight curves," Dewey would say.

By 1920, the gasoline-engine lobster boat had all but forsaken the Friendship sloop. Production ceased. Duncan speculates the sloop might have disappeared altogether as time ravaged the aging fleet had the boat not been so good-looking - and had it not found its spiritual lobby, the Friendship Sloop Society.

Founded in 1960, a small group of sailors with a hankering for tradition sought to save from extinction perhaps two-dozen Friendship sloops still sailing. Today the society counts more than 250 Friendship sloops - built in back yards, of fiberglass or hand-hewn oak planks, ranging from 14 to 40 feet long. The Friendship Sloop Society watches over its family like a protective gander. For instance, each issue of the annual yearbook pleads for information about strays.

Consider last year's annual. Has anyone seen the 28-foot **Trumpeter** "last known to be in the Galveston Bay, TX area in the mid/late 1970s?" How about 21-foot **Kidnapped**, "sunk off Hull, MA., 1965, salvage confirmed, believed sold to R.I. parties?" Or the 30-foot **Vogel**, "cruising in European waters in 1977, rumored to have wrecked on West African coast."

Then there's the "gone but not forgotten" section of

the annual. **Nimbus**, rest in peace, "twice hurricane damaged ..." and **Medusa**, "blown ashore and wrecked in 45-knot gale c1982-3 at Marshall, CA."

Friendship sloops travel far and die hard.

They are sailed by some of the most unassuming, unpretentious skippers afloat.

The skipper is likely to be wearing jeans, ratty deck shoes, a patched chamois shirt, and a sun-bleached baseball cap flecked with bottom paint. Hands will show the wear from hauling 600 feet of line just to get the sails up.

The Friendship sloop owner generally has disdain for auxiliary power, not because the engine is a relatively modern convenience, but because it tends not to start when needed most. An onboard compass is considered wise and befitting the vessel's character. But ship-to-shore radio borders on extravagant, radar is downright tacky, and an electronic display of wind and boat speed is on a par with satin sheets.

The late Murray Peterson of South Bristol, Maine, designer of many a Friendship sloop, had one client who always removed the air conditioner before paying a visit.

"It was obvious because there was always this big hole in the bulkhead of an otherwise immaculate boat," recalls Bill Peterson, Murray's son and a naval architect. Out of mutual respect, neither Murray nor the client ever acknowledged the hole - a bit like ignoring a portion of the deck.

Early last month, about two dozen members of the Friendship Sloop Society from the Boston area gathered in Essex at Burnham's boat yard, which has been in the boat-building business since 1640.

This was one of the society's off-season monthly meetings. The previous muster had been in the bread locker of **USS Constitution**, and the month before that in the foc'sle of the Gloucester-based schooner **Adventure**. It was not a group destined to book the ballroom at Lantana's.

Generally agendas are avoided. But from California and New Jersey had come two letters, accompanied by drawings and glossy photographs, written by boatowners who wanted to join the Friendship Sloop Society.

The sloops had all the characteristics befitting membership - the shear, the clipper bow, the look of yesteryear. By general consensus, the boats were admitted, numbers 255 and 256 in the Friendship Sloop Society.

There were no hurrahs, no applause, yet quietly, in this little boathouse abutting the Essex River, the world had just become a little more right.



## Friendships in Tall Ship Parade

*Written by Nancy Toppan*

*This article appeared in the July 16th edition of the "Scituate Mariner".*

*Peter and Nancy Toppan of Scituate and their two sons, Andrew and Jason, took part in the Sail Boston Tall Ships parade aboard their 22-foot Friendship Sloop, **Compromise**, as one of 22 Friendships from New England representing the Friendship Sloop Society. **Compromise's** name comes from the fact that she is a traditional wooden sailing vessel design now built from fiberglass.*

Our adventure in the Sail Boston '92 Tall Ships parade has given renewed meaning to the phrase, "a little fish in a big pond."

More than 18 months ago, the Sail Boston '92 organizers asked our Friendship Sloop Society if we would like to have a group of Friendships participate in the Tall Ships parade. Several sloops, ranging in size from 19 to 38 feet, were quick to agree.

At that time, the summer of 1992 was so far away and the Tall Ships project still taking shape. We filled out our registration form, mailed it off, and forgot about it for the time being. Not too long after that, we began to get mailings addressed to "Captain, Vessel **Compromise**." The boat was receiving as much mail as we were. Sail Boston wanted to know how many masts we carried, how tall they were, our port of registry, how many crew, our berthing needs, and on and on.

Since our Friendship sloop is small - 22 feet - single-masted sailing craft, most of the questions did not apply, but reading the information began to give us an idea of the scope of the entire enterprise. We filled in "does not apply" several times and returned the forms.

When it was time to get **Compromise** ready for this sailing season, we had realized how much this event had grown and how much media attention it would receive. Everything we did getting the boat ready for the water was based on how we would look in front of all those people.

We painted and varnished when we normally would have let it go for another year. We worried about the motor running very well. One of the major requirements for the parade vessels was that you could maintain way: five knots minimum they wanted.

We weren't really sure our boat would make five knots against a heavy sea or head winds, but we hoped. Peter worked and fussed over the motor while I tried to imagine all four of us sleeping in two-and-a-half berths. As plans for the weekend took shape, we were amazed at the eagerness of other groups to participate.

By June, our Friendship fleet had grown to 22 boats. We had been invited to moor Friday night before the parade in Hull. The Nantasket Salt Water Club was hosting us that night, and the Town of Hull was giving us a reception!

The South Shore Yacht Club in Weymouth was providing moorings on Saturday night and throwing another party for us. Now, any gathering of Friendshipippers will always welcome a good time, but we were surprised that our participation in the parade was making us quite so popular.

Finally, it was July and time for solid plans. The sun shade for the cockpit that we had talked about for two years was now a necessity if we were to sit there all day watching the parade after our part was over. I finished the sun shade the Wednesday before we left Scituate which was a Friday.

We decided that we would leave the cars in Hull and Weymouth so that some part of the crew could come home to sleep. We had added two family members, Peter's sister, Dory, and her husband, Ray, to our family of four, figuring we could use the extra hands and the moral support.

On Thursday evening, two Friendships from the Cape sailed into Scituate for the night. On Friday morning, four Friendships, including Bernie MacKenzie's **Voyager** of Scituate, set sail for Hull. As we neared Point Allerton, we were overtaken by the **USCGB Eagle** as she made her way into Boston Harbor. In the distance, we could see several of the Tall Ships sailing up from the Cape. After passing through Hull Gut, we could see other Friendships already at anchor just below Telegraph Hill, under the Fort Revere Tower. In a short time, the small bay was full of Friendships. We were welcomed by the folks at the Nantasket Salt Water Club and the Hull harbormaster.

That evening, we were given our official parade burgees with the instructions to guard those flags with our lives. Without those burgees flying from the rigging, we would be run off the parade route by the Coast Guard.

After being sure that Peter, Dory and Ray, who were staying on the boat, were set, the boys and I headed home to Scituate.

About 3 a.m. Saturday when the thunderstorms began, I was snug and dry at home and wide awake worrying. At least half of the crews on the boats in Hull were sleeping on deck that night. There was nothing I could do, but I knew they were all getting

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## Friendships in Tall Ships Parade

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drowned! When we got back to Hull about 5:30 a.m., we were greeted by the soggiest bunch of people you would ever hope not to see. However, it was time to get underway, so up anchor and off we went for our day of adventure.

As the fleet left Hull for Broad Sound and our rendezvous off Deer Island, there was a beautiful, low level fog touched with early morning sun. It was lovely, but not the kind of weather for a parade of sail.

As we reached Deer Island light about 7 a.m., the fog began to lift over the decks of the **Eagle**, which was at anchor just off shore. We knew that we were to precede the **USS Constitution** into Boston Harbor either by sail or power, whichever the wind allowed.

As luck would have it, there was plenty of wind. Not a group given to powering when you can sail, our lead boat for the day, the 38-foot Friendship **Tannis** began to raise sail. Everyone followed suit.

As we waited for our signal to proceed, we played tag around the **Eagle**. We must have provided a pretty sight for the people onboard the larger ships still at anchor.

We could see the **Constitution** off in the distance as she made her way out of the channel.

Finally, the signal came that she was clear of the channel and we could start in.

With the wind cooperating, we headed downwind toward Castle Island. As we sailed by one of the large spectator boats, several people in the bow began to wave very frantically.

We had been spotted by Dory's two daughters. They must have had half the people aboard the **Frederick Nolan** looking for us. In all the thousands of people and boats, we had found each other. Of course, you wave to all the boats as you sail by, but they were family! Others must have wondered why we were quite so excited about that particular spectator boat.

We sailed toward Castle Island in what could be described as a close order drill. For those who sail, it was a little like the maneuvering that goes on at the starting line of a race, except nobody really cared about position, except out of each other's way. We had only so much room in the channel, so we tacked back and forth as we sailed toward Boston.

As we rounded the corner of the channel near Castle Island, the signal came from our lead boat to drop sail and proceed to an anchorage area off the airport.

One by one, we dropped sail and slipped in between the boats already anchored for the day. Down went the anchors, and we settled in to watch the big boys, or, more appropriately, the big girls parade past us.

We rigged the sun shade and finished breakfast. It was only 9 a.m., and we had been sailing for two hours, underway for more than three hours.

For the rest of the day, we were just like everybody else, awed by the beauty and size of the ships that glided past as part of the parade. There will only be one difference when we tell stories about Sail Boston '92. We led the parade!

Certainly, when all this began, none of us would have expected to have such a treat. Bragging rights are assured for the rest of the summer.

A large measure of congratulations goes to the Sail Boston '92 organization and to the Coast Guard. The parade route and the anchorages were well defined and well patrolled. During the day, there were patrol craft everywhere. If boats began to move about in the anchorages, the Coast Guard was there immediately to check. When several of our anchors began slipping in the lovely Boston Harbor slime, we had to move and re-anchor. The Coast Guard was there quickly to see what was happening. When they realized what we were about, they stayed to be sure we were set again and then left us alone.

One of the biggest concerns of everyone in our fleet was the possible traffic jam after the parade. It just did not happen. Boats left the anchorages as they were told. The Coast Guard enforced the "no wake" rule to the smallest degree. I am sure there were some problems among all those boats, but we saw nothing worse than what we see every weekend of the summer in the mouth of Scituate Harbor. Coast Guard and spectator fleet alike were ready to cooperate.

As we finally cleared the spectator boats, we headed for the Long Island bridge. Several Friendships either had to return to Hull to discharge crew or had a topmast too tall to fit under the bridge. Our boat and another 22-foot sloop decided to take the shortest route to Weymouth Back River and the South Shore Yacht Club. We cleared the marker off Castle Island and flew from there to the bridge. Later we figured our speed to be an honest 6 knots, with all the sails well out. It was the best sailing of the weekend.

When we reached the South Shore Yacht Club, we were again welcomed like visiting royalty. People stood on the shore along

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the channel by Weymouthport just to watch us come in. The club members were wonderful. As we rounded up to pick up our guest mooring, a club member in a dinghy was there to hand us the pickup buoy. Such service is rare.

We had a grand evening and left **Compromise** securely tied down for the night and headed home to Scituate, warm showers and full-size beds. The only problem was that it now felt more natural to be on the moving deck than it did to be on firm ground.

Sunday morning, the four of us returned to South Shore Yacht Club to sail **Compromise** home. We had a peaceful, uneventful trip home.

As we pulled up to the dock at Satuit Waterfront Club, home to our dinghy, somebody asked how we had liked the parade. It took us about two seconds to say that we had been in the parade. We carefully took in the Sail Boston '92 burgee. We haven't decided whether to have it framed or bronzed. Maybe we will just fly it the rest of the summer and then nail it to the porch wall.

Even though we had only been as far as Boston, with all the excitement it seemed as if we had been gone forever.

It was a little like time travelling, I guess. The Friendships, at least, are ready to go again.

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## Annual Yearbook

Roger Duncan is again preparing for the Annual Yearbook. If you have any material for publication, please send it along to Roger at:

Post Office Box 66  
East Boothbay, ME 04544

## Sail Boston 1992 Thank Yous

It takes the efforts of many people to organize our Sloop Society events, and such was the case for this year's Sail Boston gathering. A special thanks has to go to **Dick Salter** for his efforts in organizing an outstanding and well coordinated event that weekend, one that we'll all remember for quite a long time. Dick wishes to express the Society's thanks to the following who helped to make it possible:

**David Graham** who attended meetings with the Sail Boston committee and who was a very supportive Society advocate.

**David Cashman** who attended meetings with the Coast Guard & the Sail Boston committee and who was a very influential Society advocate.

**Ms. Dusty Rhodes**, Executive Director of Sail Boston who supported the Society & fought to keep us in the parade.

**Ms. Dawn Curtis**, Sail Boston Marine Coordinator who helped us with the specifics and details of the parade.

**Ken Mitchell**, our Hull coordinator who was most influential in arranging local support and the Friday reception.

**Ed McDevitt**, Hull Harbormaster and his assistant **Paul Love**, who both went out of their way to accommodate the Society.

**Ms. Colleen Fleming** of Hull who assisted Ken Mitchell in arranging our reception in Hull.

**Commodore Jack Carter** and members of the **Nantasket Beach Saltwater Club** who were our hosts on Friday night who welcomed us and put on a terrific barbecue for us.

**Commodore William McDonald** and members of the **South Shore Yacht Club** who were our hosts on Saturday night and who put on a superb float party Saturday and a continental breakfast on Sunday.

**David Arnold**, "Boston Globe" staff writer, who put the Society on the front page of the Globe!

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## Commodore's Message

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Society. What a crew!

Special mention should be made of two retiring officers who have earned the eternal gratitude of the Society. **Bruce Morang** as Race Committee Chairman has given us creative, well planned programs year after year, and with **Marcia** has carried them off with patience, skill and fairness out on the course often in the face of very unfair wind conditions. His wonderful sense of humor at the captains' meetings and awards ceremonies has always set just the right tone and his fine touch made even the grumpiest of us happy again.

**Al Zink** as Membership Chairman has been a knowledgeable and persistent master sleuth and researcher. With help from **Bob Brooks** he has tracked down and recorded the history of just about every Friendship sloop ever built. This invaluable registry, including many sloop plans, is now being safely stored in the Maine Maritime Museum where it is available to all through the Museum Library.

Soon, as the poet says, "the old order changeth, yielding place to new" and my two year watch on the bridge will be over. I am deeply grateful to Vice Commodore **Jim Wilson** and **Andrea** and to all the officers and committees that made the commodore's job so easy and enjoyable for **Priscilla** and me. I turn over the helm with a warm feeling of confidence that the ship is in excellent hands. Now, off we go for that last Indian Summer sail...in the flurries.

## Fall Executive Board Meeting Held at Maine Maritime Museum

Commodore Bill Rand opened the fall meeting of the executive board by introducing Jean Weber, Director of the Maine Maritime Museum who welcomed the group to the museum. Jean was pleased to announce that attendance at the museum was up 17% over last year's figures and that the museum was doing well. Jean also pointed out that the **locaste** has been sold by the museum. Bill presented Jean with a check for \$300 from the Society which was our annual donation as voted at the annual meeting.

Secretary Caroline Cronin reported that membership renewals are down and that a number of members have not renewed for 1992. She did report, however, that 12 new boat owners have joined and 6 new cooperative members, and that we have issued five new sloop numbers.

Caroline discussed the problem of finding a burgee manufacturer since our former supplier has gone out of business and that cost estimates for new future burgees are almost triple. It was voted, based on prices provided, that Caroline purchase 50 burgees of each size. It is expected that the cost to the members for the burgees will be \$20 for the small and \$25 for the large size.

It was then brought to the attention of the board by race committee chairman Bruce Morang, that Caroline was sporting a diamond on her left ring finger. The board offered their congratulations and best wishes on the happy event.

Treasurer David Bell reported that the Society's funds are getting to the low point of the year, but expected that the membership renewals due to be mailed in November should provide the needed cash flow for expected future bills. Dave mentioned that we broke even on the rendezvous at Boothbay, and had received our \$500 deposit back from the Boothbay Harbor Yacht Club. Dave also noted that it appears that the Society will break even this year on revenue versus expenses. Our current balance is checking: \$314.75, savings: \$1916.48.

The board then discussed insurance coverage that is purchased by the Society. It was agreed, and Dave Bell was asked, to look into the possibility of combining the two current policies into one with a single broker in an attempt to save on the premiums paid.

The possibility of increasing the dues was also discussed at length as a means of raising funds so that the treasury would have a sufficient balance to meet any unforeseen expenses. It was decided, due to the lack of time before the annual meeting, that no action be taken at this time, but to review the matter at a future board meeting for possible presentation at the 1993 annual meeting.

Donations to the Pendleton Scholarship Fund, Friendship Museum, and the Maine Maritime Museum were agreed upon by the board and will be presented to the membership at the annual meeting for their approval.

Elbert Pratt, Chairman of the Pendleton Scholarship Fund, reported that \$3200 in scholarships were awarded to graduating high school seniors this past June, as well as \$1400 to students already attending college. The fund has Certificates of Deposits that are coming due and with returns presently low, the fund is looking for suggestions as to where to get a safe investment with a relatively good return. The current balance of the fund is approximately \$51,000.

Race Committee Chairman Bruce Morang presented the board members with a one page summary of possible future locations of our rendezvous/regatta, should the Society decide to leave Boothbay. Bruce and Marcia visited the following sites: Rockland Harbor, Portland Yacht Club, and Boothbay Region Boatyard at Ebenecook Harbor. The pros and cons of each of the sites was discussed. Rockland offered moorings at \$10/ night at the city marina, with plenty of room to anchor. There was concern that the harbor could be uncomfortable in certain wind directions and that the lack of government marks would require the race committee to place their own marks to provide adequate courses. Portland Yacht Club offers a beautiful facility in Falmouth Foreside. There was a possibility that the PYC race committee would officiate over our races which would provide a committee with an abundance of local knowledge for laying out courses in Casco Bay based on weather conditions, as well as use of any race marks that they have laid out. The PYC, however, is not near any business areas which could pose a problem. Thursday PHRF racing attracts quite a crowd which could interfere with our awards ceremony and any other activities planned for that night. Ebenecook Harbor has few facilities for gathering for meetings, and racing in the Sheepscott River could pose a problem because of the tides in the river.

Bill Rand had spoken with Peter Mundy of the BHYC regarding use of the club for 1993. The requirement to raft last year at the beginning of our gathering was discussed and the club apologized for that happening and said that it wouldn't happen again.

(Continued to Page 9)



## Secretary's Notes

- Teddy Brown is recovering from heart bypass surgery performed in the beginning of October. Ted's doing well and is back home in Kittery.
- The owners of **Pacific Child** write: "We are willing and interested in discussion with Friendship Sloop owners on the East Coast who might want to "trade time" with a West Coast boat." Interested parties should contact Art Fox at 602-669-8351 or Mike Irwin at 602-667-4188.
- Norman MacNeil of Woods Hole, MA, owner of **Summerwind** writes: "I was interested to note that #101, **Good Hope**, was at one time our boat named **Inverary**, which we sold to a gentleman from Freeport, ME.  
We have been enjoying **Summerwind** this summer on Buzzards Bay, and I enclose a picture of same. I spent a good part of last winter restoring the boat. It was wooded inside and out."
- Word has reached us that Al Roberts, an honorary member of the Society, died suddenly in September. Al was Chairman of the Annual Yearbook for many years, and edited "Enduring Friendships", published by the Society in 1970.
- Jim Genthner's **Endeavor**, under sail, was the cover photo of the September edition of "Cape Cod", the monthly guide to what's going on on Cape Cod and the Islands. Jim charts **Endeavor** out of Nantucket Harbor.

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## Thanks for Another Great Season

Our events require the help of many people who volunteer many hours to make sure that our gatherings run as smoothly as possible. Our thanks to these people for their efforts:

- The staff at the **Maine Maritime Museum**. Thanks for hosting us for another year at that wonderful museum.
- The Officers & Staff of the **Boothbay Harbor Yacht Club**
- **George Pew** and the **Dragon Lady** that has served as our race committee boat - a big thanks
- **Beth & Rich Langton** who did another outstanding job planning the Friendship / Fellowship dinner the Wednesday night of the Boothbay rendezvous.
- **Bruce Morang** - thanks for another year of officiating over our regatta - and a bigger thanks for all of the years that you've been our chairman.
- **Friendship Day Committee** for planning the events at Friendship
- **Roger Duncan** for his editing of the annual yearbook.
- **Jack Vibber** for organizing and hosting the New London Regatta, **Mike Lamperelli**, Executive Director of the New London Marine Commerce & Development Committee & the **Thames Yacht Club** for their support of the New London Regatta.
- **Dave Graham** for organizing and hosting the Marblehead regatta with a special thanks to the **Corinthian Yacht Club** for the use of their facilities.
- And, the officers of the Society and unnamed volunteers who have labored to make everything a success.

## Fall Executive Board Meeting

(Continued from Page 8)

The BHYC has hired a general manager for next summer who will be there to assist us. Bill said that the club wants us back again in 1993. The BHYC fleet will be on its annual cruise while we are there, which should provide enough of moorings for our needs. After some discussion, it was voted that we will return to the Boothbay Harbor Yacht Club again in 1993.

It was suggested to the board that the Society adopt the following policy regarding moorings at the Boothbay rendezvous:

- Moorings be assigned beforehand on the basis of when a sloop registers for the regatta. The better, inside moorings, would be assigned to the first sloops registering. If there is a requirement to raft, the sloops registering last would be asked to raft.

- Sloops that would not be occupied during the night, would be assigned to outside moorings, reserving the inside moorings for those sloops whose crews would be staying onboard overnight.

Ralph Stanley discussed that plans are being put into place for a rendezvous of sloops at Southwest Harbor. There are a number of sloops in the Mt. Desert area that cannot make the gathering at Boothbay, and have expressed an interest in gathering locally for racing before the Boothbay event. July 17th was mentioned as a possible date for this event. The Deer Island Historical Society has also expressed an interest in hosting such an event because of the number of sloops that sailed out of the area years ago.

Roger Duncan reported that he has spoken to the printer who has agreed to again print the annual yearbook. The advertising could again be a problem this year and the printer has asked that the Society consider helping to defray some of the expense of printing the booklet. The book is currently done at no expense to us since the publisher receives the revenue from the ads. In order to continue to print the yearbook, the Society will have to sell more ads, and members take out more bulletin board space than last year. A number of our members did take out ads for their own businesses, and that was a great help and was much appreciated. After much discussion, it was decided to continue with the yearbook, although this will be a topic to be presented at the annual meeting.

Bill Rand closed the meeting at 3:00 PM.

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## Membership News

*Doug Amsbary, Membership Chairman, has been keeping track of the activities of our members and has provided the following information:*

### New Members

- Hal Lindley of Orford, NH is past owner of the sloop **Harlin** (a Wilbur Morse sloop) and sailed her in the waters around Connecticut. He sold her over 40 years ago and she is now believed to be the sloop **Eagle**. He attended the Boothbay rendezvous along with several friends and helmed **Gaivota** during the 2nd race.
- Glenda & Conrad Armandi of Norridgewock, ME joins us as cooperative members and attended the Boothbay event for their first time. They are extremely enthusiastic about becoming members.
- Tony Schiano of Syracuse, NY is a past member of the Society and attended the Boothbay rendezvous as a crew member.
- John P. Donohue of Upper Darby, PA purchased the **Erin** from Mt. Desert Yacht Yard on St. Patrick's Day and has changed the name of the boat to the **John Patrick**.
- John Bunza & Peter Keefe from Barrington, NH purchased the **Coast O' Maine** and raced at Boothbay for the first time this July. They also raced one day at the Marblehead gathering.
- Art Fox & Mike Irwin of Parker, Arizona have become members having purchased **Pacific Child**. They are keeping this Bruno & Stillman sloop in San Diego.
- Ric & Hitomi Taylor of Bellevue, Washington have recently become full members. Their comment under "Affiliated Friendship Sloop" on the membership application read "none yet", which sounds like they hope to acquire a sloop soon! Best wishes for a successful search.
- Edward L. Polano of Arlington, Virginia joined the membership ranks as a full member and is a former sloop owner who summers in Bristol, ME.
- Norman MacNeil of Woods Hole has purchased **Summerwind** and moors her in Quissett Harbor, MA.
- Mr. & Mrs. Peter Metzler of Sorrento, ME own the **Golden Anchor** and are busy taking passengers out in Bar Harbor from the Golden Anchor Inn. Peter was originally the First Mate under previous ownership before purchasing the sloop.
- Thomas Berry of Pasadena, Maryland has purchased **Wenonah** (a Bruno & Stillman) and has become a member.
- Mike Hinsley was given a gift membership from member Tom Miller (owner of **Gannet**). Mike lives in Amherst, NH.
- #2 **Dictator** was purchased this past winter by Peter Chesney of Deer Island, Maine and Burbank, California. The sloop was previously owned for almost 50 years by his grandfather and father and is now back in the family. Jarvis Newman again brought **Dictator** back from an uncertain future and then sold her to Mr. Chesney.
- #21 **Wilbur A. Morse** was recently purchased by Jack M. Janis of Canoga Park, California.
- #162 **Irene** The new owner of this Class A original was located after an exhaustive search and some plain luck. It was purchased by Thomas H. Morse Jr. and we hope to see her sailing in the near future. She is currently in Rockland, Maine.
- #237 **Christine** (formerly **Rip Van Winkle**) was recently purchased by Bob Hamilton of Greenfield, Mass. who keeps her moored at Center Harbor in Brooklin, Maine

### New Sail Numbers Issued

- #255 - **Genevieve** owned by Robert Edmiston of Boulder Creek, California, is a 25 footer and was built by Emmet Jones in 1982.
- #256 - **Friendship** owned by John Griffin of Rutherford, New Jersey, is 22 feet and was built in 1985 by Edgar Knowles.
- #257 - **Toddy B.** built and owned by Dave & Loretta Westphal of Key Largo, Florida is reportedly being launched late this summer. She will be trucked north next year in time for the 1993 Boothbay Rendezvous
- #258 - **Kim** built and owned by Harold Burnham of Essex, Mass. Launched in time to participate in Sail '92 and the Boothbay Rendezvous and is a fine addition to the Friendship fleet. She was launched on the 4th of July and is named after his wife. His dad has built two sloops: **Maria** and then **Resolute**. His mother was surprised to see him in Boothbay as he was supposed to be at home housesitting the family pets. Harold somehow managed to persuade his wife to care for the pets!
- #259 - **Spartan** 28 '6" now owned and recently finished by Roland Shepard of Brunswick, Maine, was launched August 11th. They are using the original rig of **Dutchess** and sails from **Schoodic** and are quite happy with the results. She is a one-off fiberglass model and built to the lines of the **Dutchess** which was a Wilbur Morse boat built in the late 1890's. She's kept in Harpswell, ME.

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## Lost Sloops

Membership Chairman Doug Amsbary needs some help in locating the following sloops that the Society has lost track of:

- #47 **Galatea**
- #126 **Whim**
- #154 **Muscongus**

Please contact Doug if you have any information.

# FRIENDSHIP SLOOPS FOR SALE

Updatd through October 25, 1992

## DISCLAIMER

THE FRIENDSHIP SLOOP SOCIETY DOES NOT SELL SLOOPS, HAS NO FINANCIAL INTEREST IN THE SALE OF THE BELOW LISTED SLOOPS AND MAKES NO STATEMENT AS TO THE CONDITION OR SEAWORTHINESS OF ANY SLOOP. THIS LISTING IS PROVIDED AS A SERVICE TO CURRENT OR POTENTIAL MEMBERS OF THE SOCIETY AND WAS COMPILED FROM ADVERTISEMENTS IN BOATING PUBLICATIONS AND FROM VERBAL AND WRITTEN COMMUNICATIONS WITH OWNERS AND BROKERS.

NO.	NAME OF SLOOP	LOCAL	LOD	BUILDER	BUILT	CONTACT	PHONE NUMBER
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### CLASS "A" ORIGINALS BUILT 1920 or EARLIER

242	TECUMSEH	FL	36'	Charles A. Morse	1902	Marine Woodcraft	305/767-4333
44	SAZERAC	ME	35'	Wilbur A. Morse	1913	Cannell, Payne & Page	207/236-2383
18	CHRISSY	ME	30'	Charles A. Morse	1912	Wiegleb Family	203-272-4560
13	EASTING	CT	29'	Charles A. Morse	1920	Milford Boat Works	203/877-1475
154	MUSCONGUS	CT	28"	Albion F. Morse	1909	Dave Barbieri	203/ -

### WOODEN REPLICAS & NEAR-REPLICAS

80	HEADWAY	MA	35'	Buck & Adams	1941	Cannell, Payne & Page	207/236-2383
241	BLUE SANDS	MA	34'	Boston Boat Co.	TBL	Dan Gould	617/242-2936
49	SURPRISE	ME	33'	Philip J. Nichols	1964	Cannell, Payne & Page	207/236-2383
128	SCHOODIC	ME	31'	Collemer / Lanning	1973	Owner	207/963-2370
14	POSH	ME	30'	Wilbur Morse II	1946	Cannell, Payne & Page	207/236-2383
46	DIRIGO	ME	30'	Lash Brothers	1964	Cannell, Payne & Page	207/236-2383
47	GALATEA	CA	30'	McKie W. Roth Jr.	1964	Jeff Stone	510/235-4411
63	KOCHAB	MA	28'	Speers	1952	Owner	508/693-4999
225	PHILIP J. NICHOLS	ME	28'	Philip J. Nichols	1981	Cannell, Payne & Page	207/236-2383
27	SARAH E.	MD	25'	Bob McKean & Sid Carter	1939	Harve de Grace Mari- time Museum	410/939-4800
61	WINDWARD	ME	25'	Bald Mt. Boatyard	1965	Cannell, Payne & Page	207/236-2383
68	ROBIN L.	ME	25'	James Hall	1967	Ronald Terenzi	207/563-1490
125	BILLY BUD	MA	25'	Al Pacquette	1970	Concordia Yacht Sale	508/993-9100
141	KATIE E.	ME	25'	James Hall	1974	Cannell, Payne & Page	207/236-2383
219	YANKEE BELLE	NY	23'	Paul G Edwards	1983	Cannell, Payne & Page	207/236-2383
16	RETRIEVER	MA	22'	W. Prescott Gannett	1942	Ben Rice	508/842-0723
54	ECHO	ME	22'	Lee Boatyard	1965	Cannell, Payne & Page	207/236-2383
192	KERVIN RIGGS	ME	22'	Willaims & Bouchard	1977	Owner	207/832-4209
182	MUSCONGUS	CT	22'	Aprenticeshop	1977	Jack Vibber	203/442-7376
256	FRIENDSHIP	NJ	22'	Edgar Knowles	1985	John Griffen	201/933-0778
233	Princess Pat	FL	22'	Harry Armstrong	1987	Owner	305/678-4193
126	WHIM	MA	20'	Chester Spear	1939	Owner	508/ -
35	MARY C.	MA	20'	N.D. Clapp	1962	Nathaniel D. Clapp	508/927-0180
222	LADY JANE	OH	16'	Richard L. McInnes	1982	Owner	614/423-9030

### FIBERGLASS (ETC.) & REPLICAS

145	YANKEE LADY	NY	31'	Newman/Laning	1974	Owner	516/298-4985
170	LADY OF THE WIND	NY	31'	Newman / Morris	1976	Morris Yachts	207/244-5509
174	NONE (unfinish hull)	ME	31'	Newman/ unfinished		Owner	207/729-4735
197	NATANYA	CT	31'	Newman/ Davis	1978	Owner	203/531-9774
198	BAY LADY	ME	31'	Newman / Lanning	1979	Owner	207/633-5778
198	LADY SHIP	FL	31'	Newman / Lanning	1981	Owner	207/633-5778
209	FRIENDSHIP	ME	31'	Newman / Pettegrow	1981	Jeff Foster (Broker)	401/848-5500
229	CAP'N GEORGE	CT	30"	Bruno & Stillman	1970	N.England Yacht Serv	203/572-0750
106	HOLD TIGHT	ME	25'	Newman/Newman	1970	Bass Harbor Marine	207/244-7534
135	HATSY	ME	25'	Newman / Morris	1973	Cannell, Payne & Page	207/236-2383
155	QUEEQUEG	FL	25'	Newman / Morris	1975	Owner	407/844-3483
249	BABY BLUE	ME	25'	Newman/Pettegrow	1983	Robert Reuman	207/873-0910
221	SEAL	MA	22'	Ahern / Zink	1984	Owner	508/475-3897
238	VIKING	MA	22'	Ahern / Ulwick	1980	Owner	617/246-0223
142	ALBATROS	NY	21'	Pete Archbold	1976	Annette Locke	716/637-0880

For Sloops listed with more than one Broker, The contact is listed above as "Owner". This listing DOES NOT include sloops not registered with the Society. Contact the Society for listings of unregistered sloops or "Project sloops".