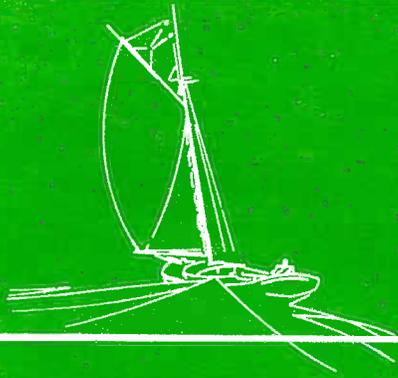


FRIENDSHIPS

Newsletter
of the
Friendship Sloop Society



Volume 1

Fall 1989

Issue 2

Commodore's Message

It's the time of year when many of us are about calling it the end of the sailing season. Time to haul the sloop and winterize, strip off all the gear and pack it away for the winter, and start making the lists which become the to-do's of the Spring. It's also the time of the year to look back over the summer and remember all the good times that we experienced and the friends that we met.

The Sloop Society enjoyed a successful season of sponsored events again this summer. The number of sloops participating at Boothbay was the best we've had in a number of years - 29, New London hosted 9 sloops, and the Corinthian Yacht Club had 12 sloops at the starting line.

At Boothbay, a number of our regular participants were unable to attend for various reasons - engine problems, business commitments, etc., and hopefully they will be back with us next year. But the encouraging thing about Boothbay was the number of sloops that attended which either haven't attended before, or have been away from Sloop Society events for a number of years. We hope that the trend continues next year, especially with 1990 being the 30th annual regatta. We would like to see better than 30 sloops attend to celebrate the occasion.

This brings up a point that I would like to make regarding the format of our events. The Executive Board meets quarterly to plan the events for the year, and in doing so, would like to have suggestions and comments from the

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Boothbay Harbor Regatta

Submitted by Bruce Morang

The 29th annual Friendship Sloop Regatta was a treat and a treatment for the 30 gathered sloops and crews at the Boothbay Harbor Yacht Club. The treat came in the form of perfect Gulf of Maine sailing weather; and the treatment was administered by a powerful steel-hulled sloop named **Toddy** which sailed away with the State of Maine trophy in convincing fashion.



Toddy - State of Maine Trophy Winner

Two days of hard-nosed racing, and a day of the ubiquitous Sealed Orders Race highlighted the regatta. Many skippers were non-plussed and some were downright unhappy when the Race Committee crew posted "GAG" as a Sealed Orders course on the rack, and then fled for the safety and comfort of George Pew's Mouse Island porch to watch the "fun". It's too late for an apology now, but the Race Committee's intent that day was to read the posted course acronym, and go out and enjoy the afternoon. If you elect us all again we promise to be more forthcoming next year.

And speaking of next year, we have now proven that ours is a moveable feast. Anyone have any thoughts about where we should rendezvous for our 30th regatta in 1990?

For the record, and with our thanks for your continuing good friendship, the 1989 winner's list can be found on page 3 of the newsletter. The results of the two days of racing and the final scoring can be found on page 2.

Award Winners Boothbay Harbor Regatta

State of Maine Trophy:	Toddy
Division I	
Herold Jones Trophy:	William M. Rand
Bruno & Stillman Trophy:	Endeavor
Lash Brothers:	Old Baldy
Division II	
President's Trophy:	Toddy
Winslow Trophy:	Chance
Homecoming Trophy:	Tannis
Cup:	Eastward
Class A	
Eda Lawry Trophy:	Chance
Jonah Morse Trophy:	Gladiator
Cup:	Morning Star
Owner-Builder Trophy:	Omaha
Danforth Trophy:	Endeavor
Nickerson Trophy:	Thomas Sam'l Morang
Post Office Trophy:	Bruce Morang
Spirit of Friendship Award:	Omaha
Jarvis Newman Trophy:	Old Baldy
Gladiator Trophy:	Rights of Man

Thank You

There are many people who deserve thank yous for the time and effort they have put in which make our gatherings a success. Hopefully we haven't missed anyone in this list, if we have, we apologize.

The officers, members and staff of the **Boothbay Harbor Yacht Club** for the use of their facilities. A special thanks to **Comodore Welles Steane** for his assistance, and for the fine donuts he made each morning for our enjoyment. A thanks as well to his wife **Melanie** for preparing the coffee each morning at the skippers meeting. The coffee was donated by the club.

A special thanks to **George Pew** for the use of his beautiful vessel **Dragon Lady** which has served as the Race Committee boat for the last few years.

A big thank you goes to **Bruce Morang** for all the time and effort he puts into the preparation and running of the regatta at Boothbay, and a thank you to his wife **Marcia** who provides valuable assistance to Bruce.

To **Ted Morang & Thorton Hooper** for serving on the Race Committee.

To **Bob Brooks** for all his telephone calls to sloop skippers, and his in depth analysis of the handicapping system which resulted in the staggered start racing and the modified Handicap Alley race.

To **Dick Salter** for calculating the handicaps.

To **Roger Duncan** for his editing of the annual yearbook.

To **Jack Vibber** for organizing and hosting the New London Regatta.

To **Dave Graham** for organizing and hosting the Marblehead regatta with a special thanks to the **Corinthian Yacht Club** for use of their facilities.

Marblehead Regatta

Submitted by David Graham

Sixteen Friendship Sloops had been registered for the 1989 Marblehead Regatta by early August. The date had long been established as the 19th and 20th of the month, however Mother Nature was not scheduled to dole out her usual August kindness during the middle part of the month. As a result, the weather during the weekend before and on the week preceeding the regatta was dreadful, to say the least, which lead to a degree of belief in the N.O.A.A. forecast not seen in some time. The end result was that twelve beautiful Friendship Sloops crossed the starting line at the published time on Saturday morning. Wouldn't you know it, N.O.A.A. was wrong again! The weather took a turn for the better during the two day event. With fair weather on day one, the breeze piped up to ten knots by 10:00 AM from 065 degrees and was fairly consistent throughout the day. By 2:00 PM, when finishes were being taken, it had built slightly and swung over to 085 degrees.

Again, two divisions were established, with Division I comprised of five smaller sloops sailing a somewhat tighter course inside that of the larger sloops. The courses were triangles, twice around with both divisions starting at the same time. The only casualty of the day was the sloop **Ollie M.**, who managed to break her boom and was forced to retire.

Day two arrived with a fairly stiff southwesterly (so much for N.O.A.A.) that allowed the Race Committee to set a triangular course, starting and finishing in the middle of the weather leg.

At the Saturday evening banquet, author-lecturer-sailor Joseph Garland of Gloucester, presented a program on the restoration of "Adventure" and was given a silver tray in appreciation from the Friendship Sloop Society and the Corinthian.

Results are found on page 2.

New London Regatta

The following note was sent to us by Jack Vibber of Connecticut who has organized the New London Regatta.

We had two beautiful sailing days for the regatta held in New London on July 8th and 9th.

There were two separate races both days. Five states were represented: Connecticut, Massachusetts, Rhode Island, New York and Maine for a total of 9 entries which is not bad for the number of boats we can draw from.

The skippers meeting and ceremonies were held at the Thames Yacht Club in New London. Lunch and launch service were provided by the club.

Saturday night we had a beach picnic in the rain which did not seem to dampen the activities. Later the rain ceased and the New London Marine and Commerce Commission was able to stage their gigantic fireworks show on time which was enjoyed by all.

The trophies, which were half models, some with sails and some without, will be sent to the winners at a later date. There will also be other appropriate trophies for those that already have the models.

New London Results

Saturday's Results

	Class A	Class B
1	Rights of Man	Finast Kind
2	Yankee Lady	Fiddlehead
3	Capt. George	Elizabeth Jane

Sunday's Results:

	Class A	Class B
1	Noah's Ark	Fiddlehead
2	Rights of Man	Finast Kind
3	Yankee Lady	Puffin

Class A = Over 25 Feet
Class B = 25 Feet & Under

Secretary's Notes

Mary Cronin, the Society secretary, received the following letter from Hal Hanson, owner of **Amie** and our "West Coast Sloop Finder":

A friend and I sailed up to the Port Townsend Wooden Boat Festival 8 Sept. Beautiful weather and a good show as usual.

As I was walking along one of the floats, there among the schooners and tugs and the like was a Friendship Sloop. 16' on deck, no house (not in plans), natural finish with centerboard. It was owned and built by Terry Frye of Tacoma, Washington.

Terry and his son Brett (about 7) brought the boat up for the show. He built the boat in his garage from plans by Phil Bolger. He also keeps it in his garage where it is nearby to work on. Launched June, 1988. I did not ascertain if he was interested in the Friendship Sloop Society.

We had to leave early the next morning so I didn't get a chance to show him **Amie**.

But we had a good sail back. Slight wind at first but increased to about 10-12. After the Port Townsend Canal (6 miles) we had a run back to Edmonds of about 35 miles. Lost our dinghy and recovered same. Clear and warm. Last year we had westerlies and reached all the way back.

Otherwise I haven't been sailing much this year as other things have taken up a lot of time.

Phil Ham, St Augustine, Fla, former owner of #185 Calypso writes:

It's great getting the annual news of the Friendship Sloop Society. It's sad to note the passing of some old familiar names but nice to see the Society growing, particularly in our old sailing ground, the Connecticut Coast.

The Friendship Sloop "connection" is pretty far reaching. Since relocating here, we've made contact with Jim Chadwick (builder of

Catboat Association Award

The following item is from the Catboat Association Spring Bulletin:

"The Broad Axe Award was established in 1976 to recognize 'significant achievement in catboat construction.' Construction is 'intended to be broadly construed to include restoration of an old catboat and finishing a prefab catboat hull as well as building a new cat.' This year, we are honoring a young man for rebuilding a little wreck of a catboat that was about to be abandoned and for doing it in a good fashion. Now a days it is rare indeed to find a young man in his twenties with a love of old things and a zest for working on wooden sailing boats. He has totally rebuilt this beautiful little Duxbury cat. By late summer of 1987 **Felicity** floated again. She left for Maine along with the family Friendship sloop **Tannis** for the annual Friendship Races. Returning jubilantly two weeks later she sailed the remaining weekends of the season and won for her class in the final Salem Willows Yacht Club fleet race.

Our recipient's line drawings were beautifully done and worthy of consideration for the new Leavens Memorial Young Authors and Artists Award. Our congratulations to Bill Cronin - This year's recipient of the Broad Axe Award."

*Ed. Note: Bill Cronin owns the Friendship Sloop **White Eagle** which he is currently rebuilding. Bill wrote an article about the acquisition of **White Eagle** for our first edition.*

Eastward) and his wife Phyllis, and Barbara & Bill Williams at their Amity Anchorage Yacht Club. They sailed their sloop **Regardless** (81) down here about 18 years ago & settled on the St. John's River.

Carleton Wilder also lives close by, but haven't managed to meet him.

Maine Maritime Museum Rendezvous

Eight Friendship Sloops rode the flood tide up the Kennebec River on Saturday, July 22nd and picked up moorings at the Maine Maritime Museum at Bath. The sloops were guests of the museum and were invited to be on hand for the launching of the "Gettysburg", an Aegis class guided missile cruiser, to be launched at 4:30 that afternoon at the Bath Iron Works.

Most of the crews of the sloops watched the launching from the mooring area. On board the "Gettysburg", and riding her down the ways, was Race Committee Chairman Bruce Morang.

After the launching, the crews of the sloops were guests of the Bath Iron Works at the Sponsor's Reception that was held on the museum grounds. Julie Nixon Eisenhower, the ship's sponsor, was presented with the remains of the champagne bottle she used to christen the ship, along with other mementos of the occasion. She spoke briefly to the crowd after the presentation.

The events of the weekend also included an encampment of Union soldiers who depicted life in the Union army during the Civil War.

The sloops departed for Boothbay Harbor the next morning on the ebb tide.

Participating in this year's gathering at Bath were the sloops:

Banshee
Content
Morning Star
Perseverance
Rights of Man
Safe Home
Tannis
Toddy

"Rand", "Toddy" Win Sloop Regatta

The following article, written by John Fahnley, appeared in the August 3rd edition of the "Boothbay Register".

The Friendship Sloops **Wm. M. Rand** and **Toddy** won the Division I (smaller boats) and Division II races, respectively, of the 29th Annual Friendship Sloop Society Regatta, held July 25-27 in Boothbay Harbor. The 22-foot Herold Jones Trophy winner, **Rand**, homeported in Cundy's Harbor, is owned by William M. Rand Jr. and John B. Rand of Raymond, Maine. The 35-foot **Toddy**, owned by David and Loretta Westphal of Key Largo, Florida, is homeported in West Southport. The **Toddy**, a steel boat built in Germany (following the plans of a Wilbur A. Morse sloop), captured the President's Trophy by finishing first in both the Tuesday and Thursday races.

According to Bruce Morang, the Race Committee Chairman, the 31-foot **Chance**, a 73-year-old Wilbur A. Morse-built sloop owned by the Maine Maritime Museum (Bath), took Division II's second-place Winslow Trophy. The 25-foot Ralph W. Stanley-built **Endeavor**, owned by Betsey Holtzmann of Southwest Harbor, took the runner-up Bruno & Stillman Trophy in Division I.

Close behind the leaders in Division II (race results are unofficial), were: (3rd) the 38-foot **Tannis**, the biggest boat in the regatta, owned by Jack and Mary Cronin of Sturbridge, Massachusetts; (4th) the 32-foot **Eastward**, owned by Roger and Mary Duncan of East Boothbay; (5th) **Phoenix**, a 30-foot fiberglass sloop owned by Alfred E. Beck of Vinalhaven; (6th) the 31-foot **Liberty**, the first fiberglass sloop built by Jarvis Newman, owned by Dick and Alice Salter of Manchester, Massachusetts; and (7th) **Sarah Mead**, a 30-foot wooden boat owned by Ted Hanks of Jefferson.

Making a good showing in Division I were: (3rd) **Old Baldy**, a 25-footer built by James S. Rockefeller, owned by Jim and Andrea Wilson of Portsmouth, New Hampshire; (4th) **Celebration**, a 25-foot sloop homeported in Bayville, built by both Jarvis Newman and Sonny Hodgson, owned by Greg and Annette Merrill of Southbury, Connecticut; (5th) **Banshee**, a 25-footer out of Mattapoisett, Massachusetts owned by the Commodore of the Friendship Sloop Society, John Wojcik; (and tied for 6th) the 25-foot **Content** owned by Richard and Beth Langton of Edgecomb, and out of Pemaquid Harbor, **Josie**, a 25-footer owned by Doug Amsbury of Sugar Hill, New Hampshire.

The oldest boat to participate in the Regatta was the 35-foot **Omaha**. Homeported in Friendship, she's owned by Adrian Hooydonk of Waldoboro.

Morang said about 30 boats raced in the regatta. "It was a fantastic three days. The hospitality of the Boothbay Harbor Yacht Club was great."

Eastward skipper Roger Duncan said the weather was good, "although there wasn't much wind. We nearly fried alive out there."

On Tuesday, a staggered start was employed, with small boats going first, larger boats later - to compensate for different boat sizes and sail areas. All the boats started together in Thursday's race, but the course was arranged so that the bigger boats sailed a longer course. Duncan said boats left the Spruce Point starting point, sailed around Squirrel Island, navigated past assigned government buoys in the Fisherman's Island passage, made their way back to

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Year Book Material

Roger Duncan, year book editor, is looking for materials for next year's yearbook. If you have a story which you think would be of interest, please send it along to Roger.

"Rand," "Toddy" Win Sloop Regatta (Continued from Page 5)

Spruce Point, went around Squirrel Island again, around another buoy, and back home. "The bigger boats had to go further out in the line of buoys. It worked out pretty well," said Duncan. "The point was to keep the fleet more or less together so that people could see each other."

The "sealed order" race was held Wednesday. Each skipper was commanded to accomplish certain tasks. Duncan said "John Wojcik had to go up town and get a trophy that was in the police department's custody. The police department was in on the gag. They made him identify himself a hundred times over, accused him of stealing the trophy and locked him up for a while." Two boats, **Toddy** and **Tannis**, were ordered to stage a gag race starting at Little River. "Nobody took it seriously. We were supposed to follow them and note any violations," Duncan said. "Both boats crossed the starting line on the wrong side of the buoy. It was a comedy of errors."

The regatta wasn't without its mishaps. The **Toddy** lost a person overboard. But the person caught on to a following dinghy and wasn't in the water long. Marcia Morang's overly enthusiastic shooting of the cannon on the committee boat - she reportedly shot it off repeatedly all day - confused everybody. **Voyager**, a 32-footer out of Scituate, Massachusetts, lost its rudder. "It fell off near Squirrel Island," said Duncan.

"On Tuesday, Sonny Hodgon's new boat (the motor yacht "Yore!") broke down on the finish line," said Duncan, creating some fortuitous interference. "A number of us got a look at her - she's a handsome boat."

Annual Meeting Notice

Saturday, November 18, 1989

Business Meeting - 5:15 PM
Social - 6:45 to 7:30 PM
Dinner - 7:30 PM

Maine Maritime Museum
Bath, Maine

Accommodations: Holiday Inn
Bath, Maine

Commodore's Message (Continued from Page 1)

membership to assist us in our planning.

This year at Boothbay we changed the format from prior years in a couple of areas. The racing format was changed to include a staggered start on Tuesday, the Sealed Orders race on Wednesday, and a "modified handicap alley" using government buoys for distance handicapping on Thursday. We also changed the Thursday regatta dinner from a buffet meal to a ham and bean supper in an attempt to cut the cost from approximately \$18 to \$10. We need your views on these changes so we will have an idea whether to continue, to try something different, or return to the format of prior years.

This year we will also be trying another change which we think you'll enjoy. This year's annual banquet will be held at the Maine Maritime Museum at the Percy and Small shipyard in Bath. We will be guests of the museum and will be holding our meeting in the new museum building which was dedicated this past June. We feel that the atmosphere of the museum overlooking the Kennebec River will certainly add to the occasion. Our business meeting will be held in one of the three galleries in the museum - the Crooker gallery which houses the "Family Fleets of Maine" exhibit. The social and dinner will be held in the beautiful lobby of the building and will be catered by Christine Coombs of the Cookery Restaurant of Bath. The museum will be open to the public until 5:00 PM, and you're encouraged to come early and tour the grounds and buildings of the museum before the start of the meeting which is scheduled for 5:15. Your Sloop Society membership card will be your admittance to the museum building if you wish to arrive early.

Accommodations can be made with the Holiday Inn of Bath which has reserved a block of rooms and has given us a group rate. Reservations should be made by November 3rd to obtain the group rate. More details on the annual meeting will be mailed by Mary Cronin, the Society secretary.

A special thanks to Vice Commodore Bill Rand who has spent a number of hours working with the museum staff to arrange for this meeting. A thanks as well to the Maine Maritime Museum for hosting us at this event.

We hope you'll plan on attending the meeting, I'm looking forward to seeing each of you on November 18th.

CPR "Omaha"

written by Adrian Hooydonk

Omaha was found in an auction boat yard in Brooklyn, NY and I immediately took to her. Her lines were not quite as fine as one might expect of a Friendship sloop being rather plump with a ballast keel and dead wood that extruded 2" on either side of her, and a lobster pot catcher on her bow. She had numerous auction spray paint numbers on her, was not blocked up, and had not been covered substantially for an extended time. Her mast and running rigging were lying beside her in the dirt and grass, but still showed traces of varnish. She had sprung planks, extensive rot on her topside, lead patches everywhere, and a giant yellow jacket nest inside. But she looked beautiful to me.

The original plan was to put some bandages on her here and there, borrow a few big Coast Guard pumps and sail Downeast. However, I could not have my employer give me the time off required and could not find large enough bandages, so Plan "B" came into effect - transporting her by trailer. Has anyone out there ever tried to transport a 1901 10-ton Friendship? Lots of promises, lots of delays, lots of bills from the yard in Brooklyn, and lots of arrival days. Later she was finally brought up to Maine by Brownell Boat Works, who did a fine job, but that is another story. Thank you, Tom.

A few days before Christmas, 1988, **Omaha** was back in the same township that she was built 87 years earlier....

Plan "C" to just refasten her here and there and put her in the water got scrapped as soon as the 418 pounds of lead patches were removed and massive amounts of rot were exposed. Plan "D" to put a new keel in her had to be considered, even though the money available was exhausted at this time because of the move to Maine by trailer transport.

However, we got a nice piece of red oak, thanks to my good friend and neighbor, Freddy Storer, and thus decided to remove her old, possibly original keel. Thank God for going this route. The keel bolts (7) that held the ballast had corroded away from 1" to 3/8". None of the fasteners from the ribs into the keel were still holding, the rudder post was rotten away to next to nothing. There were 8 rotten frames and the scarf joint in the keel was made so poorly that the whole aft of the keel was sagged down about 4" as compared to the forward half.

All in all, **Omaha** would have never made the trip to Maine from Sheepshead Bay, Brooklyn.

Plan "D", removing the keel, started out quite easy because everything was so rotten it practically fell apart after the garboards and a few other planks were removed. We did screw some braces, every other rib, so as not to lose the shape, and blocked her up extensively on oil drums and blocks in the turn of the bilge.

The next step was the cutting and fitting of the new keel. We started out with making the mast step out of two 7" x 7" x 14" red oak that we bolted and West systemed together with 3/4" galvanized bolts and nuts. This piece of wood was notched out with a chisel and shaped with a Makita electric planer. It runs from the bow knee aft to the 7th rib beyond the mast step hole (foot of mast). This replaced a wooden block approximately 7" x 7" x 14" that had been there before and sat loose on top of the old keel. Next we started whittling away on the 10" x 12" x 26' piece of perfect red oak, but did not progress very well -- measuring the distance between the ribs and transferring to the oak became quite confusing for me. After some nights of thinking about the mess, I decided to move the 10" x 12" timber under the boat and jack it up close to the rib ends. This was towards the middle of February, 1989. The transferring of the rib positions became a cinch this way and once I discovered the invention of the router, thanks to friend and great help, Wade Bailey, the cutting out of the rib sockets became an enjoyable and easy task. Three days after we first positioned the keel to be in this position, we were able to jack it home into place and bolted it into the ribs. It fit like a glove! Mind you that we did not have our garboard rabbet cut in, or anything like that, but it was an exciting moment for me anyway, having never done anything like that. My closest carpentry experience before this was to renovate and remodel an old log cabin. So this was quite a treat.

Next we cut out the old rudder post, or at least the part that didn't fall out on its own and cut a new one. A nice piece of white oak dove-tailed into the keel and scarf joined on the upper good rudder post. The next step was to decide how and where to cut the garboard rabbet, since we really couldn't take any measurements of the old keel because of the rot. We went with the old point on the bow and drew a line back to where the old garboard used to sit. This line looked pretty good and when we used a strip of sheet metal against the ribs down towards the keel, the line we drew matched

CPR "Omaha" (Continued from Page 7)

most of the way. Next we drilled some holes in the shoe of a portable circular saw and screwed a piece of 1/2" x 1" x 4" oak to the shoe. This gave us roughly a 47 degree angle which we ran along our rabbet line. After a bit of chiseling, the rabbet came out perfect.

The next step was to decide what to do with her external ballast. It was still too wide, not long enough, too deep (18"), and too heavy (5100 lbs.). In other words, just not right. All winter long I had been scrounging junk lead, but only had accumulated 2,000 pounds. So we decided to try and use her old cast iron ballast. First we had to get her old (7) keel bolts out, four of them we could drive out with a sledge hammer, but the other three were there to stay. After a lot of hemming and hawing, I built a little press over the ballast and used a 20-ton building jack to press them out -- mission completed. Since I had no plasma cutter available at the time, I rented a concrete saw and bought five blades and spent the next seven hours cutting off the 2" wings on both sides. It started to look better. Three days later, the school bought a plasma cutter. However, we bolted the reshaped ballast back under the new keel using 1" galvanized bolts and filled in the area between the ballast and the end of the keel with 6 x 12's.

Then we put all new floors in her, some pressure treated, and some oak and started to dig up some lumber for planking. It amazes me that in the State of Maine there seemed to be such a shortage of boat lumber and hardware. We did end up buying rough cut 1-1/2" cedar planking, planed it down to 1-1/4" and started to figure out how to plank a boat. A call to Don Huston was most helpful and assuring for he sure made it sound some easy. We got some scrap 1/4"luan plywood from Fred Storer and laid out our garboard template. Transferring this to the actual plank was rather easy and following Don's suggestion of starting at the bow and working our way back with a porta power, the plank went in rather slick.

We did the port garboard next and planked her up on both sides like that. We refastened her on both sides up to the waterline using 2600 silicone bronze screws, #12 x 2-1/2" and recaulked her. The caulking was to me the most nerve racking of the whole job, having only done a few short pieces before this job. How much is too little or too much? After having done about 30 feet or so, I did become quite at ease with it, and have done two other boats since then.

The vocational school where I work built a new rudder for her because the old one was in hard shape and would not have lasted out the season. Also I was very quickly running out of time to get her in the water before Friendship Sloop Days in Boothbay and too many people had told me she could not possibly be ready by then. We finished off the seams with a Sitka Seal, a poly-based sealer and slapped on some old bottom paint. My, did I think she looked lovely! However, now her top sides looked even more dilapidated than before, so we gave it a quick go over of bondo and paint just to make her look a tad better. Getting her out of my driveway and launching her was another whole story, but once she was in the water, she hardly leaked a drop and a few hours later stopped leaking totally.

The stepping of her mast and rigging her took an additional week, but finally a week before the Friendship Sloop Days, PAYOFF TIME. We sailed the **Omaha** around Muscongus Bay. What a reward! She is moored in DeLano's Cove, off Forest Lake in Friendship, less than a mile from where she was first built and launched in February 1901 and she sure looks happy there. Now, if I could only learn to sail her, we will have it licked. Special note to anyone who even thinks of undertaking a similar project -- It took many, many hours, a touch of insanity, more money than I had, lots of head scratching, much beer and some wicked special friends with constant encouragement and physical help to pull this one off. But the end result is very much worth it. Thank you all.

Omaha is my pride and joy and even though she is very wet, not a dry bunk in the place, blew her engine, seems a lot smaller with my kids on board, seems a lot bigger when trying to sail her alone in a stiff breeze, she sure is one sturdy, old, beautiful Friendship.

Special thanks to Wade, Freddy, Charles Hansel, and Don.

Does anyone know why she is named **Omaha**?