

Friendships

Newsletter of the Friendship Sloop Society

Volume 10

Fall 1998

Issue 3

Commodore's Message

As our term as Commodores draws to a close there are a multitude of feelings about our voyage over the past two years. On a personal level we first look at our three children. Jason, now 3 took his first step at the Annual Meeting 2 years ago, and he has been at a dead run ever since! Kevin has grown up so quickly into a 10 year old young man, and we took such pleasure watching him join Diego (Sorceress) in his sailing dinghy off the docks in Rockland. And Carol, at 13 has suddenly become a young lady, with all the charm and challenges of that age. It is with pride and a touch of sadness that we look at our three children and wonder where the time has gone. Larry and I have endured two years of personal upheaval as Larry faced and overcame a serious illness, closed his business of 24 years and we place our home on the market for sale.

Throughout this tumultuous period there were several steady-ing forces which kept us afloat. Family, friends, co-workers and members of the FSS stood by offering every possible bit of assistance. Just knowing you were there created a network of support for us during this difficult time. Our work as Commodores kept reminding us that life goes on, no matter what! As Commodores we tried to maintain the fine traditions established before our term and fine tune a few areas to enhance current activities. It is only through the support and work of the Executive Board that we were able to continue at the helm of this organization. Everyone on the Executive Board worked tirelessly and reliably for each event. For their efforts we will be eternally grateful.

Now, as we look back on the two previous years, we feel pride in how we demonstrated to our children that when things in life are not going particularly well, you can still carry on and be an active, contributing member of a group. We could have easily succumbed to the immense pressure of simply just surviving, but what would we have taught our children? Instead, the FSS became our symbol of normalcy and survival. Life does go on and you can create your own reality and choose to sink or swim.

The FSS events throughout the years became our chance to feel like life is indeed a good thing. We could laugh, enjoy and relax and that was just what we needed as a family. As we continued our term as Commodores our pride in the Society only grew. As we grew more familiar with the history and traditions, we only grew more committed to keeping the Society alive and well. Certainly the best part of our term has been the

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Rockland Regatta a Downeast Delight

by Bob Rex - FSS Race Committee Chairman

No fog for a second straight year, decent breeze, and a warm welcome by the sponsoring groups of Rockland citizens ensured another fine "Homecoming". Harbormaster John Trumble and his assistant harbormaster handled the sloops' docking needs with skill and dispatch.

The race on Day One was started east of the breakwater, wind light SSW, with both divisions broad reaching to mark "T6" off Jameson Point, followed by a "one legged" beat to the "RB" gong midway to Vinalhaven. From the gong Division I finished at "C" (Nun "2") in Rockland Harbor for a race of 7.2 N.MI. Division II beat to the #3 bell east of Munroe Island before finishing at "C", for a total distance of 8.5 N.MI. Gregg Merrill's **Celebration** won the Division I race; Dave & Loretta Westphal's brand new **Margaret F** was 2nd; Miff Lauriat in **Salatia** was 3rd. Division II saw perennial winner **Tannis** with many Cronins and friends aboard take 1st place; another perennial winner Vice Commodore Tad Beck's **Phoenix** took 2nd; and a fast-rising threat to the preeminence of these two sloops, **Rights of Man**, Wayne Cronin at the helm, placed 3rd.

Day Two - After years of absence a "Handicap Alley" race course was set. With 25 starters (both divisions) they sailed a course of 10.3 N.MI. The race started outside of the breakwater with a beat in a 10 knot sou'westerly down the northern shore of Owls Head to racing mark "D" and from "D" on a broad reach to the "RB" gong out in Penobscot Bay, in a breeze that gradually built to 12-14 knots, followed by a close reach to racing mark "T5" off Brewster Point, then a beat back to starting area "A" where the "alley" was set up. After exiting the "alley" the finish was at Nun "2" in the inner harbor. After some adjudication the results were: 1st **Rights of Man**, **Phoenix** 2nd, and **Liberty** skippered by Peter Carter 3rd, all Division II sloops.

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Annual Meeting Reminder

This years' annual meeting will be held:

October 24th

The New England Center
University of New Hampshire

Commodore's Message

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wonderful people who make up the FSS. Each of you, in your own way, either quietly or boisterously, continues to support the unique character of the Society. As we chaired various events your kind words of support and thanks became all the reward we needed.

One of the best memories, and the epitome of what we believe the FSS is all about, came on the Wednesday evening of the Rockland Homecoming. After enjoying a community meal under the tent, several Society members brought out their musical instruments and entertained us under the tent throughout the evening. If we could freeze time, this would be one of those rare moments forever etched in our memories. From kazoos to fiddles, bagpipes to cellos and violins; a showcase of talent and friendship entertained us. It is evenings like that that makes all the work of Commodores worthwhile.

It is impossible to thank particular people for their work over the past two years. We were told when we took over as Commodores that everyone contributes to the workload (a sometime rare occurrence in a volunteer organization). We have found all of you to be supportive, caring and hard working people. The Executive Board and various regatta chairmen certainly carry a large burden of the work. We believe the success in the FSS has been in the commitment to a vision proposed 38 years ago. A vision which centered around a beautifully designed boat, but took things one step further by providing a regular calendar of events around which families and friends could gather, build relationships and grow through the years.

We are honored to have served you as part of that tradition. As Tad Beck takes the helm we can be assured of a continuation of that vision and we wish him well in his voyage. Our children have benefited immensely from our work as Commodores and our commitment to the FSS. We hope and trust that the Society will continue to thrive so that someday our children can carry on the legacy that has become the FSS.

Debbie & Larry Plumer

Auction Items Needed

For the last few years, the business meeting of the Society has been concluded with an auction. This year we will again have a silent auction. The auction will be for the benefit of the scholarship fund and the operating fund of the Sloop Society. If you have any item that you think would be of interest to our members, and wish to donate it to the auction, please bring it along to the meeting, and please designate to which fund you would like the proceeds from your item to be allocated. Your donation will be greatly appreciated.

Rockland Regatta A Downeast Delight

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The Division I sloops placed 1st **Salatia**, 2nd **Margaret F** (only 2 seconds apart), and 3rd **William Rand** skippered by John Rand. The Division I sloops in the overall scheme of things finished 6th **Salatia**, 7th **Margaret F**, and 11th **William Rand**. **Salatia** and **Margaret F** were a little over one minute behind Bob Duncan's **Eastward**, the 5th place winner.

At the Awards Ceremony, the question of whether or not to continue "Handicap Alley" as an option was decided in the negative. Perhaps at some future date, with some modification, we could again visit "Handicap Alley", a Friendship tradition.

Day Three - The breeze this day was almost non-existent. To be generous it was 4 knots out of the east at the start which was at Mark "E" Can "1" off Spears Rock. Finish was at old friend "I" "RB" gong only 3.1 N.M.I. away. Both divisions sailed the same "course". However, the race started with a pretty good beat, then a reach, a run, a drift or whatever. The Race Committee, in its infinite wisdom, decided to end the race at "I" thereby getting everyone back in for the award presentations and before a torrential downpour occurred. Dave Westphal helming **Margaret F** was 1st in Division I and was only 5 seconds behind **Tannis** on elapsed time! **William Rand** came in 2nd with **Salatia** 3rd. Division II had the Cronin's **Tannis** 1st, Peter Carter's **Liberty** sporting a new topmast and going very well, 2nd, and the aforementioned threat to Tad and Dad, Wayne Cronin in **Rights of Man** 3rd.

Thank you very much to Dick and Alice Salter for the use of **Messing About**, the canon shells and water balloons.

The Awards Ceremony, despite the great flood, went well thanks in great part to Marcia Morang and her daughters Penny and Kelly. There are a lot of trophies, which take much time to order, accept, sort, label and arrange.

Speaking of organization, how about our Commodores, Debbie and Larry Plumer - what a terrific job they have done for us. I am beholden to a terrific Race Committee of Jerry Ross, Dick Salter, and our two new members Dave Graham and Gene Costanza.

We all owe a debt of gratitude to Bill Zuber and the able-bodied men from the Rockland Apprentice Shop and Atlantic Challenge groups for the many hours they spent setting and retrieving marks for us. Without this assistance we could not have conducted the races properly.

Thanks to all sloop owners for taking precious vacation time to join us at Rockland. Without you there is no Homecoming.

Used Sails Needed

Michael Crowe is looking to buy a used suit of sails for a 35' Friendship. If you're able to help him, drop him a note at: P.O. Box 253, Gouldsboro, ME 04607

Rockland Homecoming 1998 Results

State of Maine Trophy	
Best Overall Performance	Tannis
Division I	
Herald Jones Trophy	Margaret F
Bruno & Stillman Trophy	Salatia
Lash Brothers Trophy	William M. Rand
Rockland Cup	Celebration
Division II	
Commodore's Trophy	Tannis
Winslow Trophy	Rights of Man
Homecoming Trophy	Phoenix
Class A	
Wilbur Morse Trophy	Gladiator
Charles Morse Trophy	Sazerac
Alexander McLain Trophy	Tern
Special Trophies	
Chrissy Trophy	Carole Wojcik
Spirit of Friendship	Bill & Kathy Whitney
Gladiator Trophy	Tie - Gaivota & Banshee
Nickerson Trophy	Thatcher Carter
Owner/Builder Trophy	Dave Westphal
	Margaret F
Danforth Trophy	Gladiator
R.W. Stanley Cup	Eastward
Liberty Trophy	Sorceress
Jarvis Newman Trophy	Salatia
Cy Hamlin Trophy	Dick Dudman
Post Office Trophy	Sazarac

Another Successful Year for the New London Windezzvous

Jack Vibber and the Thames Yacht Club hosted another memorable weekend of racing and socializing at New London. The weather again cooperated with clear skies and enough of a breeze to keep the racer's happy.

Saturday's racing had many of the eight boat fleet reefed at the start of the race because of a gusty northwest breeze that developed after a front passed through the area on Friday afternoon. The downwind start had the fleet bunched fairly tight at the start and to the first mark which was Vixen's Ledge, but the fleet separated on the windward beat to Sarah's Ledge. The beat to windward and the finish line opposite the Thames Yacht Club provided a challenge because of shifting winds as the fleet approached the entrance to the harbor. **Natanya** was the first sloop in the fleet to finish.

Marblehead Regatta A Success

David Graham, who is chairman of the Marblehead regatta hosted by the Corinthian Yacht Club, sent the following regarding the event:

In my judgment, the racing conditions were very nearly the best we have experienced in the 35 years of the Marblehead Regatta. Moreover, we took a page from the way things are done in Rockland by preparing pre-planned race courses for Division I and II. With the light August breezes (under 15 Kts.) of southeast, veering somewhat to the southwest by noon, we were able to provide courses that everyone seemed to like. I think we'll do it that way from now on.

I have made the request that the 1999 Marblehead races be scheduled for the traditional second weekend of August, that is, the 14th and 15th. It should be a fairly firm bet that the dates will stick, but I should know for sure by the time of our late October Annual Meeting.

Here are the results of the two days of racing:

Overall Winner - The Ridgway Trophy

#91 **Phoenix** - Tad Beck, Vinalhaven, ME

Division I

1st Runner-up - #97 **Gannet** - Tom Miller, Salem Willows, MA

2nd Runner-up - #169 **Defiance** - Jonathan Leavy, Winthrop, MA

3rd Runner-up - #24 **Tern** - Paul Haley, Marblehead, MA

Division II

1st Runner-up - #7 **Tannis** - Jack Cronin, Salem Willows, MA

2nd Runner-up - #52 **Rights of Man** - Wayne Cronin, Salem Willows, MA

3rd Runner-up - #123 **Resolute** - Charlie Burnham, Essex, MA

The beach at the yacht club was the site for the Saturday evening cookout for skippers, crews and families. Later in the evening, a spectacular thirty minute fireworks display sponsored by the Mashantucket Indians, thrilled the large crowd gathered on the shore of the harbor.

Sunday's weather was again perfect, with the wind shifting to the southwest and becoming lighter. The start was to windward with the first mark at Sarah's Ledge, then a beat to the mark at Rapid Rock, and then the downwind run back to the harbor. Again, Joe Hliva's **Tanya** lead the fleet to the finish line.

At the afternoon awards ceremony, Jack Vibber presented the following awards:

Class A

1st - **Natanya** - Joe Hliva

2nd - **Gaivota** - Bill Whitney

Class B

1st - **Finest Kind** - Mike Looman

2nd - **Bucephalus** - Alexander Forbes

3rd - **Solomon Gundy** - Bill Butcher

4th - **Banshee** - John Wojcik

5th - **Fiddlehead** - Harry Jackson

6th - **Lady Jeanne** - Ray Dupere

Membership News

Doug Amsbary, FSS Membership Chairman, has sent the following:

A brief bit of news has come across my desk since the last newsletter, and I would like to share it with the membership.

Matt and Lillian Leupold have recently joined the Society. Matt built a 1/8" scale model of John & Carole Wojcik's Pemaquid sloop **Banshee**.

Loretta and David Westphal have named their newly built sloop #264 **Margaret F**. They debuted their sloop at the Rockland Homecoming and it is truly a head turner. All lines are lead aft to the cockpit which are numerous because of flying a jib topsail and main topsail.

David Niebuhr has recently joined the Society upon acquiring Bob Jacobson's Bruno & Stillman sloop #83 **Perseverance**. David lives in Gloucester Point, Virginia.

We heard from Jack Manley of Northville, NY who recently acquired #126 **Whim**. He is in the long process of restoring his sloop to its former glory. We extend a hearty welcome and wish him the best of luck.

Jeremy Maxwell has recently joined our ranks with the acquisition of **Aunt Francis**. He lives in Rockland, ME. Apparently Jeremy is no stranger to the Society having previously been a member and also having built #58 **Cathy** and #85 **Heidi Lee**.

We received a long letter from our south of the equator member Rafael Prohens who is constructing a Friendship Sloop high in the Andes Mountains. He sent along about ten 8X10 color photos of his sloop under construction. All quite impressive. He has recently named his sloop (our most recently issued number - 256) **Maria Emila**.

Judith Nast and Paul Cole have recently acquired #258 **Kim** from Harold Burnham. They reside in Wayland, MA.

First time attendees and visitors of note at the Rockland Homecoming:

Tim Sullivan onboard his sloop #61 **Windward**

Sarah Beck onboard her sloop #45 **Flying Jib**

Allen and Madonna Brown on their sloop #128 **Schoodic**

Philip Hope and family on their sloop #240 **Raven**

Judith Nast and Paul Cole new owners of #258 **Kim**

Roland Barth author of the newly published book *Cruising Rules*. Roland is the former owner of **Sazerac**.

Friendship Sloop Registration # 109

My son currently owns a 1933 Friendship Sloop named **Petrel**, which is listed in one of the Society's publications as having Registration Number 109. I am seeking additional information about this vessel from anyone who can help. I know she was built by a G. Cooper in 1933, but I have no further information other than that she was once owned by a Mike Brown of Dorchester, Mass.

If anyone can help direct me to additional information about this vessel, please contact me via e-mail: kpears@cybertours.com or by telephone at 207-967-0698.

Annual Meeting Notice

Saturday, October 24, 1998

New England Center

University of New Hampshire

Noon - 3:30 PM - Pre-Meeting Events

3:30 - 4:30 PM - Business Meeting

4:30 - 5:00 PM - Silent Auction

5:00 - 6:00 PM - Regular Auction and award of silent auction bids

5:00 - 7:00 PM - Social Hour with cash bar

7:00 PM - Dinner - \$18.00 / Person

9:00 PM - ? Commodore's Hospitality Suite

Room Reservations - 603-862-2801

\$92.00 Single / \$102.00 / Double

(Call Immediately for Reservations)

Special Features of the Annual Meeting:

- *Extended social opportunities!!* More chance to elaborate on those sea stories
- *Picture Swap Area* - bring a picture / take a picture. We all have so many pictures of other people's boats - why not share the wealth with everyone!
- *Silent Auction* - if we receive enough donations for the Auction we will divide some items into a Silent Auction section which will be displayed throughout the afternoon. This will give everyone a chance to view the items, bid, and participate. Don't worry - our traditional Auction Show will also be held for those who enjoy that entertainment.
- *50/50 Raffle* - held during the pre-meeting social. This is a way for us to defray the cost of renting the conference room - and a lucky winner has taken home over \$100 each time we have held this raffle.
- *Business Meeting* which will focus on the key areas of concern and interest to the membership.
- *Race results posted* - to allow everyone to view the results of all the regattas held throughout the summer months.
Please plan on joining us for our annual meeting.

Engine Wanted

We are currently looking to install an inboard engine on **Kervin Riggs** (#192). I have searched many boat yards to no avail yet. Anybody who could provide us with information on where to find used, rebuilt or "in need of TLC" 10-30hp diesel engine would be greatly appreciated. **Kervin Riggs** is 22' LOD, and is constructed of cedar on oak (never had an engine before). Thanks - Bill Mebane, Marine Biological Labs, 7 MBL St. Woods Hole, MA 02543

Phoenix Loses Topmast at Southwest Harbor Races

Tad Beck sent this story about Phoenix losing her topmast during the races at Southwest Harbor.

Rumors of the dismasting of **Phoenix** are vastly overrated. And stories of **Phoenix** finishing dead last in Southwest Harbor are to be taken with a grain of salt and deserve further explanation.

Friday, 17 July 1998, **Phoenix** with a crew of Adrian Beck-Oliver, Ted Carleton, and Carrie, (Elvis traveling aboard Carrie for the next few months) and Christian Ehrbar sailed in thick fog to Southwest Harbor. I had wanted to arrive with great spectacle and under full sail. Well, we did arrive under full sail, but you have to trust me on this. No one else could see us. The fog was too thick.

Saturday brought us a gusty NW wind and a beautiful blue sky. The wind was perfect for **Phoenix** and I fully expected to repeat our winning ways at this regatta under the mountains of Acadia National Park. With the valiant efforts of my crew we were the first boat around the first mark. We fought off **Gladiator** and **Hieronimus** (both bigger boats) on the second and downwind leg. So we reached the second mark in first place, gybed it smoothly, and were off at hull speed with all our sails set perfectly. Then there was a loud crack and **Phoenix** was not quite so heeled over as she was the moment before. The top 11 feet of topmast with main topsail and jib topsail attached were flapping on the leeward side of the mainsail. If this vocabulary does not paint a picture for you...it was a mess. I stared at it all in disbelief and thought about what I should do next. I looked around and sent Carrie down below where she would be out of harms way (Elvis went with her...what a good kid.). There were about four dozen things that needed to be done, but none that I could have anyone else do yet. So up the mast I went and started at the top and worked my way down. I climbed the mast and began untying halyards, pulling cotter pins, trying not to break anything more. Christian held our course; with us on a reach the whole mess safely hung over the water to leeward. Forty-five minutes later the topsails were stuffed below and the topmast was atop the cabin. Christian, Ted and Adrian proceeded to take off the remaining gear, tape the hole in the mainsail, whatever else needed to be done. I took the helm and rejoined the race. We flew through the rest of the race course. The newspaper says we finished 32 minutes after the winner. I think we did damn well.

Now comes the miracle. Miff Lauriat, who owns **Salatia**, had a spruce tree and he knew someone who could make up the rigging that had failed and caused the whole problem. Richard Stanley (one of the most renown wooden boat builders in the world and an old friend) got caught up in Miff's enthusiasm. We had the materials, just not the time. It was Sunday morning and the Rockland Regatta started in 48 hours. Well I got up early and started to try and get the stump of the topmast down. Four hours later I did, only to find Richard and Miff having the two sides of the tree squared off. Miff had given the back stays to the rigger. They would be fixed in like an hour. Richard worked like a master, and I fumbled with a wood plane a bit myself. By 1:00 we had a topmast. I put two coats of water based polyurethane on her. It's the only stuff that would dry in time. Miff had a crane, but we could only get to that at high tide. That was at

6:00. Come 8:00, I had spent 8 hours up the mast (yes I am afraid of heights, it's amazing what a little blind obsession can do to conquer fears) and with the heroic efforts of Miff and Richard, **Phoenix** was back together. As we motored through Southwest Harbor, a complete stranger started to applaud from his porch. I think most boatyards would ask for 2 weeks and \$1000 to do the job. We had done it in 24 hours and for little more than a good dinner. That's what we had after we were done. Carrie found a great restaurant.

Monday night we arrived in Rockland under full sail. This time people saw us. I sailed through the mooring area and up to the town dock heeled over with our rail buried under the water. I guess I sort of panicked the harbor master, but we looked good, and we were all back together again.

The three days of racing in Rockland brought **Phoenix** two second place finishes and a fourth. The winds were light, or else we would have done better. But this gave us a third overall, and all thanks to Richard, Miff and the patience and efforts of my crew. Quite a few people kept asking me if I needed a weed whacker to cut the leaves off the new spar, but they all knew she looked just fine, if not a little majestic. **Phoenix** now has a topmast made of Maine spruce. It may not have the attributes of Sitka spruce, but it makes up for it in character.

Australian Friendship

Brian Cross posted the following on the FSS Internet page:
Hello from Perth in Western Australia.

I am writing as I have only just connected to the net and am very pleased to see your web site.

I am the proud owner of a Friendship Sloop built from the lines of **Pemaquid** in the book by Chapelle. My vessel was built 20 years ago here in a place called Fremantle which some of you may know as the place where the replica of James Cook's **Endeavour** was built. The hull of my sloop was constructed of a timber called Maranti which came from Indonesia and the decks are teak. The cabin is twice as long as that of the original **Pemaquid** and that allows for two full length berths and all the other comforts of home.

Most of our sailing is done on the Swan River with the occasional trip out to sea. Unfortunately the strong winds that we have here do not make for very pleasant offshore sailing.

I have a number of questions to ask any other people who have these vessels.

- 1) I have a book called "Friendship Sloops" by Roger F Duncan. In his book are many photos of sloops with wheels rather than tillers. Can anyone tell me what is involved in setting wheel steering up and even if it is preferable to the tiller.
- 2) Can a person from Australia join the Friendship Society and if so how may I go about it?

Ed. Note: Paul Haley, owner of **Tern**, answered Brian's questions through the Internet.

'Sloop Fever' Strikes Rockland

Owners of Friendship-built boats bring devotion to annual meeting

The following story, written by Emmet Meara, appeared in the July 21st edition of the "Bangor Daily News".

ROCKLAND - There are hundreds of documented cases of "sloop fever." Ray Dupere has one of the most extreme strains of the disease.

For the uninitiated, "sloop fever" is a malady that strikes many weakened souls who gaze upon a Friendship Sloop for the first time. The Friendship Sloops, built in the town of Friendship, were designed to be sailed alone in Maine waters, tending lobster traps. The sloops were designed for heavy work around the turn of the century, but the distinctive lines and sailing ability are still appreciated today. When a Friendship sails into a harbor, every head turns. Their clipper bows and gaffed-rigged sails have won many hearts.

Count Dupere among them.

With the annual meeting of the Friendship Sloop Society starting today in Rockland Harbor, Dupere can brag that he has the smallest Friendship and the one that came from the farthest away - North Carolina.

His 16-foot-long **Lady Jeanne** isn't really a "true Friendship." But somehow the sloop society registered it and gave it the number 222. That's close enough for our boy.

For years while Dupere lived his retired military life outside Fort Bragg, N.C., he sailed a 27-foot sloop. But he kept reading the novels and stories of writer Joe Richards, who included his Friendship Sloop in the tales. That was back in the 1950's.

"I got interested in the Friendships and loved the design. I promised myself that one day I would own one," Dupere said Monday.

Sloop fever.

Living south of the Mason-Dixon line, Dupere said "it was just a dream" that he never expected to be fulfilled. He had it so bad that he joined the Friendship Sloop Society without a boat. About 1990 he couldn't stand it any longer and drove to New London, Conn. to watch the annual Friendship Sloop races. Skippers familiar with sloop fever let Dupere crew in a few Friendship races.

Now, he was helpless. He didn't have the \$30,000 or \$40,000 required to buy a good boat and didn't have the tools or the space to restore a sloop in rougher shape, which would have cost half that much. Religiously reading the sloop newsletter, Dupere discovered a 16-footer for sale on Cape Cod for \$3,000. He called, found out the sloop was still there and made the trip to Cape Cod where he found a widow who told him that her husband, Richard L. McInnes, caught the fever while living in Ohio, of all places. He built the boat in 1982 along the lines of a Friendship and somehow got it registered with the Society. When McInnes finally moved to Cape Cod, where he could sail his creation, he died, the widow reported.

She was so glad to get rid of the boat that she offered to sell it for \$2,000. "I bought it on the spot and I have never regretted it," Dupere said. Like most sloop owners, he just had to have it. "In my opinion, the design is absolutely beautiful and they sail beautifully. I am not interested in being a speed demon. I want

to enjoy the time I'm out there. This does it for me," Dupere said.

The sloop was originally named the **Lady Jane**. In order to keep peace around the house and keep the sloop, he renamed it **Lady Jeanne** after his wife. "That's how I got away with it," he said.

The sloop has a retractable keel, so Dupere can trailer it around the country, visiting his son E.R Dupere, who is a pastor of the Open Door Church in Hampden, and his other son Ray Jr., who works for the University of Maine in Orono.

There is a 15-foot Friendship Sloop afloat somewhere, but Dupere will have the smallest sloop in the races this week. Most sloops are between 20 and 30 feet long. One sailor asked Dupere if he was going to race with the "other boat models." But most skippers and sloop fans have accepted him into the family with open arms, regardless of the size or uncertain design of the **Lady Jeanne**.

After all, they have sloop fever, too.

Chandlery Chairman Needed

Doug Amsbary, who has been chairman of the FSS chandlery since its inception, has decided to "stand down" as the chairman in order to concentrate on his duties as Membership Chairman. The Executive Board is looking for a volunteer to assume the position of Chandlery Chairman. The duties as chairman would include:

- Order inventory as required from vendors
- Store inventory during the year
- Fill mail orders as received
- Send in vendor order forms (basically Downeast Embroidery) as required
- Bring inventory to the Rockland homecoming and market and sell
- Attend Marblehead Regatta and sell items if desired but not required
- Maintain/revise/update the brochure and print every other year
- Perform year end written inventory and present to the Treasurer and Executive Board
- Keep track of income and expenses during the year
- Present list of potential new items to be carried in the catalog to the Executive Board for approval / input.

If you are interested, please contact Larry & Debbie Plumer at (978) 462-9629 or Tad Beck at (212) 966-4690.

35 Years of Friendship and Counting

written by Kate Haesche of the "Marblehead Reporter", August 13, 1998

This weekend marked their 35th annual Friendship regatta in Marblehead. Hosted by the Corinthian Yacht Club and the Friendship Sloop Society, 14 sloops participated in races Saturday and Sunday, hailing from ports ranging from Essex and Gloucester to Vinalhaven, Maine.

A description of a Friendship Sloop is hard to come by. Those in Marblehead this weekend ranged in size from under 25 feet to 38 feet. These classic boats evolved near the end of the last century in response to the demand for a boat capable of being used for lobstering and longshore fishing in New England, specifically between Gloucester and Maine.

Their sharp bows make it possible for a crew to sail through rough choppy water and stay dry, and their beam and decks are designed to provide a stable platform roomy enough for hauling lobster traps. The extremely large sails stem from the necessity to move these boats in light air.

Most of the sloops which visited this weekend were wooden, some even older than 100 years. Four of these original designs from the late 1800's were included in the fleet: Harold Burnham's **Chrissy**, Don Houston's **Eagle**, Tom Miller's **Gannet** and Paul Haley's **Tern**. Most were near replicas built of wood; two including the winning boat, were constructed of fiberglass.

In the book "Eastward: A Maine Cruise in a Friendship Sloop", Roger F. Duncan attempts to provide a definition of the sloops. "A Friendship Sloop is a little like a whale or a bald eagle. It is hard to describe one so a stranger will understand it," Duncan wrote. "A clipper bow, a quick perky sheer, a low, broad gaff-headed mainsail of inordinate acreage, one or two headsails, hard bilges aft, a hollow bow, and a straight long keel are characteristics of most Friendships; but it is the buoyant businesslike way she sits on the water, the grace that comes not from chrome and varnish, but from form matched with function, that really defines her. Once you have seen one afloat, you will never have to ask again."

According to event Chairman David Graham of the Corinthian Yacht Club Race Committee, who has been organizing the regatta for more than 20 years, the conditions last weekend were ideal for the sloops to race. The course took them out to the area of Newcombes Ledge Whistle and up around Bakers Island, to Can 1 off the mouth of the harbor and out to Tinkers Gong before returning to the finish area back at Can 1.

According to Graham, this regatta was founded in 1963 by the late Lincoln Ridgway, a long time Marblehead resident. Ridgway kept it going until ill health dictated that he turn it over to his understudy, Graham. About ten years ago Graham decided to break with tradition and divide the regatta into two divisions. Not long after, the Maine based Friendship Sloop Society decided that Graham's concept had merit, and races in Maine have since been in the multi-divisional manner.

Division 1, consisting of Friendship Sloops under 28 feet, race on a course that is generally inside that of Division 2 sloops of 28 feet or greater. Both divisions started at the same time at Can 1, just off Marblehead light, but the smaller sloops sail a course that is about two-thirds the length of the larger sloops'

course. This ensures that both divisions finish in nearly the same time, as was the case on both Saturday and Sunday.

Several local Friendships did well. Among them was **Tern**, owned and skippered by Marblehead's Paul Haley, who took third place in Division 1. Second place in Division 1 was **Defiance**, out of Salem Willows, owned by Jonathan Leavy. First place in Division 1 went to **Gannet**, built in 1903 and recently restored to pristine condition by her owner, Tom Miller, who also moors her in Salem Willows. Also establishing good standing in the two day competition were father-and-son skippers Jack Cronin in **Tannis** and Wayne Cronin in **Rights of Man**, who took first and second place runner-up, respectively. Both sloops are moored in Salem Willows.

Overall winner of the Ridgway Trophy was the Friendship Sloop Society Vice Commodore Tad Beck in **Phoenix**, homeported in Carver's Harbor of Vinalhaven, Maine. Tad is a second generation skipper to sail a winning course in **Phoenix**. His father, Alfred Beck, won several first-place trophies over the years of Marblehead racing, and the honors may soon be passed along to yet a third generation when Erica Beck assumes command of **Phoenix**.

"It was tight. we didn't know who was going to win until the awards ceremony," said Beck. Beck also commented on the personality of the fleet. "There's something about the group that brings out old-time values. During a race in Southwest Harbor this year I lost my topmast, which under normal circumstances would have been a week long fix. Fortunately for me, two other boat owners got together - one had the wood and the other had the shop - and we put her back together in less than 24 hours. They helped out so that there would be honest competition and excitement amongst the Friendships. We're a competitive fleet, but we also have cookouts together and are, for the most part, long-time family friends."

It is obvious that the people that make up the Friendship Sloop Society are a rare breed. They exhibit a supreme concern for the condition of their boats, and often go about handling them in the tradition of the original Friendship owners. Much to the dismay of onlooking Marblehead yachtsmen, Harold Burnham of Essex ran his sloop aground behind the Corinthian docks on Friday afternoon. He systematically set an anchor, waited for the tide to go out, then stood in the water and scrubbed the bottom. When the tide rose again he proceeded to his mooring. It is a rare occasion to observe this sort of patience and skillful method of boathandling.

The Friendship Sloop Society runs several regattas of this sort each summer. Early July brings races in New London, Connecticut. The fleet then travels to Southwest Harbor, Maine, and then onto the major regatta of the summer, the Friendship Sloop Days in Rockland, Maine.

The Friendship Sloops Battle It Out

This article, written by Jon Johansen, Publisher and Editor of the "Maine Coastal News", appeared on the front page of the August 1-15th edition.

SOUTHWEST HARBOR - One of the prettiest designed boats has got to be the Friendship Sloop, which has been plying this coast since the late 1800's. These gaff-rigged sloops were derived from the Muscongus Bay sloops and were used by the fishermen until the advent of the engine. A testament to their beauty has to be the number that still survive today and the people who turn their heads when they see one under sail.

Every year the friendship Sloop Society holds a number of races here on the coast of Maine followed by Massachusetts and Connecticut. The first race of this season was held in Southwest Harbor with seven boats competing. They were the **Hieronymus**, **Endeavor**, **Gladiator**, **Salatia**, **Black Jack**, **Freedom** and **Phoenix**. At last year's race it was **Phoenix** crossing ahead of **Hieronymus** and **Wings of the Morning**.

The oldest in this year's race is the 33-foot **Black Jack** built around 1900, which is closely followed by the 32-foot **Gladiator** from 1902. Two of the boats, **Hieronymus** and **Endeavor**, are new wooden models, built in 1962 and 1979 respectively. The other two, **Salatia** and **Phoenix**, are also new, but are constructed of fiberglass.

There was a nice breeze out of the northwest for the race. The course was set to start off Greening island, head up to the entrance of Somes Sound, out to a mark off Bear Island, around Sutton island to a mark off Great Cranberry, over to the Manset shore and then back to the finish.

Black Jack took the start, with **Gladiator** and **Endeavor** right behind her. However as they headed up wind for the first mark **Black Jack** did not point as high as the others and began losing her lead and after a tack she had dropped back to fifth place. **Hieronymus** came up to windward of **Endeavor**, blocked their wind, and slowly sailed passed. At the first mark it was **Gladiator**, **Phoenix** and **Hieronymus** rounding very close together. Just back was **Black Jack** and **Endeavor** with **Salatia** and **Freedom** even more distant.

On the downwind run **Phoenix** took **Gladiator's** wind and sailed by just after rounding the mark. As they neared the Northeast Harbor Fleet they sailed a course around the yacht club's boats while **Black Jack** went out for more wind and **Endeavor** sailed in amongst the boats on a straighter course. Both **Black Jack** and **Endeavor** were gaining on the leaders as they neared Bear Island. At the mark it was **Phoenix**, **Hieronymus**, **Black Jack**, **Gladiator** and **Endeavor**.

Just after rounding **Phoenix's** topmast snapped in half and they fell out and sent a man aloft to clear it away. The rest of the racers continued on with **Hieronymus** leading the way. **Salatia** and **Freedom** were well back and at Bear Island, **Freedom** opted to sail over the top of the Sutton's Island, but this cost them a lot of time. **Salatia** sailed the same course as the others and began gaining on the rest of the fleet.

At the finish it was **Hieronymus** taking line honors, followed by **Black Jack** and **Gladiator**. It came down to a real battle between **Salatia** and **Endeavor**, but **Endeavor** had the better

angle and managed to just get across the line with less than three feet to spare. **Freedom** followed with **Phoenix** finishing last after suffering the broken topmast.

Southwest Harbor has become an adopted home of the Friendship Sloop. This is because of boatbuilder Ralph Stanley who has always had a fondness for this boat. He said, "I had always seen Friendship sloops around when I was a boy and I liked the looks of them."

For several years Albert Neilson discussed building a Friendship Sloop at Ralph's shop. In 1961 he decided to do it and the boat was completed the following year and was named **Hieronymus**. Ralph said he based the design on boats that he had seen over the years and what he thought they should be. He made a half-model and took it down to Roy Wallace in Thomaston and showed it to him. He thought it looked right and those are the lines he used for the boat.

It would be another fifteen years before he would build another new one, but in the meantime he rebuilt a number of them. He rebuilt the **Venture** and the **Dictator** for Jarvis Newman. Then came the **Amity** for J. Russell Wiggins and the **Amos Swan**. The **Amos Swan** was in such bad shape that they had to use the lines off another boat and adopt them to her. He then rebuilt **Morning Star**.

In 1976 Ralph built **Freedom** for Richard Dudman and the following year **Peregrine**. Two years later he built **Endeavor** followed in 1986 by **Bucephalus** and the **Ralph W. Stanley** in 1995.

Ralph has also built a number of other boats of a similar design. He explained, "The 19-footer was based on the Friendship sloop lines, but has a round bow. Similar to the round bow sloops that used to be built in Friendship. On the 19-foot model I built a sloop named the **Thelma Joy** and the **Little Folly**. I then scaled those lines up to 28 feet and I built a boat called **Dovekie**. Then I scaled them down to 16-feet and built a little boat called the **Timothy M.**"

The Friendship Sloops became very popular in the late 1800s and early 1900s. They were mostly built in the Friendship / Bremen area at that time. Two families, the Morses and McLains, have been very much a part of the design and building of the Friendship sloops. These builders were Albion, Charles, Wilbur and Roger Morse and Alexander, Eugene and Robert McLain. Over the years other well-known builders of the friendship have been Elmer Collemer, Concordia, Eric Dow, Harvey Gamage, The Lash Brothers, Newbert & Wallace and James S. Rockefeller. In the 1960s Jarvis Newman and Bruno and Stillman began building Friendships by introducing them in fiberglass. Newman had two models a 25 and a 31-footer and Bruno & Stillman had a 30-foot model.

If you have never spent the time to enjoy the beauty of the Friendship Sloop go out and take a look at one, especially under sail. Do not miss an opportunity to enjoy a classic.