

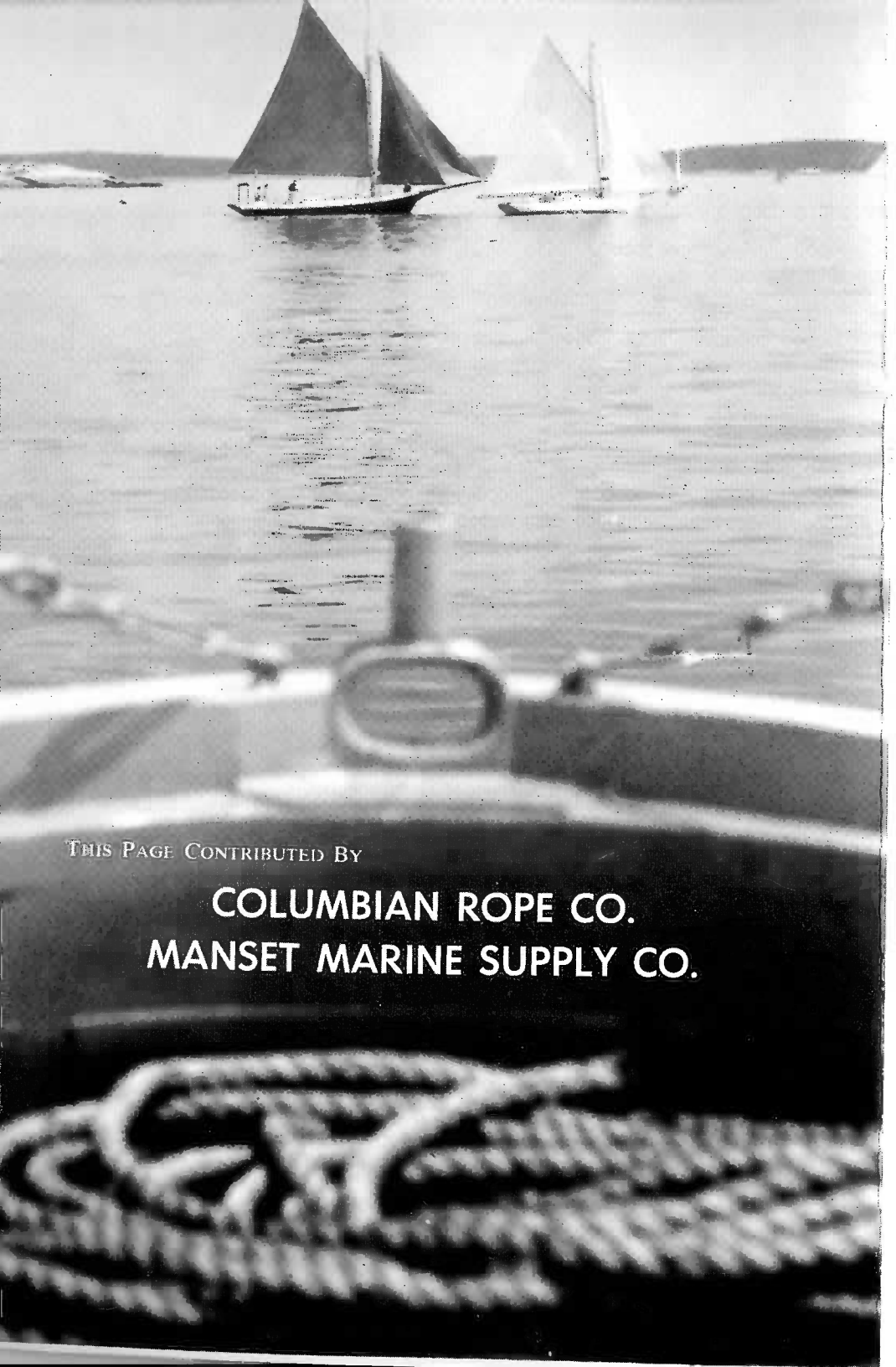
Arthur Griffin

Friendship Sloop Days

July 27·28·29 1972

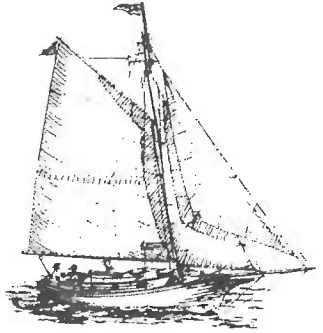


Arthur Griffin



THIS PAGE CONTRIBUTED BY

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Dedication

Shaking heads and irate words mark the difference (in many instances) between generations. Much has been said and written by adults about the "rebellious" teenager, and there has been much protest against the older generation from the teenager. However, the Friendship Sloop Society feels it has a unique group of adults and teenagers that recognize each other's prerogative and live together knowing there is something bigger than any one of us.

Each year we greet a membership of grown-ups that loves sailing, likes Friendship, and are "gone" Friendship Sloopers, and enjoy it because they do it with their family. What we tend to overlook is the children. All you have to do is be in Friendship for a regatta and see the young ones of our town wanting to help and be a part of things, and see the children coming in from boats to do their bit. There is a great satisfaction in having a town boy haunt the wharves waiting for VIDA MIA to come up the bay so he can visit with Timmy Brown, and have the Cronin Children pacing the deck until they get the word to go ashore and see their friends. It is common to see a group of children of all ages working on handicap buoys or putting numbers on flags before they go off to have some fun of their own. From all the children connected to our regatta in any way we know there is great hope for the future of our country when they finally take the task from our hands.

Therefore, we dedicate this program to the YOUNGER GENERATION.

If you grown-ups are still shaking your heads, read the articles by Peter Armstrong (Friendship summer boy), Margot Riley (Maine native), Cronin Crew (TANNIS), and Bruce White (SARAH MEAD) to be convinced.

CREDITS:

Art Work — Peter Manos
Photos — Bill Danforth, Carlton Simmons and others
Cartoon — Donna Weisel
Articles by youngsters and others

FRIENDSHIP SLOOP SOCIETY

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William Pendleton (owner of Blackjack)

VICE PRESIDENT

Frederick S. Brown (owner of Vida Mia)

SECRETARY

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TREASURER

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ASSISTANT TREASURER

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HISTORIAN

Carlton Simmons — Friendship, Maine

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John Gould, A. K. Watson, Herald Jones

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Connie Pratt - Elbert Pratt

OFFICIAL HANDICAPPER

Cyrus Hamlin

TOWN COMMITTEE

Douglas Lash, Chairman
Everyone in Town Willing to Help

PROGRAM COMMITTEE

Al Roberts - Chairman
Charles Weisel - Amos Hamburger
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Peter Manos

SCHOLARSHIP FUND

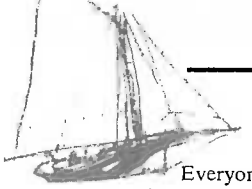
William Pendleton

OFFICIAL PHOTOGRAPHER

Carlton Simmons

MASSACHUSETTS BAY RACES

Bernard MacKenzie - Chairman
Lincoln Ridgway - Race Committee Chairman



Memories

Everyone has favorite summer pastimes. One of mine is to ride around in a boat watching a field of about forty Friendship Sloops on a windy, yet sunny day. I ought to know that the races are a beautiful sight because they began the year I was born and I have been to every one of them. Now you can imagine my disappointment last year when the races were called. I suppose this cancellation gave everyone the opportunity to reflect upon the memories of years past.

Memories of the first three years are captured mostly by talking to my parents. It was fun to see *Voyager* return this year because I understand she was the first sloop to win and I always wanted to see what she looked like. The second year *Eastward* was the big winner. It was never hard for me to recognize *Eastward* because of all of her sail.

My own recollections begin in 1963. We were in the harbor waiting for *Depression*, always one of my favorites because the Hahns were neighbors of ours on Bremen Long Island. There was a tie for first place and the exciting race between *Eastward* and *Downeaster* was a beautiful sight. I remember the vivid sunset with the trees of the islands silhouetted against the sky. I guess I was secretly rooting for the winner because I remember going to her launching at Lash Brothers in the spring and I wanted the boat from Friendship to be the winner.

1964 saw *Dirigo*, my favorite sloop, win in Class B on Thursday and Friday. My mother was delighted that her favorite, *Chrissy* placed first on all three days. To this day we often look at the slides and movies we took of these races.

It was in 1965 that I remember the races for the children. I could hardly wait until I was old enough to enter the rowboat races and hauling lobster traps looked like fun. This is the first year that our family lived in the harbor for the whole weekend on our lobster boat. What fun we had rowing around the harbor in the evening looking at all of the boats. This was also the year we rescued the *Palawan* when she broke her mooring.

The memories continue from here not by year but by the things that happened. I remember watching one race in the fog, if that's possible. We were anchored in our usual spot off Cranberry Island having a delicious picnic lunch and every so often out of the fog appeared a sloop. I remember standing on the wharf waiting for the boats without motors to come home. On top of the fog there was no wind. Eventually I had to go to bed, but it was so good to hear that all of the boats had been located when I woke up the next day. I also remember the *Jolly Buc*, all of the children and animals aboard, and when the Coast Guard had to pump water from her. I was so disappointed that she couldn't race that day because she was so beautiful. Another pleasant memory I look forward to is *Sazerac* across the finish line. At first the boom of her cannon scared me, but then I began to look forward to her finish, and the musical interlude that accompanied her "Stars and Stripes Forever."

1970 came along and my brother and I were allowed to enter the children's events. The lobster trap almost hauled me in, and my oar just wouldn't cooperate. My little brother was luckier. He won the boys' rowing race. I was so proud of him, and just a tiny bit jealous.

Things change over ten years. Sloops come and go, sloops change color and owners, but all of these things make me want to see the Friendship Sloop races even more each year. I guess my dream is to be a member of some crew or even better, maybe we'll own one some day, and our whole family can be a real part of Friendship Sloop Days.

Margot Jane Riley
Bremen Long Island and
Hallowell, Maine
(with Mother's help)

Past Regatta Winners

1961 Governor's Trophy — VOYAGER (one race)

1962 Governor's Trophy — EASTWARD
Eda Lawry Trophy — AMITY
Lash Bros. Trophy — EASTWARD

1963 Governor's Trophy — DOWNEASTER
Eda Lawry Trophy —
JOLLY BUCCANEER
Lash Bros. Trophy — EASTWARD

1964 Governor's Trophy — EASTWARD
Eda Lawry Trophy — CHRISSY
Lash Bros. Trophy — EASTWARD
Palawan Trophy — MARGIN

1965 Governor's Trophy — DIRIGO
Eda Lawry Trophy — CHRISSY
Lash Bros. Trophy — DIRIGO
Palawan Trophy — HERITAGE
Wonalancet Trophy — HERITAGE

1966 Governor's Trophy — EASTWARD
Eda Lawry Trophy — CHRISSY
Lash Bros. Trophy — EASTWARD
Palawan Trophy — CHANNEL FEVER
George Morrill Trophy —
CHANNEL FEVER
Jonah D. Morse Trophy — CHRISSY

1967 Governor's Trophy — DIRIGO
Eda Lawry Trophy —
not awarded, race called for fog
Lash Bros. Trophy —
not awarded, race called for fog
Palawan Trophy — CHANNEL FEVER
Morrill Trophy — EASTWARD
(presented for finishing in fog)
Jonah D. Morse Trophy — BLACKJACK

1968 Governor's Trophy — RIGHTS OF MAN
Eda Lawry Trophy — CHRISSY
Lash Bros. Trophy — RIGHTS OF MAN
Palawan Trophy — HERITAGE
Morrill Trophy — CHANNEL FEVER
Jonah D. Morse Trophy — CHRISSY

1969 Governor's Trophy — EAGLE
Eda Lawry Trophy — EAGLE
Lash Bros. Trophy — ECHO
Palawan Trophy —CHANNEL FEVER
Morrill Trophy — CHANNEL FEVER
Jonah Morse Trophy — EAGLE
Anjacaa Trophy — FRIENDSHIP
Seiler Trophy — Chance

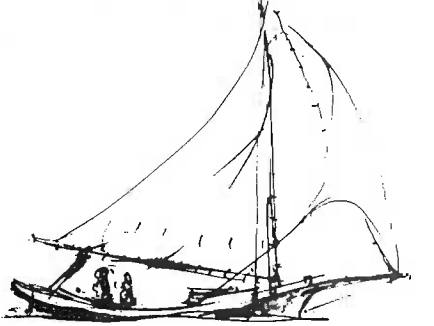
1970 Governor's Trophy — EASTWARD
Eda Lawry Trophy — GLADIATOR
Lash Bros. Trophy — RIGHTS OF MAN
Morrill Trophy — COCKLE
Bruno & Stillman — PHOENIX
Jonah Morse Trophy — BLACKJACK
Anjacaa Trophy — EASTWARD
Palawan Trophy — COCKLE
Jarvis Newman Trophy — PHOENIX
Seiler Trophy — TANNIS
Gould Grandfather Trophy — GLADIATOR

1971 All three races cancelled because of fog and lack of wind.
Gladiator Trophy — SEPOY
Seiler Trophy — VIDA MIA
Nickerson Trophy — SARAH MEAD

Following is a list of the trophies presented each year and what they are presented for:

Governor's Trophy — to overall winner in Classes A & B
Eda Lawry Trophy — to Class A winner of Saturday race
Lash Bros. Trophy — to Class B winner of Saturday race
Morrill Trophy — to Class C winner of Saturday race
Bruno & Stillman Trophy — to Class D winner of Saturday race
Jonah Morse Trophy — to Class A overall winner
Anjacaa Trophy — to Class B overall winner
Palawan Trophy — to Class C overall winner
Jarvis Newman — to winning 25' Pemaquid design Friendship
Seiler Trophy — to the friendliest Friendship
Gould Grandfather Trophy — to the winning sloop with the youngest crew member.
Gladiator Trophy — to the sloop coming the greatest distance
Nickerson Trophy — to the sloop with the youngest skipper that actually was in command during the races

List of Events



FIRST RACE
THURSDAY, JULY 27

9:30 A. M.	Skippers' Meeting
12:00 Noon	Starting Time of First Race
	"Gam Night" for Skippers & Sloops

SECOND RACE
FRIDAY, JULY 28

9:30 A M.	Skippers' Meeting
12:00 Noon	Starting Time of Second Race
6:00 P. M.	Chicken Barbecue
6:30 P. M.	Water Events for Youngsters

THIRD RACE
SATURDAY, JULY 29

9:00 A. M.	Skippers' Meeting
10:30 A M.	Parade of Sloops
12:00 Noon	Start of Third Race
12:00 Noon	Lobster meal served continually until 6:00 P. M. on hillside facing the Harbor.
	Snacks and lobster meals served in several places. Information Booth will give full particulars.
	Open House at Boat Shops and Museum.
	Please make use of the free "Village Shuttle" to see these points of interest.
1:30 - 2:30	Field Events for Children at Harborside.
7:30 P. M.	Awards Banquet served in the Town Hall by reservation only.

(MASSACHUSETTS BAY RACES — Aug. 12 & 13)
Corinthian Yacht Club — Marblehead, Mass.

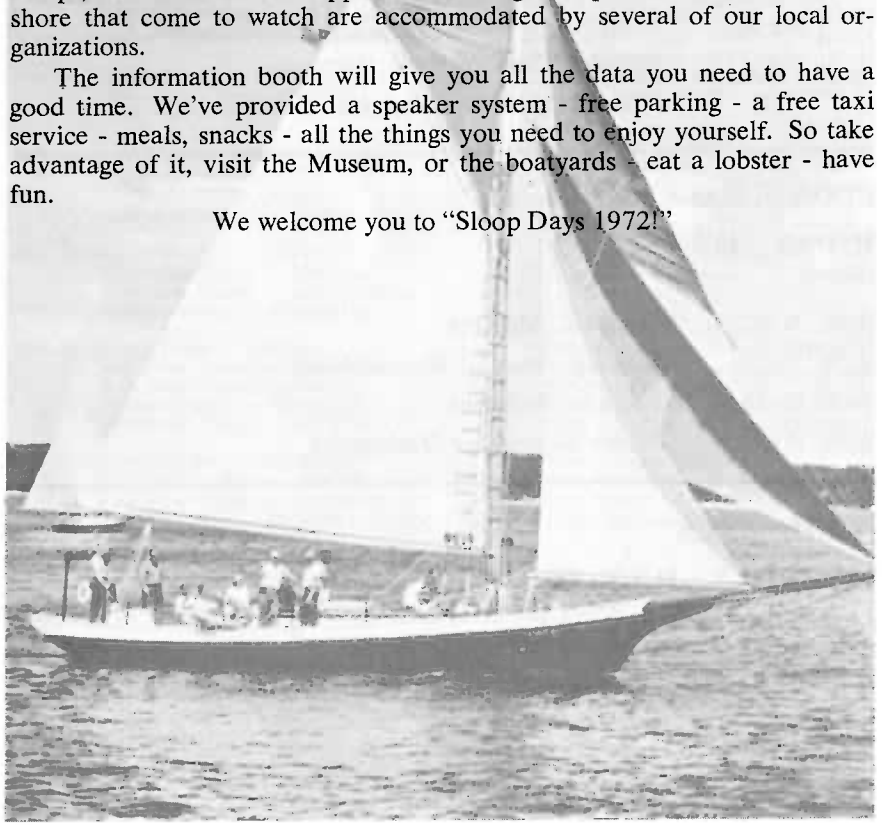
CHANGES OR ADDITIONS TO THE PROGRAM WILL BE NOTED AT THE INFORMATION BOOTH AND ON THE WHARVES.

Welcome

Most of you know all about Friendship Sloop Days, or you would not be here to participate in what has become a modern day classic. This is our twelfth year. Each year we have played host to more and more sloops, as the fame and appeal of the regatta spreads. The crowds on shore that come to watch are accommodated by several of our local organizations.

The information booth will give you all the data you need to have a good time. We've provided a speaker system - free parking - a free taxi service - meals, snacks - all the things you need to enjoy yourself. So take advantage of it, visit the Museum, or the boatyards - eat a lobster - have fun.

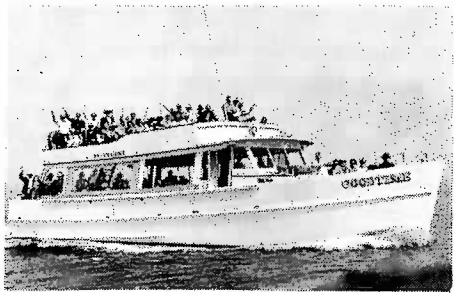
We welcome you to "Sloop Days 1972!"

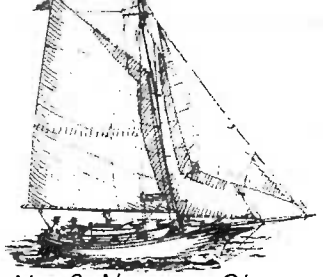


FOLLOW THE RACES
ON THE

M/V GOOD TIME

SATURDAY, JULY 29
Captain Bob Fish





List of Friendship Sloops

No. & Name	Class	Built By	Length	Present Owner
1. Voyager	A	Charles Morse	30'	John Kippin Ipswich, Mass.
2. Dictator	A	Robert McLain 1915	31'	Jarvis Newman Southwest Harbor, Me.
3. Finette	A	Wilbur Morse 1915	47'	Frank Smith Westfield, Conn.
4. Golden Eagle	A	A. F. Morse 1910	26'	William Haskell Marblehead, Mass.
5. Content	B	S. M. Ford 1961	25'	Robert Edwards Montclair, N. J.
6. Eastward	B	James Chadwick 1956	32'	Roger Duncan West Concord, Mass. & East Boothbay, Me.
7. Tannis	B	W. S. Carter 1937	38'	John D. Cronin Sturbridge, Mass.
8. Banshee	A	Morse	30'	Benjamin Waterworth New Bedford, Mass.
9. Amity	A	Wilbur Morse 1900	30'	James R. Wiggins Brooklin, Me.
10. Mary Anne	B	Lash Bros. 1958	31'	Dr. Joe Griffin Damariscotta, Me.
11. Old Friendly	B	S. Gannet 1938	24'	Donald Hall Amherst, Mass.
12. Friendship	A	Wilbur Morse 1902	29'	Robert Cavanaugh Compton, R. I.
13. Easting	B	C. A. Morse 1920	29'	James R. Pierpont Milford, Conn.
14. Vigor	B	Morse (Thomaston) 1946	30'	Robert K. Emerson Hancock Point, Maine
15. Vida Mia	C	E. L. Stevens 1942	30'	Frederick S. Brown Kittery, Maine
16. Retriever	B	Gannet 1942	22'	John W. Rice Scituate, Mass.
17. *Jolly Bucaneer*	*A*	*McLain* *1909*		
18. Chrissy	A	Charles Morse 1912	30'	Ernst Wiegleb Pleasant Point, Me.
19. BlackJack	A	Wilbur Morse 1900	33'	William Pendleton Searsport, Me.

Trade Winds Motor Inn

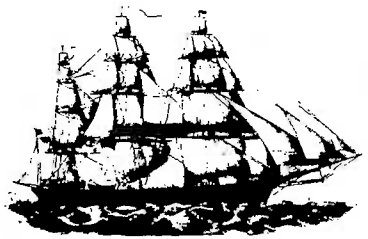
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SPECIFICATIONS
LOA 30'6", LWL 25'
beam 10'
draft 4'6"
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sail area
860 sq. ft.
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standing rigging
stainless steel
power options
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Carefully researched in every detail,the Friendship 30 carries on a traditional design that follows almost a century of proven performance as a four-season work and pleasure boat.

Now, as an authentic replica, it is offered in durable fiberglass with a rich blend of teak and mahogany.

The Friendship 30 is intended for the blue water sailor with an eye for weatherly lines and a sturdy rig. Responsive to the lightest breeze, yet stiff and steady in gusty going, she is designed for extended cruising comfort for a family of four or six.

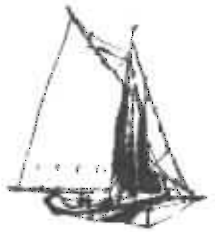
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Friendship Sloops

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Page Marine Services, Camden, Maine

Dealer territories available, Florida, Chesapeake Bay, and Great Lakes

List of Sloops - 20 thru 39



20.	Moses Swann	A	Morse 1910	30'	Joe & Roland Barth Alna, Me.
21.	Wilbur Morse	B	Carlton Simmons 1945	30'	C. Wilfred Brann Gardiner & Friendship, Me.
22.	Ellie T	B	John Thorpe 1961	26'	John Thorpe Woolwich, Me.
23.	Depression	A	1899	32'	Dr. Myron Hahn Friendship, Me. & Boston, Mass.
24.	Ancient Mariner	A	Wilbur Morse	25'	H. C. Vibber Waterford, Conn.
25.	Sea Duck		Morse Boatyard (ketch rig)	25'	Laurence Bershad Marblehead, Mass.
26.	Virginia M	A	Wilbur Morse 1910	28'	Jaxon Vibber Waterford, Conn.
27.	Red Coat	B	Bob McKean Sid Carter	28'	Eric W. Osborn Bristol, R. I.
28.	Bounty	B	Gannett	22'	Dr. Roy Gumpel Rye, N. Y.
29.	Susan	A	Wilbur Morse 1902	41'	N. Bradford Mack South Miami, Fla.
30.	Kidnapped				Restored
31.	White Eagle	A	Wilbur Morse	28'	
32.	Nomad	A	Wilbur Morse 1906	33'	L. Hazard Knowles Warwick, R. I.
33.	Smuggler	B	Philip Nichols 1942	28'	Arthur A. Krause Chester, Conn.
34.	Pal-O-Mine	B	Gannet 1947	27.	James B. L. Lane Winchester, Mass.
35.	Mary C		N. D. Clapp (Marconi rig)	20'	Nathaniel Clapp Prides Crossing, Mass.
36.	MarGin	C		25'	Wm. Blodgett Waldoboro, Me.
37.	Chance	A	Wilbur Morse 1916	32'	Dr. Thomas Files Ellsworth, Me.
38.	Eleazar	B	W. S. Carter 1938	38'	Capt. David Smith No. Bergen, N. J.
39.	Downeaster	B	Lash Bros. 1963	30'	Virginia Grew Dover, Mass.

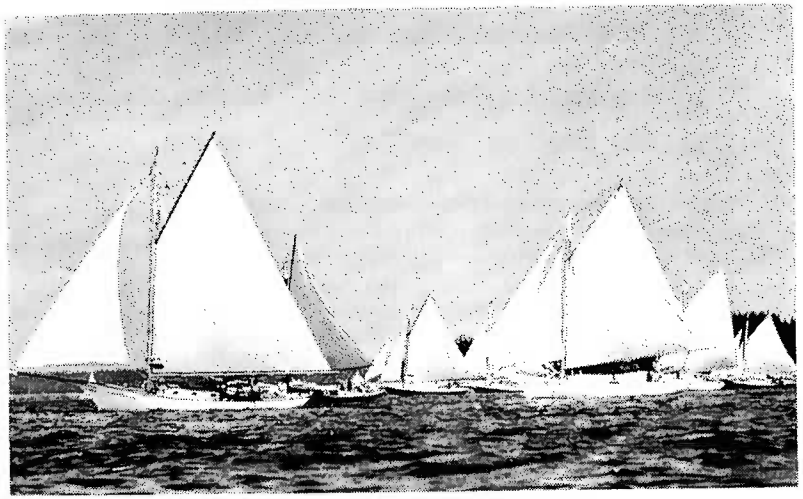
Scholarships

The Beatrice Pendleton Memorial Scholarship Fund, better known as the Sloop Society Scholarship Fund has been active for five years. First proposed by our present President Bill Pendleton, the other skippers quickly picked up the idea and we were in business.

Each year we receive applications from Medomak Valley High School students (residents of Friendship) who need help to further their educations. Some years we give help to two or three students, and some years to just one, depending on the applications and the need. These scholarships are outright gifts to deserving applicants.

We have come up with many novel and profitable ideas to raise the money necessary to fund this project — gift shop items, balloons, peanuts, ice, pins and various other ideas have all been successful, and helped swell our coffers. Generous donations from members and other interested persons have been a prime source of income. The proceeds from each year's efforts are divided in two parts. The working fund is used to help a student or students and the endowment fund is set aside for the future. Not until it has reached a total of $10,000 will we start to use the interest it accrues. We are already more than halfway to that goal.

So when you're stocking up with ice or buying buttons, or whatever — remember where your money is going — it will be appreciated.



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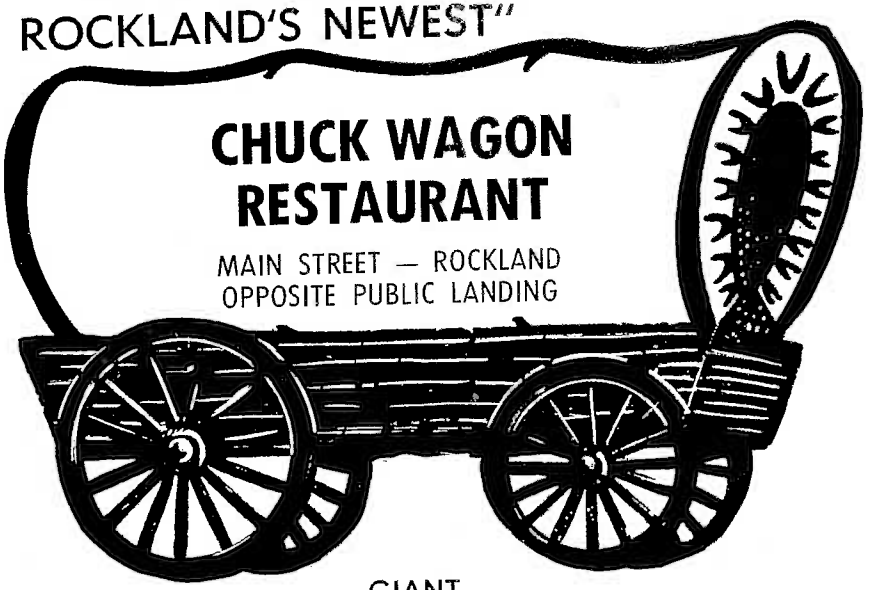
List of Sloops - 40 thru 59

40.	Comesin		Ervin Jones 1962	32'	Carlton Wilder Jacksonville, Fla.
41.	Snafu			35'	Alfred Gastonguay Beverly, Mass.
42.	Pam	C	Carlton Simmons J. P. Hennings 1963	26'	Kenneth Billings Manchester, Mass.
43.	Gypsy	C	Judson Crouse	23'	Robert Lash Orland, Maine
44.	Sazerac	A	Wilbur Morse 1913	35'	George B. Morrill, Jr. Portland, Maine
45.	Flying Jib	B	W. S. Carter 1936	30'	Newton Hinckley Wayland, Mass.
46.	Dirigo	B	Lash Bros. 1964	30'	Ernest Sprowl Searsmont, Maine
47.	Galatea		McKie Roth 1964	30'	John Kapelowitz Mt. View, Calif.
48.	Channel Fever	C	F. A. Provener 1939	33'	Gordon Winslow Southport, Me.
49.	Surprise	B	Philip Nichols 1964	33'	
50.	Heritage	C	Elmer Collemer Murray Peterson 1962	29'	W. K. Hadlock South Freeport, Me.
51.			W. A. Morse	32'	Robert Morrison Metuchen, N. J.
52.	Rights of Man	B	Lash Bros. 1965	30'	Philip Cronin Cambridge, Mass.
53.	Eagle	A	Wilbur Morse 1915	31'	Donald Huston Nahant, Mass.
54.	Echo	B	Lee Boat Shop Rockland 1965	22'	William Thon Port Clyde, Me.
55.	*Right Bower*				
56.	Iocaste	A	 1912	33'	Charles B. Currier, Jr. Silver Spring, Md.
57.	Old Baldy	B	J. S. Rockefeller 1965	25'	Louise Millar Allison Park, Pa.
58.	Departure	C		15'	Franklin Perkins, Jr. Lancaster, Mass.
59.	Sarah Mead	B	Newbert & Wallace 1965	30'	Dr. Henry O. White Camden, Maine

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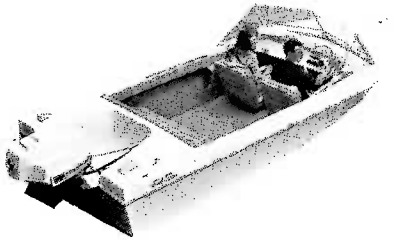


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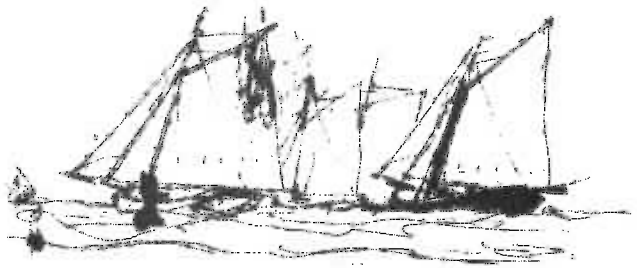
OLD TOWN
BOATS
CANOES

MARINE SUPPLIES

SALES RENTALS STORAGE

Lower Elm Street Telephone 563-3456 Damariscotta, Maine

60.	Old Salt	A	Rob McLain & Son 1902	32'	Leon Knorr Rowayton, Conn.
61.	Windward	B	J. S. Rockefeller 1966	25'	Irving E. Bracy, Jr. Tenants Harbor, Me.
62.	Columbia	C	Lester Chadbourne	23'	Fran & Lee Greene Tonawanda, N. Y.
63.	Kochab	B	Speers 1953	28'	Ted Charles City Island, N. Y.
64.	Amicitia	B	Lash Bros. 1965	33'	Emerson Stone Greenwich, Conn.
65.	Gallant Lady	A	Morse 1907	33'	Anthony Menkel, Jr. Birmingham, Mich.
66.	Venture	A	Morse 1912	27'	John Porteous Prouts Neck, Me.
67.	Hieronymus	B	Ralph Stanley 1962	33'	Albert Neilson Avondale, Pa.
68.	Lucy Anne	B	James Hall 1967	25'	James H. Hall Rowley, Mass.
69.	Coast O Maine	B	Vernell Smith 1966	30'	John Rutledge Westwood, Mass.
70.	Margaret Motte		Morse Boatyard 1967	30'	Michael Grove Milford, Conn.
71.	Gladiator	A	McLain	32'	William Zuber, Brielle, N. J. Stuart Hancock Manasquan, N. J.
72.	Temptress		Philip Nichols 1934	33'	Sea Scout Ship "Admiral Dunn" Westerly, R. I.
73.	Dauphine		Pamet Harbor Camden, 1951	26'	Philip C. Morse, Jr. Naples, Fla.
74.	Patience	B	Malcolm Brewer 1965	30'	Philip Peterson Worcester, Mass.
75.	Omaha		Morse 1901	35'	C. F. Hansel, Jr. Cranford, N. J.
76.	Packet	C	C. Morse 1925	26'	Tom Denney Easton, Mass.
77.	Beagle		C. A. Morse 1905	28'	Mrs. John Glenn Centre Island, N. Y.
78.	Emmie B	B	Reginald Wilcox 1958	37'	Reginald Wilcox Boothbay Harbor, Me.
79.	Nimbus			32'	Fred Swigart New Orleans, La.





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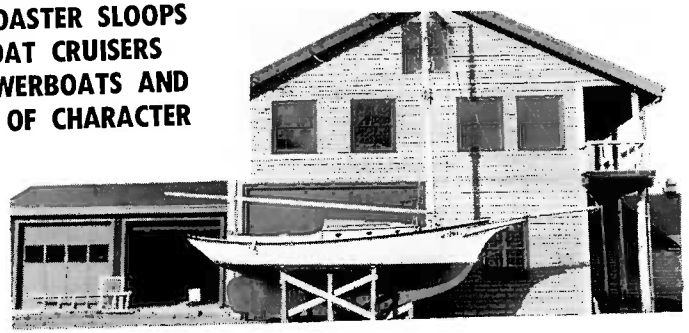
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82.	Morning Star		A. Morse 1912 (ketch rig)	28'	Ronald J. Ackman Oyster Bay, N. Y.
83.	Perseverance	C	Bruno & Stillman 1969	30'	John Lasuer Jr. Hampton, N. H.
84.	Philia		Kennebec Yacht Inc. 1969	22'	Bruce Myers Yarmouth, Me.
85.	Tern	B	J. D. Maxwell 1969	21'	Jeremy D. Maxwell Spruce Head, Maine
86.	Allegiance		Albert M. Harding 1970	24'	Albert M. Harding Kennebunkport, Maine
87.	Eagle		McKie Roth, Jr. 1969	22'	Henry S. Goodwin Avon, Conn.
88.	Apogee	C	Bruno & Stillman 1969	30'	Mrs. A. Marshall Smith Somerset, N. J.
89.	Avoir		McKie Roth, Jr. 1970	22'	Julia & Bertha Chittenden Edgartown, Mass.
90.	Salatia	D	Jarvis Newman 1969	25'	Mrs. Mattern Southwest Harbor, Me.
91.	Phoenix	D	Bruno & Stillman 1970	30'	Alfred E. Beck Exeter, N. H.
92.	Victory		James S. Rockefeller 1970	25'	
93.	Anna R.		Kenneth Rich 1970	25'	Kenneth Rich New London, N. H.
94.	Diana	D	Jarvis Newman & James Rockefeller 1970	25'	Ebenezar Gay Hingham, Mass.
95.	Westwind	A	Morse	40'	Frank & Marcelle Savoy Beverly, Mass.
96.	Voyager II	B	Lash Bros. 1965	32'	Bernard MacKenzie Scituate, Mass.
97.	Gay Gamble				Francis P. Hardy Nashua, N. H.
98.	Down East	D	Bruno & Stillman 1970	30'	Edward Dodd St. Clair, Mich.
99.	Buccaneer	A	Wilbur Morse 1890	27'	Eugene Tirocchi Johnston, R. I.
100.	Morning Watch		Backman's Boatyard 1970	26'	Donald Starr Boston, Mass.
101.	Inverary	D	Bruno & Stillman 1970	30'	Norman MacNeil W. Newton, Mass.
102.	Agustus		Tim Bliss	37'	Tim Bliss Coconut Grove, Fla.
103.	Solaster	D	Jarvis Newman 1970	25'	Dr. Curtis Ruff Butler, Pa.

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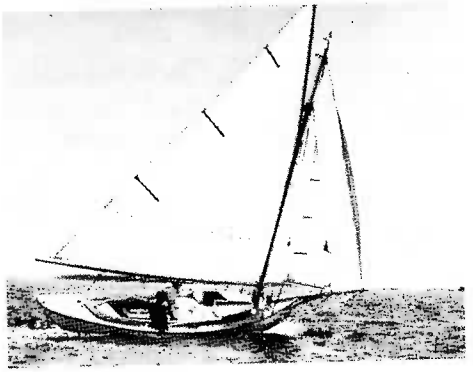


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104.	Cockle	C	Elmer Collemer 1950	28'	Widgery Thomas, Jr. Portland, Maine
105.	At Last	D	Bruno & Stillman 1969	30'	Dr. Thomas Risley Beverly, Mass.
106.	Hold Tight	D	Jarvis Newman 1970	25'	John Cassidy Bangor, Maine
107.	Magi	D	Passamaquoddy 1970	22'	Bill Johnston Southwest Harbor, Me.
108.	Loon	A	Newbert & Wallace	35'	Hugh & Ruth Jacobs Darien, Conn.
109.	Petrel		G. Cooper 1933	31'	Earl White Spencerport, N.Y.
110.	Amistad		Robert White 1971	25'	Robert White League City, Texas
111.	Amos Swan	A	W. A. Morse	26'	Bar Harbor, Me.
112.	Secret		Phil Nichols 1971	27'	Philip Nichols Round Pond, Maine
113.	Yankee Pride	D	Bruno & Stillman 1971	30'	James Craig Sea Bright, N. J.
114.	Solaster	D	Bruno & Stillman 1971	30'	Mrs. John Chadwick Old Lyme, Conn.
115.	Kittiwake	D	Bruno & Stillman 1971	30'	George D. Jackson Quincy, Mass.
116.	Tinqua	D	Bruno & Stillman 1971	30'	Warren A. Locke Milton, Mass.
117.	Leading Light	D	Bruno & Stillman 1971	30'	George Shaw Durham, N. H.
118.	Wenona H.	D	Bruno & Stillman 1971	30'	Richard Sonderegger Marquette, Mich.
119.	Valhalla	D	Bruno & Stillman 1971	30'	Paul D. Wolfe Pittsburgh, Pa.
120.	Reserved		- - - - - -		- - - - - -
121.	Island Trader		Elmer Collemer 1960	27'	Robert Mosher San Diego, Calif.
122.	Ray of Hope		Francis Nash & Ed Coffin, 1971	25'	Ed Coffin Owls Head, Maine
123.	Maria		Charles Burnham	23'	Charkes Burnham South Essex, Mass.
124.	Callipygous	D	Bruno & Stillman 1971	30'	James Gibson York Harbor, Me.
125.	Jacataqua		Al Paquette 1969	25'	Edward Lewis Falmouth, Mass.
126.	Whim		Chester Spear 1939	20'	Wm. A. Flanders Abington, Mass.
127.			1890s	28'	Jonathan Smith Concord, Mass.
128.	Schoodic		Collemer & Lanning 1972	31'	Bruce Lanning Camden & Winter Harbor, Me.
129.	Gisela R		A. P. Schafer 1969	25'	Andrew P. Schafer Rosedale, L. I., N. Y.
130.	Narwhal		Jarvis Newman 1972	25'	Dr. Francis Rosenbaum Whitefish Bay, Wis.

Listings in Italics are member boats that do not exist any more. Gone but not forgotten.



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The Maine Lobster

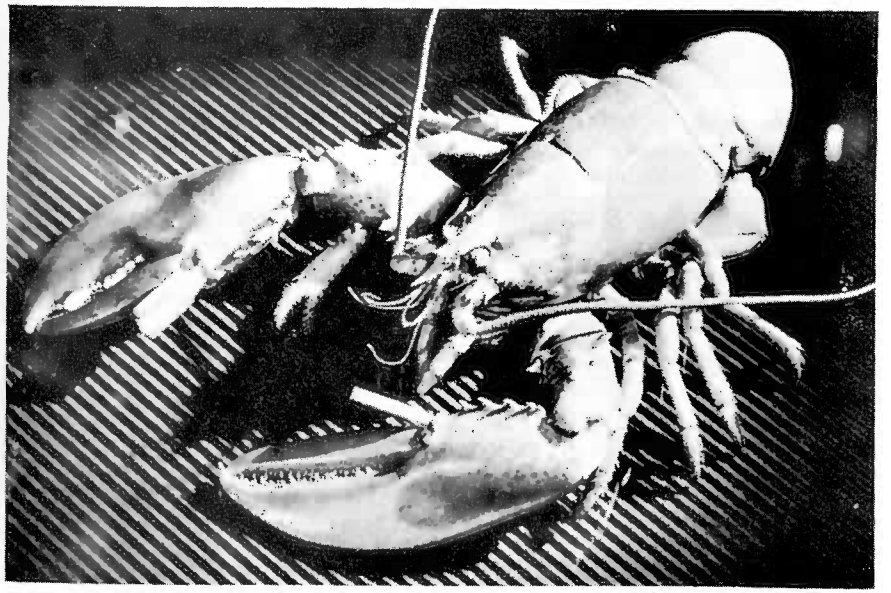
What the experts know about the lobster would fill several good-sized books — what they don't know might fill volumes.

The Maine Lobster — or to be precise, the American Lobster, *Homarus americanus* — is as fascinating to study as he is to contemplate as the main course of any banquet.

The lobster has an intriguing life history. Lobsters mate shortly after the female has molted — a shedding of the old shell which all lobsters perform periodically. Sperm cells are held in the seminal receptacles of the female until the eggs are extruded from the ovaries where they have been maturing from the previous year. When the eggs are finally extruded, the sperm is released and fertilization occurs. A sticky secretion cements the eggs to the female lobster's swimmerets — small abdominal appendages — where they remain for another ten to twelve months before hatching during the summer. Thus, the time from mating to hatching of the eggs is generally eighteen months to two years. The number of eggs varies with the size of females, ranging from a few thousand to nearly one hundred thousand!

When an egg finally hatches, a small larva emerges and drifts about in the sea for several days before molting into a more complex larva. After a period of possibly several more weeks and two more molts, the larva changes to a form that looks like a tiny lobster, perhaps a third of an inch long. Young lobsters live at or near the surface of the water to the fourth molt stage, when they then become bottom living creatures for the rest of their lives. This early planktonic life — living near the surface — may be an important means of distributing tiny lobsters over a wide area; once on the bottom, lobsters appear to move about very little.

Growth rates among individual lobsters vary up to one hundred percent during the first two years. With juveniles and young adults, growth appears to be about 14 percent in length and approximately 50 percent in weight with each molt under optimum temperature conditions.



The frequency of molting among juveniles and young adults appears to be directly related to seawater temperature and available food. Molting generally occurs less frequently than once a year about approximately five inches carapace — the large body shell measured from the eye socket to the back of the shell. The size of females at maturity varies from about seven to twelve inches overall length.

The lobster in Maine is a carefully protected resource and the fishery is regulated by statute under the jurisdiction of the Maine Department of Sea and Shore Fisheries.

There is evidence that Maine lobster, along with oysters and clams, was a favorite dish of coastal Indians (who, it is said, sometimes fashioned pipes out of the large crusher claw in which to smoke tobacco). The first written accounts mentioning Maine lobster were left by the early French and English explorers. Among the earliest of these is a record left by Captain Martin Pring who, following a voyage along the Maine and Massachusetts coasts in 1603, made an inventory of the riches to be harvested from the sea in this part of the New World.



In the palm of her hand are the beginnings of two delicious Maine lobster dinners. Shown here is one of the early larval stages of the lobster.

Wrote Pring: " . . . and as the land is full of God's great blessings, so is the sea replenished with great abundance of excellent fish, of cod sufficient to laden many ships, which we found upon the coast in the month of June, seals to make oil withal, mullets, turbots, mackerel, herring, crabs, lobsters . . ."

Were he writing today, Captain Pring would have to revise the order of his list and place Maine lobster at the head as the most significant and valuable species, instead of the unglamorous cod; for the lobster fishery has developed into the economic backbone of the entire fishing industry with a value to the fishermen of more than half the total paid annually for the entire catch of fish and shellfish. Over the years lobster production has remained close to twenty million pounds annually with a value to the fishermen of from $12 to $16 million and of $50 to $60 million to the state.

Today, in Maine, the catching of lobsters is restricted to the use of traps or pots. The traps are hauled, usually once a day or less often depending on the weather and other variables, the catch removed, measured and checked according to law, and then the traps are set again to await another catch.

It takes about five to six years for a lobster to reach legal size, following nature's course. A long time to wait for a meal, you may say, but apparently the end result is well worth the wait if the ever-burgeoning demand for this tasty morsel is any true indication.

Current work being accomplished in the field of lobster culture holds out a promise that one day it may be possible to "farm" lobsters in giant hatcheries, perhaps in half the time it now takes nature to do the job. Specially heated water, controlled temperatures, feeding and environmental conditions, and selective breeding may help to produce strains of fast growing lobsters. But much research and hard work remains to be done before all the problems involved in lobster farming are solved and before large quantities of edible, market size quality lobsters can be artifically produced at less cost than market value.

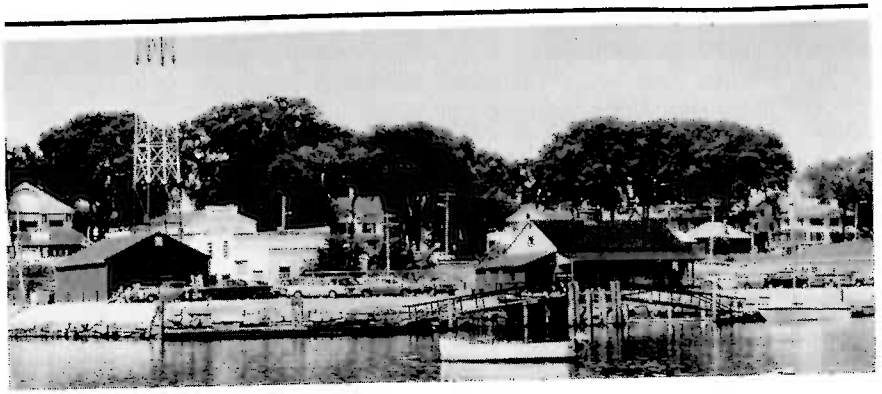
Maine lobster is tantalizing in more ways than one. Many mysteries surrounding *Homarus americanus* remain yet to be solved. For example, no one knows exactly what age a lobster may reach — 15, 30, 100 years? No one knows exactly how large a lobster may grow, although one authoritative record book lists the largest known lobster to be a 42-pound monster taken in deep waters off Massachusetts in 1934. This specimen is on display in the Museum of Science, Boston, Massachusetts.

The same source states that less reliable weights of up to 60 pounds have been reported. Another reference authority describes the largest species of lobster as being *Homarus americanus* — our famed Maine Lobster — which reaches a weight of 40 pounds and a length of almost three feet.

No one knows exactly how far a lobster may travel, should he ever get wanderlust. No one knows exactly what color a lobster may be. Most are a shade of dark green, but multi-colored, albino and even blue lobsters have been found. No one knows exactly — and that just about sums it up — no one knows exactly everything about the lobster.

One thing, however, is known positively — Maine lobster is magnificent when prepared the Maine way, cooked to just the right tender moment and served piping hot with all the fixin's.





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So You Think You'd Like Boating

By Ken Foss

It has been said that golf is a good way to waste time. However if golf provides change-of-pace thinking and challenge, it is not wasted time but a hobby or creative activity.

So with a man and his boat! Some even feel that rather than a hobby or sport, it is better described as a "way of life." The new golfer buys a set of clubs and finds a place to play. Soon, however, he finds the services of a "Pro" necessary. A person learns by doing. But experience guided by accepted practice with respect to effective methods and rules, can be more rewarding, less hazardous and sometimes less offensive.

The rules of boating are established by long tradition. Methods of handling under varying conditions of wind, wave and boat characteristics have been researched and recorded through many lifetimes. The result is SEAMANSHIP. The *science* of seamanship can be learned from books and knowledgeable people. The *art* of seamanship can be learned only by doing.

The new boat owner should do a lot of reading before he buys, since no one type is suitable for all the many things one can do with a boat.

Books by Herreshoff, Lane Atkin, Calahan, Shufeldt & Dunlap, The Glenans Sailing Manual, Cornelius Shields, Bowditch, K. Adlard Coles, Dutton, Ruth Brindze, Kenney and many others provide good background.

Perhaps the most effective and enjoyable method of learning is to get together with others to discuss such fundamentals as rules, aids, handling, piloting, weather, sail, etc.

Opportunities to do this are provided by the United States Power Squadrons and the United States Coast Guard Auxiliary. Both are civilian organizations dedicated to the promotion of seamanship and the enjoyment of boating. The instructors are people who have learned much as the result of their membership and who feel an obligation to carry on the work. Their greatest satisfaction comes from helping others learn. This is their only remuneration but all feel well paid. Neither of these groups is overly pedantic. It is true, however, that the enjoyment of any hobby is enhanced by a knowledge of the rules and the feeling of ever increasing skill. Contact your nearest Squadron or Auxiliary and get involved.

"SAFETY THROUGH EDUCATION" is the by-word of USPS and with the ever increasing number of boats, and the availability of almost unlimited horsepower and the resulting increase in speed, both safety and education are essential for the well being of all of us.

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Limericks About Friendship

The contest to find the best limerick about Friendship may or may not have been a howling success — depending on how you look upon limericks. Not too many were submitted (and some offerings were good-enough rhymes but not in limerick form!) and in the little notes that came with some of the contributions there was good evidence that the would-be winners found the chore more difficult than they expected. "It ain't easy!" wrote one. And, it ain't.

Possibly the best limerick, because it is a blueprint for limericks, was written long ago by that great master of all the best poetry, Anonymous. Mr. Anonymous wrote:

Well, it's partly the shape of the thing
That gives the old limerick wing:
These accordion pleats
Full of airy conceits
Take it up like a kite on a string.

Gellett Burgess, almost as good as Anonymous in some fields, phrases the problem this way:

I seen a dunce of a poet once, a-writin' a little book;
And he says to me with a smile, says he, "Here's a pome — d'you want to look?"
And I threw me eye at the pome; say I, "What's the use o' this here rot?"
"It's a double sestine," says he, lookin' mean, "and they're hard as the deuce, that's what!"

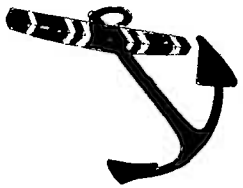
Probably those who tried to rhyme Friendship deserve special prizes for effort; one even made a handy distinction 'twixt Friendship and friendship. The original call for the contest was for a limerick ABOUT Friendship, there was no requirement that Friendship be rhymed. (John Kendrick Bangs said that Shakespeare was great enough to rhyme LADIES with BICYCLE if he cared to, but few of us, I think, can rhyme Friendship with anything much.)

The judgment in this contest was not local, and nobody connected with the Sloop Society had anything to do with it. The editors of Yankee Magazine, in Dublin, New Hampshire, agreed to pick a winner, and did. In doing so, they offered no comments, but simply marked "No. 1." There is, as promised, one prize.

That prize needs a small comment. For a short time (before the Yankee editors picked their winner) we thought we had a good joke going. William K. Alsop is a retired Philadelphia lawyer who, until 1961, was general counsel for the eastern territory of Sears, Roebuck and Company. His amusement has been to write limericks, and his publisher calls him "the most prolific limerick writer since Edward Lear." Published in 1969,

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his book "Limericks Unlimited" contains over 450 of the couple of thousand he has manufactured. So, the Sloop Society program folks had a bit of a conscience-tingle when Mr. Alsop submitted three limericks in this contest. It was, in a way, somewhat like having Bobbie Orr skating with the kids on the local rink. Should the acknowledged master of the verse form be permitted to compete with the pure amateurs? Since nobody had foreseen this, the decision was to let the thing ride and see how the contest would come out.

But the program editor, tuned to the high key jollity of the Sloop Society, wrote to Vantage Press, Inc., 120 W. 31 Street, New York, 10001, and fixed things up. Vantage Press publishes Mr. Alsop's limericks. He wrote, "There is a possibility that Mr. Alsop may win this limerick contest, and if he does, we think the friendshipliness of our society will be well served if the prize he wins is a copy of his own book." Vantage Press saw the whimsy in this, sent us a free copy of Mr. Alsop's book — and it is the prize to be awarded to our winner.

No — Mr. Alsop did not win. If the intended jest had any merit, it soured a-borning. Mr. Alsop, meaning no disrespect, was with us just another contestant — so his book goes instead to the new champ. Here is the limerick picked as No. 1 by the editors of Yankee Magazine:

A flyer named Rutherford Roupe
Purchased a fine Friendship Sloop.
He tried flying the craft,
Which went head over aft.
Dumping Roupe and his sloop in the soup.

— Donna Weisel

The non-winners in this contest may be found throughout this program, here and there. The Friendship Sloop Society thanks everybody.

— J. G.

Friendship Town is the place to come
In summer, when at the shot from a gun
The sloops sail away
Out through the bay
Returning at sunset for a banquet and fun.

Helen M. Cooke

The gull's shadow floats on the sea,
The white sloops run wind-filled and free,
My feeling for Friendship
Is love-never-endship,
In its harbor may heart rides alee.

Frances Fox Sandmel

A Friendship to us means a sloop
That's especially good for a group,
Just ask Dr. Files,
Or Cronins (one smiles)
They're crowded from foredeck to poop.

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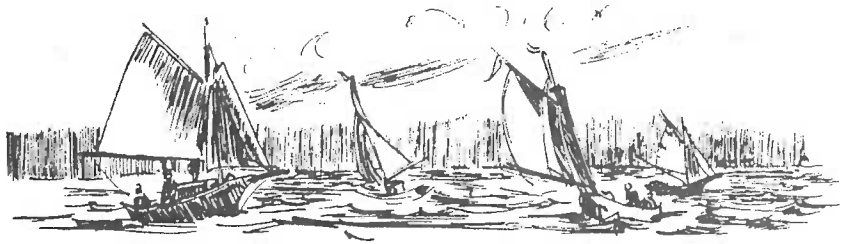
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I'm writing a limerick of Friendship
O-four-five-four-seven, I'll send Zip,
And if I get a reply
I may feel so high
That I'll do a remarkable bend-flip.
Kay Tozier

A man had a boat named the Friendship,
His fat wife, astern, made that end tip.
It soon came to be,
They were covered with sea,
And that was the end of their friendship.
Shawn Selander

In Friendship they built me a sloop,
But I guess I'm a drip and a droop:
I don't know if her aft
Is abeam or abaft,
Or which of her decks is the poop.
William K. Alsop, Jr.

Old Wilbur Morse built a sloop;
Each year his admirers regroup;
At Friendship they sail,
Eat, drink, and regale:
We give them a hearty salute!
Mariana Hoffman



First Things First

Two years ago, Dr. Hank White, Marian, Bruce, Jonathan, and Sarah Mead were visiting in Al and Betty's apartment one evening a couple of days before the races. The good doctor had just put his boat on a mooring and was beginning to unwind in preparation for Sloop Days.

As Betty and Al were chatting with the family, Al suddenly missed Hank's youngest named Sarah Mead White. — "What's happened to Sarah Mead?" says Al. Without a moment's hesitation, Marian responded, "Oh, she wandered off into the bedroom." — But Hank will never be allowed to forget how he reacted! Not having the mother instinct, he turned quick as a flash to look at his beloved Friendship Sloop named Sarah Mead. We all know he loves his daughter, but after all!!!!

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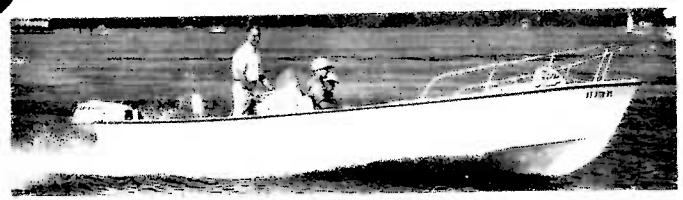
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Tannis

Written by Her Crew



Welcome aboard the TANNIS! W. S. Carter built all 38 feet of me (guess I am rather large for a Friendship) in Friendship, Maine, in 1937, and I really look forward to these homecomings. Let me introduce my crew, the Cronins, from Sturbridge, Massachusetts.

First of all, this is John, Jr., age 17, my helmsman (keeps me on course even though I don't always agree with his destinations); Shelley, age 15, my expert at sail trimming (how she loves to push this old tub); Cindy, age 14, who handles everything aloft (even shinnies up to the TOP of the top mast); Tom, age 13, who supervises the depth-finder (Man! he can smell shallow water a mile away!); Billy, age 5, a born sailor who loves the sea and sailing; Caroline, age 4, who has been aboard since she was ten days old; Jeff, age 2, (a miniature tornado on board); Wayne, age 1, too young yet to serve in any capacity except as alarm clock; and last, but not least, Captain Bly and his wife Mary, otherwise known as Mom and Dad (they refuse to give their ages). They handle the few minor jobs that are left after my well-organized crew gets under way.

So as you can see, before we even *LEAVE* our homeport we have chaos! No other Friendship in the Regatta is expected to carry so many spare diapers, bottles, baby food, milk, peanuts, games, toys, coloring books, crayons that melt in the sun and stain my white cockpit, pop records that make my poor timbers shiver, and the million and one other things that make living on board for most of the summer a pleasure for a family of ten. Not to mention the things required to keep me going!

Last year after we found our way home from Friendship in all the fog we made our plans for returning this year. All winter long, my family worked on me, sanding, repairing, caulking, painting — checking all the little and big things that keep me floating. They keep me in pretty good shape, I must admit! But I have them fooled — I have a small leak — and like all other Friendships, I have a stubborn streak and I refuse to let them find that leak! Knowing that leak is there, you know, keeps my crew on its toes!

Day starts early on board, at daybreak or earlier, with Wayne's demanding a bottle. Jeff is already up and getting into as much mischief as possible before anyone else gets up (such as removing labels from our canned food locker — which makes some of our meals a complete surprise).

The whole crew is anxious to get underway today (and so am I) for today we will sail into Friendship for the annual homecoming. Even the teenagers will get up early today, because they are anxious to get going and renew acquaintances they made in previous years. The smell of bacon frying and coffee perking will get even the laziest crew member out of his

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bunk. After breakfast, two "volunteers" will be chosen to clean up the galley, while the other "volunteers" will scrub me topsides — stem to stern. With the two youngest crewmen back in their bunks for naps and the others all "shaped up," it is time to weigh anchor.

We fall off into the wind and head out harbor with our working sails set in a fresh morning breeze. If this wind holds, we should be "home" by late afternoon. The crew relaxes and the games and boys come out. Tom brings out his fishing rod and tries his luck. Time for mid-morning snacks of peanut butter and crackers. The little ones have their trucks, cars, and dolls out. A game of checkers is started. By late morning, the wind dies and the anxious crew digs in the sail locker to get the top sails out. Ghosting along, the impatient crew suggests starting the rusty old clunker in my bilges — but serving lunch seems to take their minds temporarily off the calm seas and dropping sails. The Captain feels the wind will freshen again after noon — and it does.

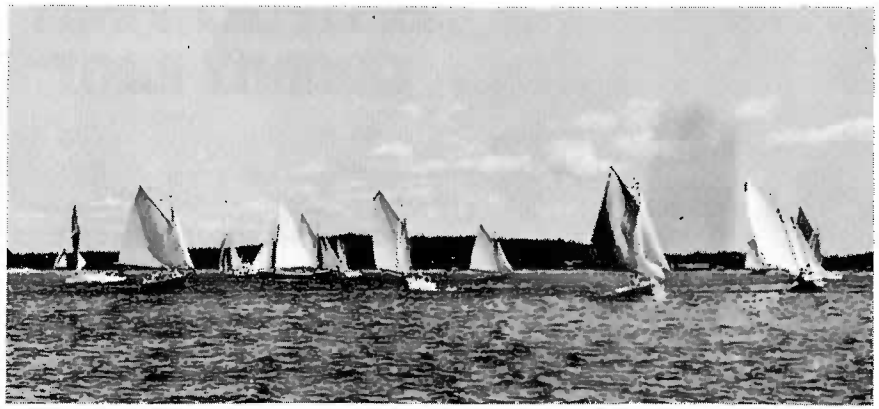
Soon the crew ripples with excitement as Pemaquid Light appears. Rounding Pemaquid Point, we pick up other Friendships and already the feeling of competition is growing in the crews. Although not close enough yet to exchange greetings, the crews are trimming sails and informally we race up Muscongus Bay. Our shallow water expert becomes nervous as we skirt Devil's Elbow.

Leaving Franklin Light to starboard, the crew once again shapes up and I am scrubbed up from the day's activities. The day's laundry is taken in (whether dry or not). With all sails set, I cannot help feeling proud of bringing my family home — and also feeling proud of my crew for getting us safely home.

Only a Friendship and her crew can appreciate the welcome extended by the cannon blasts as we sail into the harbor. We round up to the spot we have chosen to anchor and the crew sets records hustling and getting sails down and furled — rushing through the evening meal — with the anticipation of shore leave.

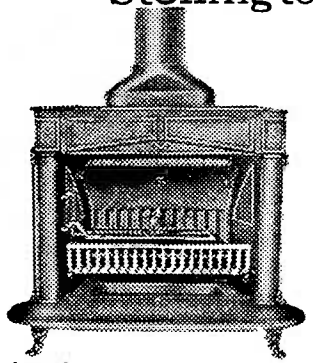
The girls help Mom getting the younger children fed, changed, and tucked into their bunks for the night. The boys help clean up the galley, and when I am ship-shape the teenagers are granted shore leave after the Captain's ground rules for conduct ashore have been established.

By late evening the crew begins to drift back, tired after a long day — but eagerly awaiting the starting cannons for tomorrow's race.



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Cyrus Hamlin



Story by Cynthia Hooper Wallace
Pictures by David Wallace

We first met Cyrus Hamlin and family at the First Annual Friendship Sloop Day. An invited guest, he literally "saved" the race when our handicap buoys sank. No problem for "Cy" — he sat down in the middle of Herald Jones' living room floor with pocket slide rule in hand, and rated each boat's finish on an elapsed-time basis. Fortunately for us, Cy agreed to serve as Official Handicapper for our races each year. This is no small service because Cyrus Hamlin is a busy man.

He began his career in 1936 as an apprenticed draftsman and boat builder at the Mill River Boat Works, Oceanside, New York. In 1939, he moved to Maine where he was jointly employed by the Henry R. Hinckley Co. and the Southwest Boat Corporation in Southwest Harbor, Maine. His designs included several draggers, including the 97' *Bonaventure,* the 65' ferry, *Vinalhaven II*, and 30' W. S. Army mine yawls. His work also included supervision of a program to build six 44' sailing yawls for the U.S. Naval Academy.

Following the war, he was offered the first one-year work-study Fellowship ever given by the Experimental Towing Tank of the Stevens Institute of Technology, Hoboken, New Jersey. While at the Institute, Cy met and married the former Jean Barklie in 1947, and they have three children, aged 22, 18 and 15.

Cy established his own designing and marine survey office in 1956. Among his designs was a 27' cruising sloop of which 26 eventually were built in Yugoslavia for the U. S. Market, and many more sail and power yachts from 21' and 45' in length. Today, Cy Hamlin is vice president and treasurer of Ocean Research Corporation, in collaboration with John Ordway, president. The firm concerns itself with the two fields of naval architecture and systems analysis, and later plans a third area of specialized marine products.

ORC directs the sale and leasing of Cy's original catamaran design, the 34' sea-going working platform, *Orcat*. Among its advantages are a deckhouse with 360 degrees visibility, a sheltered working deck, and mimal deck spray as a result of a minimum bow wave. Catamaran construction gives modicum roll, and dry decks plus an added measure of safety, all at relatively low cost. The *Cypris,* owned by the University of Maine and operated by the Ira C. Carling Center, Walpole, Maine, was built on the basic 34' *Orcat* hull, and has seen extensive research along the coast.

Along this line, Cy details a study possibly leading to a "Maine Coastal Transport System" conceived as running from Portland to Eastport in 12½

hours. The vessels under study are of catamaran or possibly hydrofoil design and would carry passenger and light freight.

"Systems Analysis" is a method of rationally describing very complex systems, such as fishing operations, and examining in orderly fashion the effects of varying various parts of the system, in order to achieve a desired end.

Competition in the fishing industry being what it is today, the National Marine Fisheries Service of Gloucester, Massachusetts, commissioned ORC to do a design study for an optimum fishing vessel for the Boston-Georges Bank ground fishery. The study, the first of its kind on this side of the Atlantic, was the subject of a paper authored by Cy Hamlin and presented at the Conference on Automation and Mechanization in the Fishing industry held in Montreal, Canada.

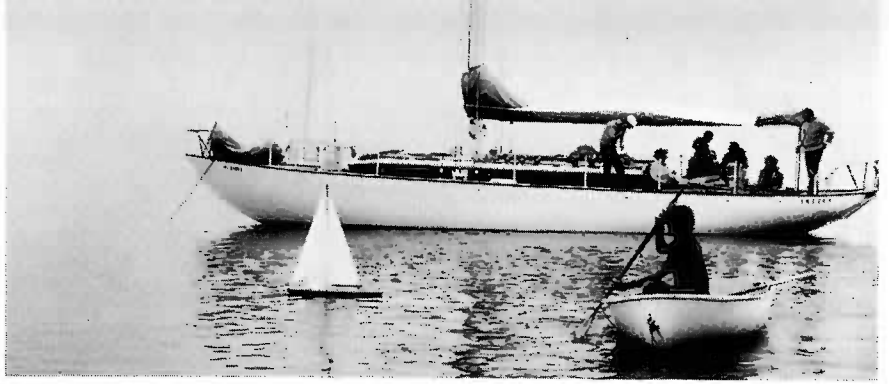
ORC participated in a study for Standard Oil of New Jersey into the causes and cures of tanker strandings, and prepared testimony for the Coastal Resource Action Committee (advice on ship handling characteristics) during the April 1971 Environmental Improvement Commission hearings on Maine Clean Fuels bid for a Sears Island oil refinery. Past projects have included the installation of Cobalt-60 irradiators (for the purpose of pasteurizing fish immediately after they are caught) aboard three research vessels, the first such installations anywhere in the world.

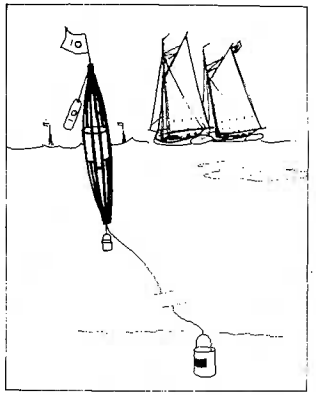
When one's work is as interesting and as varied as this, one wonders what is considered exceptional? Cy Hamlin calls his design of the 75' Hudson River Sloop "*Clearwater*" for the anti-pollution group headed by folk singer, Pete Seeger, a "one-in-a-lifetime" job.

In his spare time, Cy Hamlin keeps busy with activities that run the gamut from civic to marine. He is a member of the Society of Naval Architects and Marine Engineers, the Marine Technological Society, the Amateur Yacht Research Society, and the Maine Natural Resources Council. He co-founded the Maine Boat Builders and Repairers Association, is a director of the Atlantic Fisheries Technological Conference, and has chaired the Kennebunk Planning Board. He serves as a trustee for the Maine Maritime Academy and was a 1970 candidate for the Maine House of Representatives. Cy organized and keynoted the 1966 Maine Marine Resources Forum, and was a delegate to the Food and Agricultural Organization of the United Nations "Technological Conference on Fish Finding, Purse Seining, and Aimed Trawling" held in Reykjavik, Iceland, May 1970.

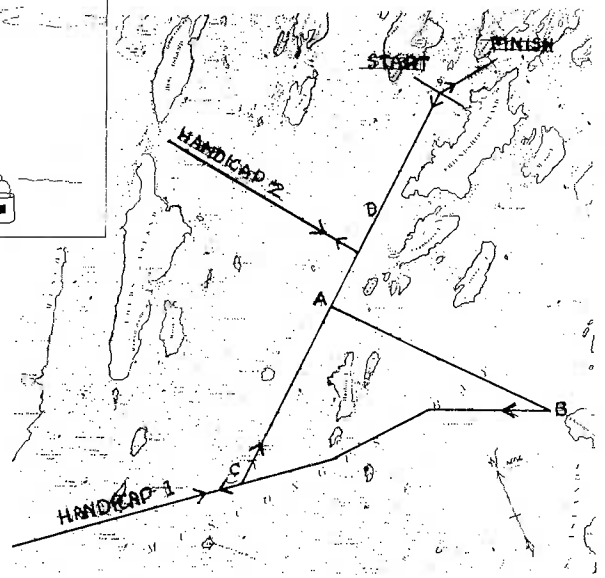
Throughout his career, Cy Hamlin has brought pleasure and success to others through his designs and innovative ideas. He modestly sees nothing unusual nor outstanding in his remarkable career as he casually remarks, "It'd be boring if it were all the same." The Friendship Sloop Society is proud to have him as an honorary member and fortunate to receive his unselfish annual service as our Official Handicapper.



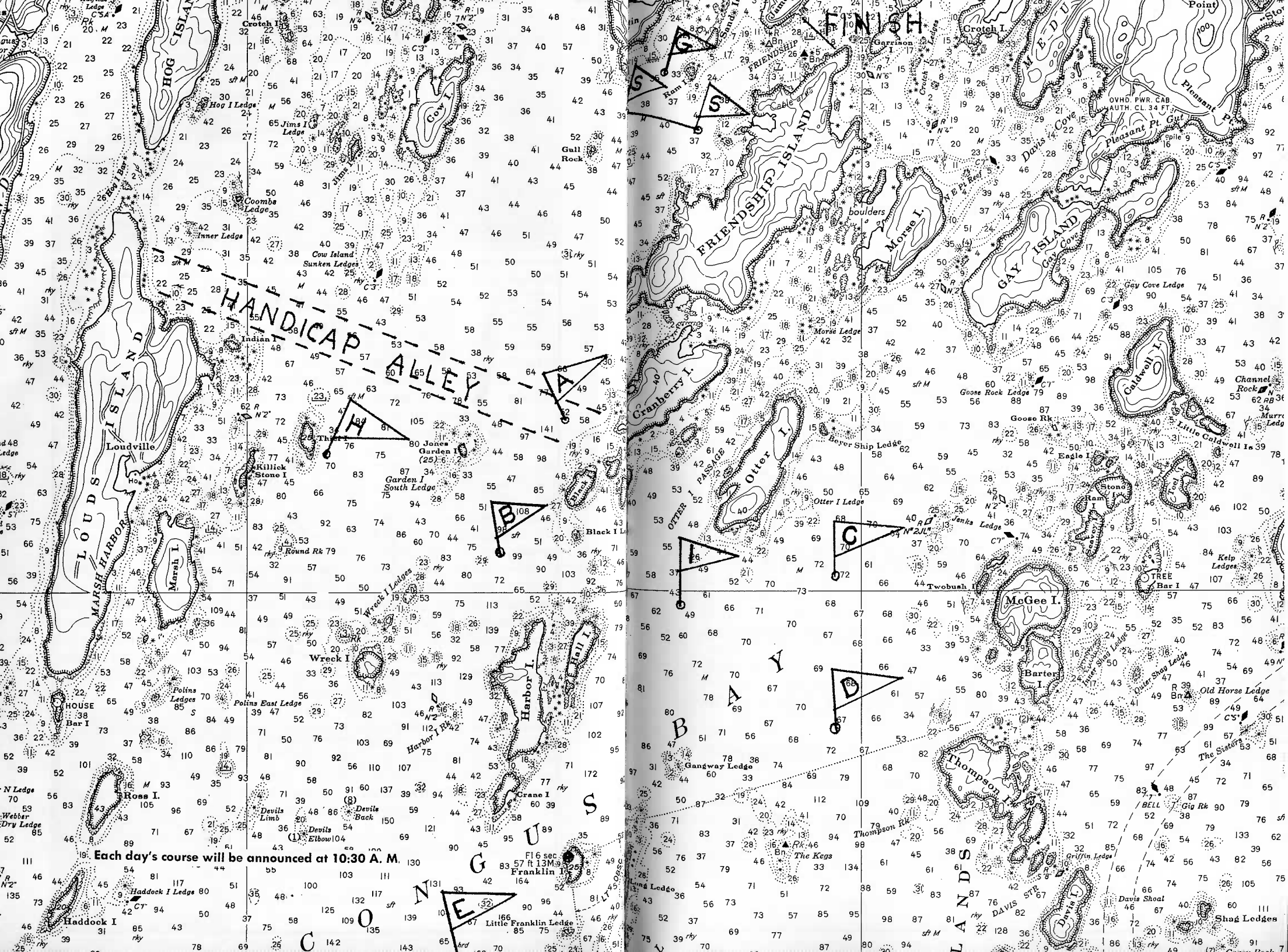




how the Friendship Sloops race



Friendship Sloop racing waters. A course of 12 miles might be from the starting line to buoy A, then to buoy B, and then to buoy C. From buoy C each Sloop must run down Handicap Alley 1 until she finds her own buoy. She must pick it up and return to round buoy C again and then continue to the finish line. Handicap Alley 2 could be used alternatively.


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Gull Rock
Coombs Ledge
Inner Ledge
Cow Island Sunken Ledges
Indian I.
Loudville
Killick Stone I
Garden I South Ledge
Jones Garden I (25)
Three I
Round Rk
Marsh I.
Wreck I Ledges
Wreck I.
Harbor I.
Hall I.
Harbor I Rk
Polins Ledges
Polins East Ledge
HOUSE Bar I
Ross I.
Devils Limb
Devils Back
Devils Elbow
(8)
(1)
Crane I
Franklin I.
Fl 6 sec 57 ft 13M
Little Franklin Ledge
Haddock I Ledge
Haddock I
Ram I
Friendship Cable area
Sand I
Cranberry I.
Morse I.
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boulders
Beyer Ship Ledge
Otter I.
Otter I Ledge
Jenks Ledge
Goose Rock Ledge
Goose Rk
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Little Caldwell Is
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TREE Bar I
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Gangway Ledge
Griffin Ledge
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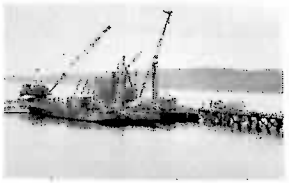
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The William A. Farnsworth Library and Art Museum

Rockland, Maine

Art and Design of the North American Indian is the title for an exhibition of Indian articles which will be displayed from July 14 through September 3 at the William A. Farnsworth Library and Art Museum in Rockland. The display will include items made by tribal inhabitants of the Eastern Woodlands, the Midwest, Southeast, Great Plains, Southwest, and Northwest Coast.

The William A. Farnsworth Library and Art Museum, located between Elm and Spring Streets off Main and Union Streets, was established by the late Lucy Farnsworth, one-time resident of the nearby neo-classic homestead. A trust established under the will of Miss Farnsworth stipulated that the art museum and library be built and that the family home be opened to the public to display the interior and furnishings in their authentic setting.

The museum has become a landmark, a center of cultural activities in the area, expanding beyond exhibitions of paintings and sculpture to include lectures, poetry readings, musical recitals and serves as a meeting place for various clubs and organizations. Referred to as "the finest museum north of Boston" in newspaper articles, the museum has had visitor counts run as high as 12,000 persons a week as was recorded for the James Wyeth exhibition of paintings in 1969. The number of Wyeth paintings in the museum's permanent collection comprises one of the largest assembled by any museum in the world. In addition to thirteen paintings by Andrew Wyeth, there are oils by his father, N. C. Wyeth, two paintings by his son, James Wyeth, and paintings by his sister and brother-in-law, Mr. and Mrs. John W. McCoy. American artists represented include such notables as Winslow Homer, Thomas Sully, Fitz Hugh Lane, Jeremiah Hardy, Gilbert Stuart, Alvan Fisher, George Inness and Eastman Johnson of the past centuries, and many contemporary artists.

The homestead was built around 1840 and furnished with period furniture. The parlor, located at the left of the front entrance, was reserved for special family occasions such as weddings, furnerals or holiday gatherings in keeping with social customs of the upper middle-class American family. The original wallpaper, cornices, drapes and marble fireplace are complemented with satin upholstered loveseats and side chairs and the inevitable marble-topped table. The only existing portrait of Lucy Farnsworth is an oil painting on the west wall of this room in which she is shown staring very seriously out of the picture as she stands beside her brother James. A portrait of her father, William A. Farnsworth, rests on an easel. The floral tapestry carpet is vivid in its pristine colors, protected from the sun by generations of shade-pulling maids and Farnsworth women.

The sitting room on the opposite side of the entrance boasts of a unique

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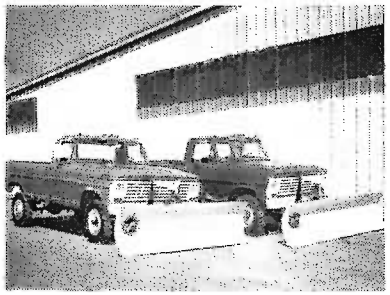
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piano-organ instrument, one of the very few extant. Less formal than the parlor, the sitting room would have been pressed into daily use as a more comfortable place to read, entertain informally or hear someone play the piano. The dining room adjacent is replete with a table set with family silver and china, the sideboard showing the serving pieces. Opposite is the bedroom used by Lucy's father and mother. Off the dining room is the kitchen where a unique cookstove with two fireboxes and two ovens may be seen. Pots, pans and other cooking utensils are in their proper places, and in the pantry are baskets, crocks and china.

On the second floor are bedchambers. Sisters Josephine and Fanny occupied the front rooms and Lucy had the east back room with its gaily painted furniture, marked contrast to the lumbering black walnut suites of the other rooms. Some of Miss Lucy's personal things remain — a white cambric nightgown, a bustle frame, shoes, and her black handbag which accompanied her wherever she went. Brother James slept in the back bedroom in a single, black walnut bed. Two small chambers for servants are in the back hall off the now antiquated but once luxurious bathroom.

The museum is open throughout the year from 10 a.m. to 5 p.m. Tuesday through Saturday; 1 p.m. to 5 p.m. Sunday; closed Mondays except during June, July, August and September and legal holidays.

The homestead is open during the summer months from June through mid-September.

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The Maine Shrimp

The Maine Shrimp is a fascinating inhabitant of the cold waters of the Gulf of Maine. A "second cousin" of the Maine Lobster, this pink shrimp is an additional delicious entree on the flavorful menu of popular Maine seafood products.

Like the Maine Lobster much is already known about the Northern Shrimp, *Pandalus borealis* — and much more is yet to be learned about this tasty creature.

The life history of the Maine Shrimp is even more intricate, if that is possible, than that of the Maine Lobster.

The geographical distribution of the northern shrimp supports commercial fisheries throughout the boreal and sub-arctic waters of the northern hemisphere, including in addition to the Gulf of Maine, Norway, Alsaka, Korea, the Bering Sea, British Columbia, the Gulf of St. Lawrence, Greenland, Iceland and others.

In 1966 the Maine Department of Sea and Shore Fisheries, recognizing the increasing economic importance of northern shrimp, began a study of *Pandalus borealis* in the Gulf of Maine. As early as 1962-63 the Department had alerted fishermen, dealers and buyers to the possibilities of pending shrimp abundance based on shrimp abundance fluctuations between 1938 and 1962. Maine fishermen, of course, had been harvesting the Maine shrimp sporadically years earlier. The first records of commercial landings of northern shrimp in Maine date from 1938 when 82,500 pounds were delivered to the docks. By 1971 a record catch of 17,551,731 pounds of Maine shrimp was reported.

Each size-group (or year-class) of northern shrimp has its own characteristic combination of geographical distribution and seasonal migration.

The eggs hatch in the spring, and by the following October the tiny shrimp first appear on the bottom. These small shrimp are confined to bottoms within ten miles of the coast; few or none at all are taken more than ten miles offshore. This year-class increases rapidly in relative abundance during its first winter, and by December-January it composes about fifty percent of all shrimp in the inshore area. At the same time a few of these immature shrimp are slowly moving offshore with a few appearing thirty-five miles out in February and March. From early May through October only this year-class of shrimp is found inshore, and as its second summer progresses it begins to appear in larger numbers offshore.

Offshore migration of this year-class of shrimp begins in earnest in late November and December, appearing now in substantial numbers on all offshore grounds and increasing at 100 fathoms off Jeffreys Ledge in the same period. By mid-winter, i.e. March, this group composes about fifty percent of the offshore population 20 miles offshore and beyond. By early May this group of shrimp has emigrated completely from the waters where it spent its first two years. Most of these shrimp now function as mature males.



During their third winter the male shrimp generally remain offshore. In mid-November one of the most unusual characteristics of this species manifests itself — a few of this group of males begin the transformation to females. *Pandalus borealis* is endowed with an unusual sexual strategy, *protandric hermaphroditism,* which enables the species first to mature as males and then later to undergo a transition to egg-bearing females. During the winter an increasing percentage of transition shrimp characterizes this group.

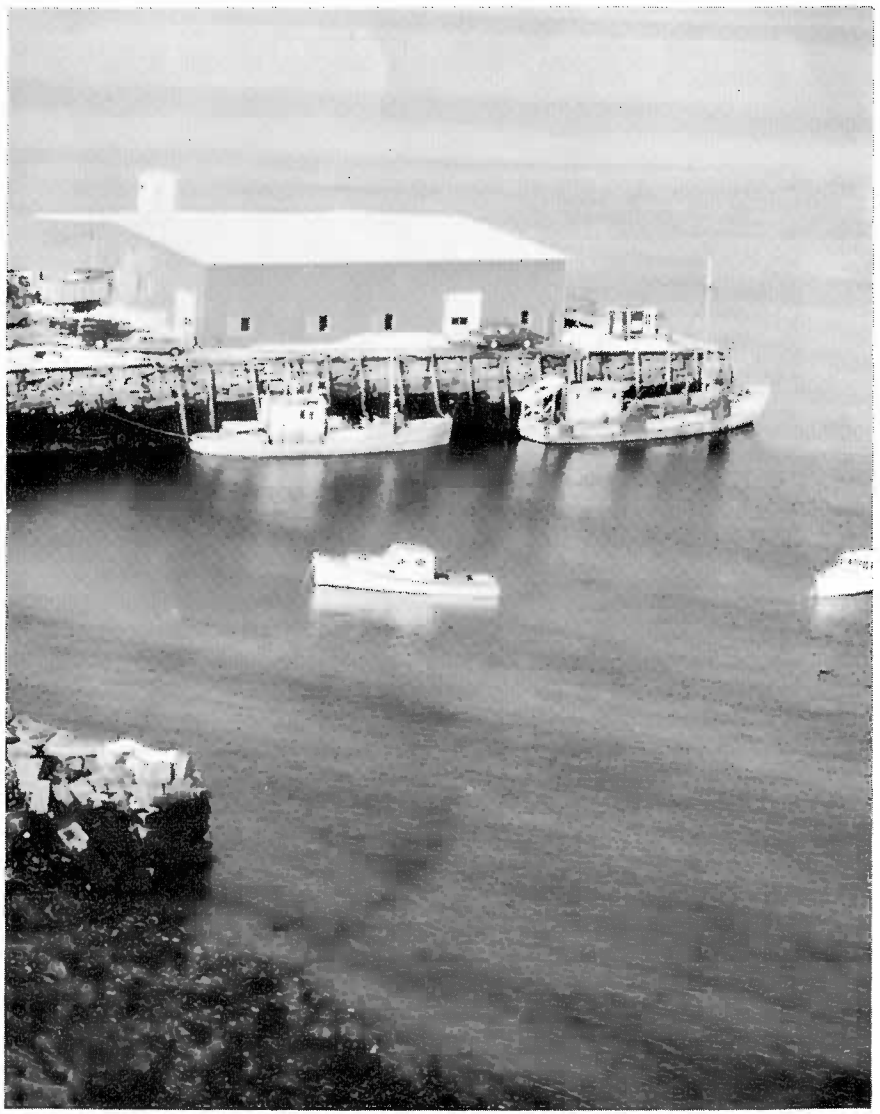
In the following August, during its fourth year, the group becomes egg-bearing females for the first time, and in October it begins its inshore migration.

After shedding of eggs in late March or early April, the females begin their return to deeper waters. If these females survive to produce eggs for a second time in their fifth year, they again migrate inshore. These fifth-year females shed their eggs in late March or early April, and apparently do not survive in any significant numbers after that time.

THIS PAGE CONTRIBUTED BY

Rockland Shrimp Corp.

Division of Mogelburg Foods, Inc.



Maine's pink shrimp share few characteristics with their larger cousins of the southern Atlantic and Gulf Coast states. The southern varieties live only a year or so, do not carry eggs on their abdomens and never change sex. Northern shrimp, by contrast, may live four or five years and may carry, when mature, up to 3,000 eggs for about eight months from late summer to early spring.

After shrimp eggs shed and hatch in inshore waters, the new-born larvae are deserted by the females, which emigrate to deeper offshore waters. This is lucky for the larvae, since the mature shrimp tend to cannibalism. In the relative isolation of the food-rich, warmer coastal waters, the larvae grow rapidly. By the time the adult shrimp return to inshore in late fall, the new shrimp are usually able to defend themselves, or escape when necessary.

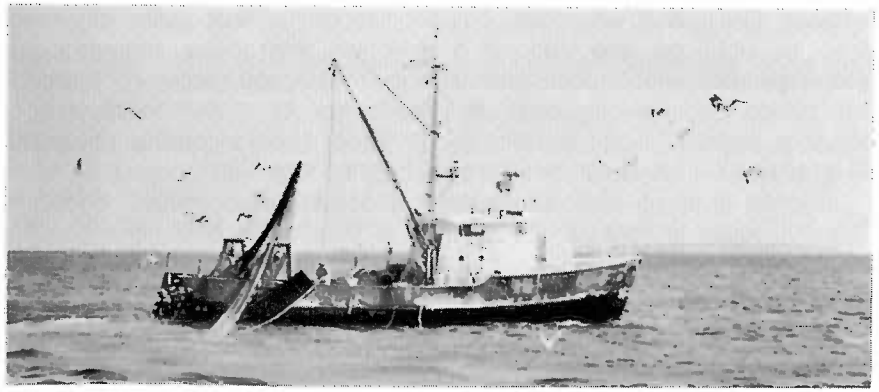
The most rapid growth occurs in the first year. In their third summer they attain maturity as males and are ready to fertilize mature female shrimp. The period of rapid growth is closely dependent upon the prevailing temperatures and is especially critical because the number of eggs that a shrimp later produces as a female depends on the size attained during the period of sex transformation.

In addition to horizontal migration, shrimp also perform a nightly vertical migration. Shrimp of all ages rise off the bottom at dusk and swim toward the surface, evidently to feed on their distant relatives, the *euphausiid* shrimp or "krill." At dawn they return to the bottom. Egg-bearing females are an exception to this vertical migration, since their swimming legs are encumbered by substantial egg masses. These females prey instead on marine worms and mollusks.

Environmental changes such as temperature variations play an important part in the life history of the Maine Shrimp and while the shrimp is susceptible to seemingly small adversities, it is also capable of taking advantage of favorable conditions.

The greatly expanded public demand for Maine Shrimp is an established fact of today's seafood industry, and the extensive marketing work accomplished by the Maine Department of Sea and Shore Fisheries has contributed substantially to a cooperative effort by the industry and the state to create this favorable situation, both domestically and in Europe.

In view of these developments, the phenomenal rise in the popularity of this delectable crustacean indicates that Maine has another major seafood item added to the ranks of some 40 varieties now available from the abundant harvest gathered yearly in Maine's fresh, clear coastal waters.



One of the Sights of Muscongus Bay — The "Cora F. Cressy"

by J. Malcolm Barter

Motorists traveling U.S. Route 1 are familiar with the hulks of the schooners *Hesper* and *Luther Little*, both of 1917-18 vintage, which lie in the mud off the bridge at Wiscasset. But unless one drives well off the main road the only way to see the remains of another old schooner, far larger and with a longer history than those rotting in the Sheepscot River, is to take a boat to upper Muscongus Bay. There, just east off the Keen Narrows, her black, weathered hull looming high against the Bremen shore opposite the National Audubon Society camp on Hog Island, is what is left of the *Cora F. Cressy*.

She was built by Percy & Small of Bath in 1902 — a lofty-bowed, massive five-master constructed of Virginia oak and Georgia pine, 273 feet overall and grossing nearly 2500 tons. Designed especially for use in the coal trade along the Eastern Seaboard from Norfolk, Virginia, to Maine, she could carry close to 4000 tons of cargo; and though reputed cranky and hard to handle when light, she could produce a good turn of speed with her holds loaded. For fifteen years she sailed for Percy & Small, although "pieces" (shares) of her were owned by various individuals, including Captain Ellis E. Haskell of Tenants Harbor, who was her master during the early part of her career. In 1917 she was purchased along with other Percy & Small vessels by the France & Canada Steamship Company.

In 1924 *Cora F. Cressy* survived a March gale that caused the loss of the mighty six-master *Wyoming*. The two vessels sailed in company from Norfolk and on encountering a storm south of Cape Cod anchored off Chatham, Massachusetts. The weather worsened, and Captain C. N. Publicover of the *Cressy*, figuring he had a better chance at sea, up-anchored and clawed offshore. He finally brought his gale-battered vessel into Boston, but *Wyoming* was never seen again. It is believed the heavy strain exerted by her anchors pulled the bow out of her.

From then on *Cora F. Cressy* was recognized as "Queen" of the Atlantic Coast coal schooners, but her remaining days under sail were few. In 1925 she was sold for $3,610 and after being reconditioned was dispatched south on coastwise trips to Norfolk and Florida. Twice she was blown out to sea by gales, and once when her commanding officer, the only member of the eleven-man crew who could navigate, was killed in a fall down a hatch, she was towed in by the Coast Guard.

Finally in 1928, after losing much of her canvas in another gale, she was laid up at Boston, her sailing days over. A year later she was converted into a nightclub known as *Lavagi's Showboat*. Her masts, bowsprit and jibboom were left in place, but her main deck was housed over and her interior redecorated. As a floating nightclub, she spent seasons at Gloucester, Boston and Providence, Rhode Island, moving from one port to the other in tow of a tug.

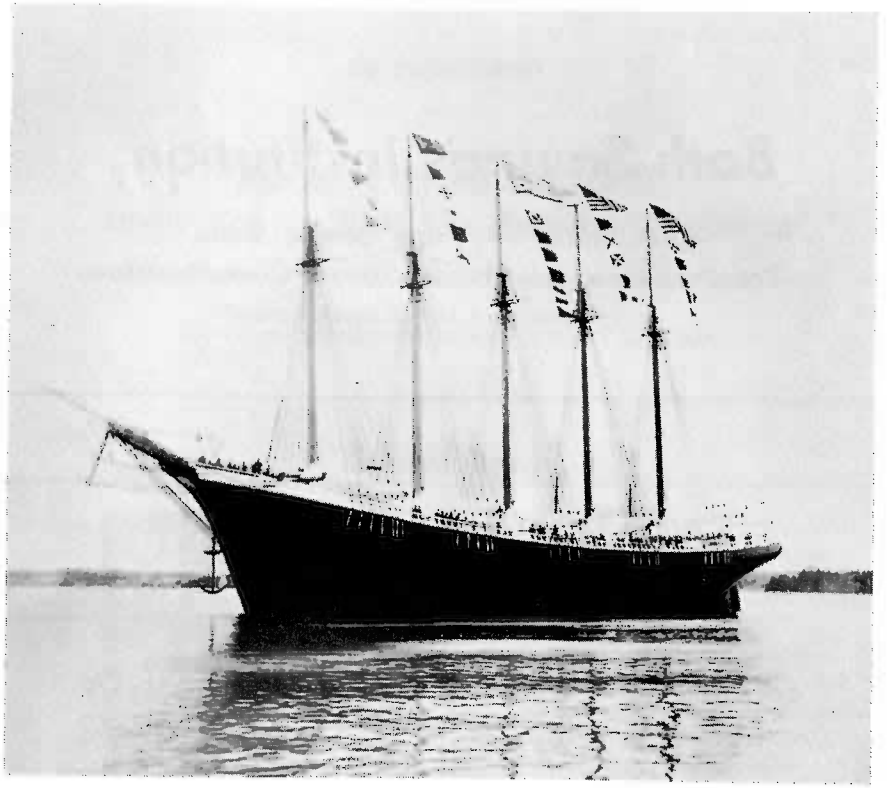


photo-Collection of Frank E. Claes, Camden, Maine.

In 1938 B. T. "Bunny" Zahn of Bremen, Maine, a lobster dealer, bought her. He hoisted out her five masts and sold them along with rigging, the windlass and other gear before hiring a tug to tow her hull to Muscongus Bay for use at his lobster buying station in Medomak. Her holds proved unsatisfactory for storing lobsters, and she has served principally over the years as a breakwater protecting Zahn's dock and lobster pound.

Six years ago some of the remaining fittings aboard the vessel were removed and taken to the Bath Marine Museum in Bath. Since then several people have approached Zahn with schemes for refloating the old schooner and making a museum of her, but none of these plans has materialized. It seems likely *Cora F. Cressy* will end her days where she lies, settling deeper into the mud and gradually disintegrating under the effects of tide and weather.

She's well worth a visit before she's gone for good. By land the way to find her is to travel west on Route 32 out of Waldoboro to the Keene Neck Road in Bremen, then left off that road near the end down a gravel lane to Zahn's lobster pound. But she looks better from the water. Coming east, go to the head of Muscongus Sound, following the can buoys through the Narrows and remembering to hug the Keene Neck shore. Going west out of Friendship, the course is around Martin's Point across to Cow Island Channel, then from nun buoy to nun buoy almost to the *Cora F. Cressey's* stern.

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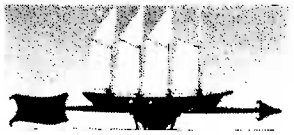
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From Sawdust to Sloop — Outdoors

By Terry White

When in the course of human events it becomes necessary to build a Friendship Sloop south of the Mason-Dixon line, forget it and buy one if at all you can afford it.

After months of haunting marinas in the Houston-Galveston area looking for a suitable family sailboat, my attention kept drifting back to the drawings in Howard Chapelle's *American Small Sailing Craft* of the 25-foot Friendship Sloop *Pemaquid*. None of the sailboats with "For Sale" signs hanging on them had any great appeal to me; either they were sterile, characterless glass-and-syrup craft with rigging that clanked like a post office flagpole, or they were creaky plywood "yachts" whose builders' long suit likely was barn building.

The decision to go Pemaquid came in the spring of 1967, and after receiving the large-scale drawings from Norton & Co., I began the full-size lofting. A nine by 36-foot roll of heavy manila photographer's backdrop paper served as the lofting surface. Bricks and scraps of lumber weighted down the roll of paper, each night after work, as I crawled around in stocking feet laying out the offsets, waterlines and buttock lines in several colors of felt-tip pen.

The first sawdust drifted to the floor of my garage in June 1967, and gradually the keel, stem, sternpost and deadwood, with molds and ribbands took shape. Materials used in the construction are an odd combination of forestry: The backbone is of Douglas fir, the frames of white ash, the planking of Philippine mahogany, the deck of teak ($1.65 a board-foot!) and the cockpit-cabin coaming of maple.

The first attempt to frame the curved, oval transom was an absolute disaster which I decline to discuss any further. The second attempt, using laminated top and bottom frames, was more satisfactory, and is probably somewhat beefier than is needed.

It had been 17 years since I had done any boatbuilding — my father and I had built a 26-foot cabin cruiser in 1950 — but gradually the art of spiling the planks came back to me and the hull began taking shape. The framing was something else, though.

I built a 9x15-inch plywood box eight feet long with a hatch in one end which I rigged for a steam box. A gasoline camp stove was the heat source and a five-gallon spout can served as a boiler. The 1x2-inch frame stock was soaked in a tank for two days before they were steamed for four hours. The first batch of elm frames, from which the squirrels had only recently departed, were of such poor quality that my breakage rate exceeded the usable frames.

Next I tried white ash, with the same soak-and-steam technique, and I had a low breakage rate. The frames were pulled into the molds hot and clamped. After setting, the heels were shaped and the frames bolted to the ribbands.

When the shutter plank was nailed in place with the last bronze boatnail, I built the cradle in place under the hull, installed industrial casters on it and rolled the boat into the driveway. There was not enough vertical

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clearance in the garage for building the deck and cabin.

Never again will I attempt to build a vessel of any size — even a skiff — out in the open. The three years since rollout have been a constant battle with weathering, rain, 100-degree heat, cold north winds and other harassment from nature. For in Texas, as the saying goes, if you don't like the weather — wait a minute.

I was determined to build my Pemaquid as traditional as possible throughout, although I did compromise tradition by fiberglassing the cabin roof over mahogany and by using epoxy paints.

Browsing through marine hardware stores in the Houston-Galveston area soon taught me that the husky bronze fittings I wanted were simply not available — everything was jazzy chrome-plated potmetal. For the gammon, chainplates, rudder heel gudgeon, bobstay fitting and several other bits of hardware, I made drawings from which a local machine shop fabricated the fittings from bronze plate. A slightly bent 1⅛-inch diameter tobin bronze propeller shaft from my father's cabin cruiser, which had been replaced with monel, became Pemaquid's rudder shaft. I scrounged the mast and boom from a 30-foot gaff-rig boat that had been wrecked, and cut them down to fit.

Bronze portlights to fit a Friendship's narrow cabin sides simply were not shown in anybody's hardware catalog. In desperation I fashioned a casting pattern from wood scraps and sent it to a foundry in Beaumont, Texas, which cast the four sets of portlights in manganese bronze for about $12 a set. The hinge pins, dogbolts and glass I fitted myself.

Clearance for a steering wheel between the cockpit seat fronts limited the wheel diameter to 15 inches. Here, again, a foundry pattern was built and sent to Beaumont while I turned the handles from scrap mahogany. Small plastic letters glued to the front face of the wheel hub foundry pattern gave me the sloop's name, Amistad, in relief on the front of the wheel.

Auxiliary power will be a 7-hp air-cooled German diesel one-lung engine, which starts on the first try after sitting for months and runs like a sewing machine. For ballast, cast-iron window-sash weights dipped in zinc chromate will be racked under the cabin sole.

Part of Amistad came from Maine, for Jessie's Sailmaker's in Camden made the sails and I mail-ordered the blocks and parrals from Traditional Yacht Hardware in South Portland.

With any luck and good weather, Amistad should be sampling the breezes on Galveston Bay by the time her sisters gather for the annual sloop days in Friendship.

My advice to anyone contemplating building a Friendship sloop is to have a decent place *inside* — a barn a Quonset hut, some kind of building — in which to work, store your lumber and where power tools can be left in place without having to roll them back after each work session. Plan your material and hardware procurement so that you have something to work with when you reach that particular stage. Boatbuilding-quality lumber is hard to come by, at least in this part of the world — so locate your sources before too much frustration sets in.

Frustrations and delays notwithstanding, it is still a satisfying thing to see the graceful lines of a Friendship sloop take form under your hands. One may not get under sail as quickly as in buying a finished boat outright, but a sloop built by her owner will be appreciated far more when the salt of his sweat is in her planks.

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The Fence Viewer

by James Russell Wiggins

Donaldson Koons, the chairman of the Environmental Improvement Commission, finally said it, in the interview printed last Sunday in the Maine Telegram.

Bob Cummings asked him this question:

"Privies aren't suitable for downtown Portland, but in some of the smaller towns and rural areas wouldn't we be better off if we had stuck with them?"

The chairman of the Environmental Commission answered:

"Of course. There are two crimes against humanity which at their inception seemed like real boons. They are the internal combustion engine and the flush toilet. The flush toilet uses a large quantity of water to dispose of a small quantity of waste. Even with the best of treatment they create a hell of a problem with our lakes and waterways. For summer camps, outhouses are the best disposal you can find. But, of course, people aren't prepared to use them any more."

It has seemed to the Fence Viewer, for a long time, that someone ought to write a panegyric to the privy. We abandoned it, as we have abandoned a lot of good old things, without sufficient thought and reflection on the new-fangled alternative we were offered to take its place.

It has figured conspicuously in our literature as an object of mirth and a butt of wit and humor, but it has never had its just due as an object of serious discussion. Chic Sales made a fortune out of it, as an object of fun and he had numerous predecessors as well as imitators. There is a certain preoccupation of the species with the execratory functions as an object of humor. For some unaccountable reason, the impulse to deal with these bodily functions humorously has increased with the rising generation.

But it is not as a contribution to so-called humor that the privy deserves to be considered. It is entitled to contemplation as a structure which performed its essential purpose with a maximum of comfort, safety

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For the first couple years of the Sloop Races, James Russell Wiggins brought his sloop AMITY to Friendship and picked up all the Class A marbles. Then his job as editor on the Washington Post and his subsequent position as Ambassador to the U.N. took so much of his time he didn't get back to Friendship.

A couple of years ago Mr. Wiggins moved to Maine on a year 'round basis and he is now owner, publisher, and editor of the Ellsworth American. The two articles which follow are pieces he has printed in his paper in the past couple of years, and are copied herewith because this writer thought they were timely and appropriate reading for boating people. The first one, while it is humorous, is nevertheless apropos in these ecologically oriented times, and especially with the up-coming legislation and control of holding tanks, pumping stations, etc., etc. The second article points out a growing problem. Perhaps some of you readers can suggest a solution.

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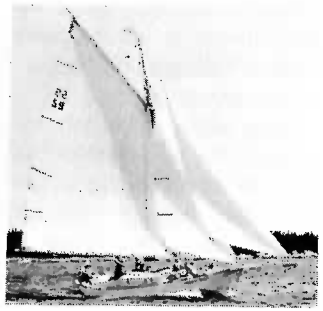
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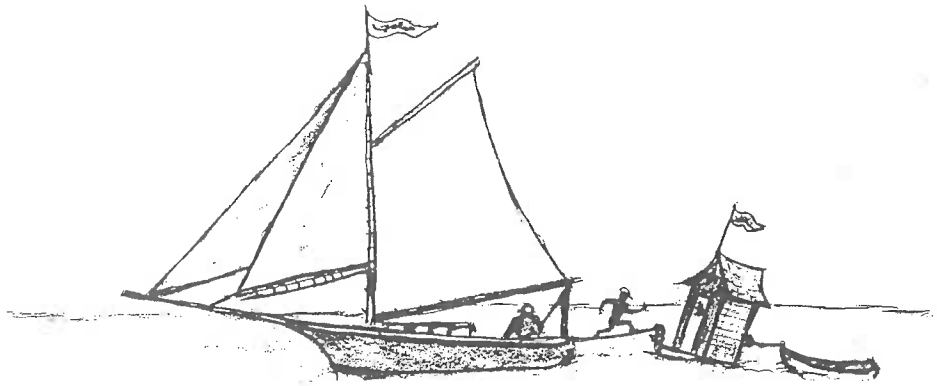
and convenience and a minimum of bother, maintenance and repair.

A neglected privy, of course, could become a menace to health, an affront to the sight and an outrage to olfactory organs; but so can a neglected latrine equipped with the best flush toilets.

If you don't believe it, step into the men's rooms of the ordinary filling stations along a well-used highway. (The Fence Viewer has only second-hand reports of the ladies' rooms, but if his sources are reliable, they are worse than the men's rooms.)

A well-tended privy was often a matter of satisfaction to the owner and his family. The good housewife took pride in keeping it neat and clean and tidy, airy and fresh and inviting. And there was no reason why it should have been otherwise. Men had long employed a certain ingenuity in the disposal of human wastes, before the flush toilet came along. At Monticello, a honey cart mounted on a track that entered the basement, was the repository of such wastes — later hauled away onto fields. But the privy was the common denominator, the favorite institution. It required no great manual work for upkeep and when, after a long lapse of time, it needed attention, it could be moved to a new reservoir, with a minimum of effort, at a cost less than that of replacing a valve in a flush toilet.

The indictment of the flush toilet should not be limited to its effects on pollution. This is an important part of the bill of particulars. If a town the size of Ellsworth had no flush toilets, it wouldn't need to worry about a multi-million dollar sanitary system and sewage disposal plant and the Union River and Lake Leonard still would be centers of recreational and maritime activity, instead of open sewers.



The second particular in this bill of indictment is the sheer waste of water. The supply of water is not unlimited. But it was regarded as unlimited by the man who devised the flush toilet. No thought was given to economy in the use of water. The more water used, the more certainty that the take-away pipe would not be plugged. So let the water rush in to accomplish its plebian mission of carrying away waste. Some devices are



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said to use up to five gallons a flush. (In places already hard put for water, users are encouraged to put bricks in the bottom of flush tanks to diminish the volume required.) But no matter how much, or how little the water used, it is too much. We can't spare fresh water for this lowly purpose. (Water already corrupted, of course, could accomplish the purpose as well and re-captured bath water, laundry water and dishwater might be stored to run the flush. This would present no insuperable problem and it is a method of water conservation to which no doubt we must come, if the flush toilet continues the chief agent of disposal of human waste.)

But there must be a lot of supplementary items in the bill of particulars on which we rest our case against the flush toilet. The plain truth is that the flush toilet is accident prone. It has numberless parts that are the object of corrosion, rust corruption and deterioration. One can encounter defective flush toilets in the finest homes of the land. The Fence Viewer has made emergency repairs on the floats, valves, escapements and gaskets of flush toilets in the homes of Presidents and prime ministers. The flush toilet is a primitive, faltering jerry-built, Rube Goldberg collection of ill-assorted make-shift nuts, bolts, valves, pipes and faucets that seldom collaborate perfectly to perform collectively the appointed task they have been given. Since the abandonment of the overhead tank with the simple pullvalve opening, flush toilets have been making life miserable for citizens and profitable (although nuisanceful) for plumbers.

While few fatal accidents have occurred by those employing the flush toilet, many a user has been showered (and some have been given surprise steam baths by backed up hot water pressures).

A new type of disposal by combustion has been invented. The waste drops into a combustion chamber which is then closed automatically while burning propane gas destroys the waste. It has a lot to recommend, but it also involves a lot of moving parts and the air pollution effects remain to be studied.

The privy lacks all the complications that curse any mechanical contrivance. There simply is nothing that can go wrong with it. There are no moving parts. There is no waste of water. There is nothing either electrical or mechanical to confound the customer. It performs its essential work, noiselessly, painlessly and perfectly. If neglected it can become a nuisance, but it is a nuisance first to its immediate owner; while the improperly constructed septic tank is more likely to be a nuisance to an unfortunate neighbor downstream than to the user, or a nuisance to the whole community which has its streams, and wells and lakes polluted if the septic tank malfunctions or is wrongly sited.

This over-organized, too-much associated, over-clubbed and too-institutionalized society needs another great national movement. It is time to rally the country around a "Back to the Backhouse" brigade.

Among the correspondence that comes to the Friendship Sloop Society are many very amusing and funny notes. The following one tickled our funny bone so much that we decided to share it with you hoping the author will not object. "I write to recommend Mr._____ for membership in the Friendship Sloop Society. He is a man of great integrity, character, and sobriety, except that, while drinking, he sometimes develops a starboard list which is lucky."

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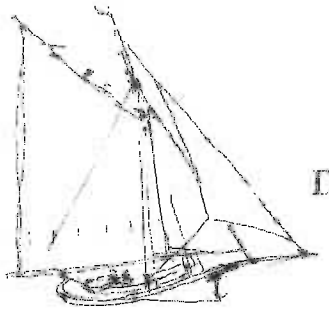
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Stinkpot Mooring Pirates Have Driven Amity Off The High Seas

By The Fence Viewer
James Russell Wiggins

This is the week that I was going to haul the AMITY and put the old Friendship sloop in the boathouse for the winter, but she was hauled, instead, on Oct. 4. The good resolutions to sail right into November were broken again. And it is the more to be regretted because the summer was broken up a lot and there were a lot of planned trips still on the schedule. But Oct. 4 finished the season.

It was finished, actually, by a skipper from Corea, Maine.

On Saturday, Oct. 2, we had a fine sail. Not a long one, but a nice sail down to George's Bell at the end of Eggemoggin Reach. Then passengers were let off at Center Harbor and the old skipper took off alone, by sail, for the mooring at the Benjamin River Boat Yard. At the mouth of the river we ran into a very lively squall. It was at extreme low tide. The wind came howling out of the river and a small boat would have been knocked down. For a half hour, it was a lively affair attempting to avoid the twin disasters of wind and shallow water. But we made it around the bar and into the harbor, somewhat battered and beaten about, but intact. Down came the fore sails, and we headed for our mooring, warmed by the conflict with nature, gratified to have escaped the dual hazards of grounding and swamping. But gratification was short lived. As we neared our mooring, we noted another boat tied to it — for the second time in three days.

That presented a problem. The wind was still gusting a bit, although the squall had passed over and taken its 30 knot winds along with it. So we sailed out into the river, downed the main sail and anchored. Then we went back to the mooring and took off a stinkpot moored there and anchored it with its own anchor, some distance away. Then we moved the AMITY to her own mooring. This took a couple hours of single-handed work. We left a brief message on the deck of the visiting craft. But we don't expect it to do any good. The owner didn't show up until Monday morning, after leaving his boat on the plainly marked mooring of another boat, on Saturday night.

Like the skipper of a larger stinkpot which tied up at the mooring a few days before, he couldn't read. The plug was plainly labelled. The first boatman, fortunately, was still on his craft and promptly moved it. His wife called gaily from the boat and said they thought they were on a guest mooring. Maybe they label them AMITY in some ports. I wouldn't know.

These two episodes scuttled my fall sailing plans. I don't mind fighting wind and wave a bit, but fighting for your own mooring at the end of

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every voyage is a tiresome exercise, and a worrisome one. What the legal niceties of the matter are, I do not know. I assume the man who appropriates another's mooring is guilty of a trespass, but that's not much comfort. Probably anyone who moves the improperly moored vessel is responsible for its safety. At least, when a strong wind blew all Saturday night, I worried over the safety of the boat from Corea. I left out a lot of anchor rode and she had plenty of scope. There was also room to swing. But the wind was very strong and the Corea craft might have slipped her mooring. So I lost a lot of sleep.

In any case, the Benjamin River Boat Yard hauled the AMITY out the next Monday. The hazards of nature are one thing; the hazards of other skippers are another.

There doesn't seem to be much in any of the popular books on boating about fastening to a mooring not your own. I looked for some advice on the subject in a dozen popular texts, but all in vain. So it seems to me that someone ought to make it clear that this is something one shouldn't do. A lot of folk who buy fancy cabin cruisers seem to think that the title to the boat also gives them ownership rights to all the moorings, docks and harbors on the Eastern seaboard. Someone ought to encourage them to read the fine print in their boat title and get them to note that other people still retain a few property rights.

As many as five visiting "yachts" have been tied up at the Brooklin Boatyard at a time all on moorings not their own, appropriated without so much as a by-your-leave. These boats are beginning to come into coastal harbors like swimming locusts, fastening onto any mooring that is not secured to another boat. They have even appropriated the mooring for the boatyard's work boat, on occasion. One of them even borrowed Amity's dinghy for a day's cruise, without anyone's permission.

Sailing, under these circumstances, is useful for stimulating the adrenalin flow, but not useful for much else. So the AMITY was hauled the first week in October, instead of the first week in November, as planned. The sailing season thus came to an abrupt end. And, by present intentions, the sailing career of the Fence Viewer, such as it was, came to an end, too. Hereafter, the AMITY will sail under another master. We hope he finds his mooring untenanted. Unless he leaves a policeman sitting on it, we doubt that he will.

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The Launching of Enduring Friendships

By Roger L. Taylor

Usually when a book is published one of the last decisions is what to call it. But when Al Roberts showed up bright and early one morning at the Camden office of International Marine Publishing Company to ask if we would be interested in publishing a new book on Friendship Sloops for the Friendship Sloop Society, he had hardly begun talking about the project before he announced, "Now the title of this new book is going to be *Enduring Friendships*." We wrote it right down, and, being such a happy choice, it stuck.

Now we might as well admit from the start that *Enduring Friendships* is a book that was put together by a committee. And it wasn't even a formal committee; just a group of Friendship Sloopers who wanted to see another book take shape that would do justice to the boats. It was soon apparent that this "committee" was an unusual one. From the start, everybody seemed to be pulling in the same direction — and really putting some weight on the oars, too! Maybe these folks ought to go to Augusta — or even Washington.

We recall meeting with the group one fall evening at Al's place on the end of his dock. It was hard to concentrate on the details of planning the book, because it was one of those nights when the moonbeams were dancing all the way to Pemaquid. Things got done, though, and it wasn't long before Al's team of writers began sending in their material.

The manuscripts and photos couldn't have come in too fast. The construction of a book by many authors is sort of like a convoy; it can only proceed at the pace of the slowest writer. And Sloop Days were a-comin' on. And, of course, the new book had to be launched before the 10th annual regatta.

Before the last of the spring snow melted, Al and I went down to Port Clyde to ask Bill Thon if he'd let us put some of his intriguing sketches of Friendships in the book. Generous man that he is, he laid them all out on the floor of his studio and said, "Help yourselves." We sure did, much to the book's advantage.

When the leading ships of the convoy began arriving, we began to set type in Portland. At last the final cargo of manuscript arrived and the text was soon all in type.

Then, pulling galley proofs from one pile and photographs from another, and with one eye on the calendar, if not the clock, the pages were laid out in Camden. Then the book was put to bed on printing presses in Rockland.

With the ink barely dry, the printed sheets were trucked to Concord, New Hampshire, for binding.

Now the bindery was going to shut down for the first two weeks in July for summer vacation. So we would either get our books rushed through, finished, and delivered by the first of July, or if that proved impossible, they would be delivered just about a week after Sloop Days. Well, at that point, you would have thought the bindery people were all Friendship Sloop sailors themselves. We got our books, and Al and I didn't have to walk the plank after all.

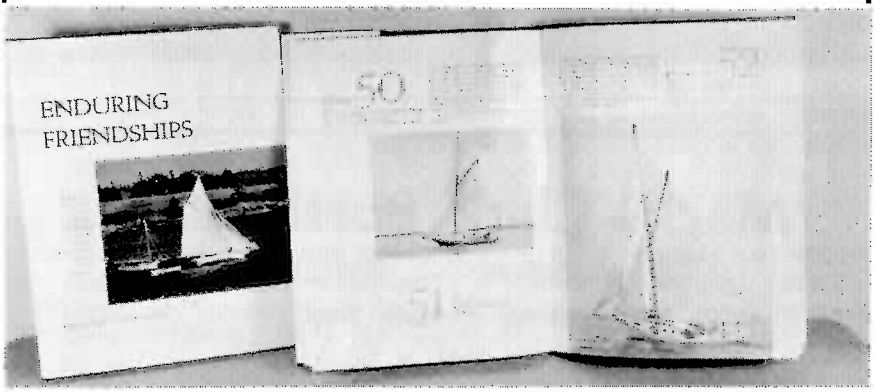
The launching took place on schedule and everybody seemed quite happy with the finished product. The only problem is, with the rapid growth of the Society, the catalog of registered sloops in the book is getting a bit behind the times. It's only inevitable that someday there'll have to be a fourth book on Friendship Sloops. As a matter of fact, I happen to know Al has already picked the title for Number Four. Just the other day he said, "The next book is going to be called *Friendships Forever*."

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edited by Al Roberts



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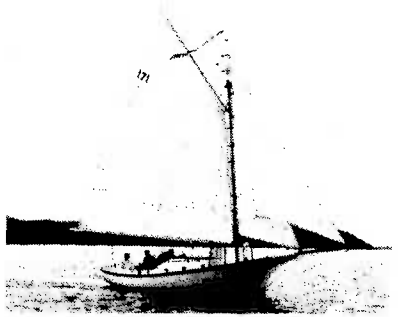
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"Maybe that's why . . . "

Noah of Cuttywinkle Isle warn't a church-goin' man. And it weren't that he hadn't been brought up proper. Hadn't old Cyrus been the Pentacostal deacon long before his son Noah had even been a twinkle, and hadn't he named him after a Biblical seaman?

Noah did find himself a little surprised, and yes, maybe even a little apprehensive at the eagerness he showed in helping the crew of the "HEAVENBOUND," formerly the "MARTHA AND ADELIA." Those youngsters seemed sincere enough, even though they did have a lot to learn about convertin' that old sail yacht to some kind of a floatin' coffeehouse-chapel, Thought Noah, "I don't know where, or how far they're plannin' to take their message, but if'n they're plannin' to take it in the old 'MARTHA AND ADELIA" without some major refastenin', they'll be "Heavenbound" a dite ahead of schedule."

So, that's how it started. "HEAVENBOUND" came ashore on Noah's island. He had offered some small talk that he hadn't meant to sound like advice. These young Christ-folks had taken him up on his observations, and before you could have said "Armageddon" he had agreed to repair the yacht, in return for a shinglin' job on the east ell of the house. "Actually," he mumbled to himself, "I could've done the shinglin' job myself, 'cept I'm getting' too stiff to ram around on ladders. And, then, I am rather taken by these you'ans. 'Sides, I'd damsite druther work on a boat anyway!" So, it was settled.

Nature, finished with spring, began to sip of summer, and with the coming weeks, work progressed. The east ell was shingled, "and right proper so," noted Noah. "HEAVENBOUND" was seaworthy again, thanks to cotton, caulkin' iron, and Noah, and the old girl seemed to sense her new elevation of purpose.

"Only two or three days to go," he mused to no one in particular, "and we'll put her overboard 'gain." Noah was at the general store. He'd replenished his supply of plug, and had just bought a new plaid handkerchief to celebrate the first journey of the now refurbished "MARTHA AND ADELIA" . . . "'S funny . . . I don't really feel like celebratin'. 'Twon't be the same around the island, with all that youngness gone."

It was then he noticed Miz Hotchkins and her summer complaint sister from Boston. "Pretty soon you'll be rid of 'em . . ." she was saying to Noah. "You'll be able to return to some peace and quiet. All that singin' and laughin' while they work. Disgraceful! Just last Sunday I said to the usher . . . they call themselves Christians . . . why . . . I don't know how long it's been since they've shaved . . ."

Noah rubbed his week-old stubble and thought, "How long *has* it been?" He pulled on his ear. 'Miz Hotchkins," then with a nod to her sister, "Ma'm, seems to me we got plenty o' time for peace and quiet when we're underground, and not *enough* time for smiles . . . that is . . for us who know how to! Mawnin' ladies." He swung off, and was gone. To the doorway, to the road, the lane, the wharf . . . down the ladder to the skiff . . . feeling strangely exuberant . . . now the boot-toe over the rail . . . and the heavy drop into the boat. Seating himself, he whistled a snatch of "Onward Christian Soldiers," interspersed with phrases from "Superstar . . ."

Noah, of Cuttywinkle Isle, looked up, and squinted to wind'ard. He winked at God, and said, "Like I told you, Lawd, I'm not cut out to be a church-goin' man. I hope You don't mind . . . but," he nodded his head toward the mainland store, "maybe that's why . . ."

And he rowed off toward his own personal Eden.



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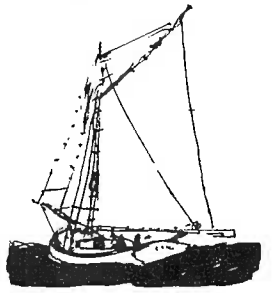
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won't you stop in too? . . . we're just minutes away . . . down the Friendship Road.

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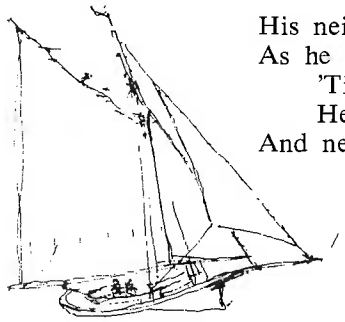
My father had a Friendship,
He used it as a lend-ship;
When it leaked,
The people shrieked,
So my father sold his Friendship.
Mary Craig

There was a man living in Friendship,
Who decided he'd take a nice trip
So he bought a canoe,
But after a dip or two,
Decided a sloop would really be hip.
Amy Stebbins



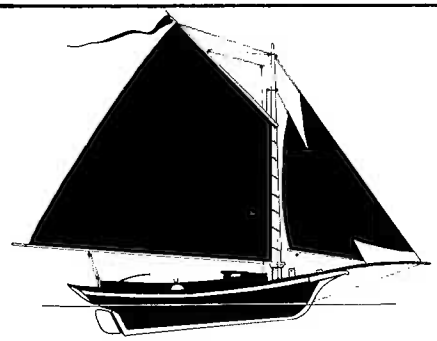
A Friendship Sloop named *Retriever*
Was racing one named *Channel Fever,*
But during the race
To their disgrace,
They were passed by a swift-swimming beaver.
Noel March

There was an old Friendship named "Queen,"
Whose planks sprung a leak in between.
With maul, iron and oakum
Her owner did poke 'em.
Now "Queen" keeps her bilges quite clean.



His neighbors all said he was odd
As he steamed and he planed and he sawed.
'Til with a loud cackle
He spliced the last tackle.
And neighbors his Friendship did laud.

(Robert) Terry White
Owner, Sloop "Amistad"
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DOWN EAST MAGAZINE, CAMDEN, MAINE 04843

"Dumb Boat Won't Point"

Every summer when we take "Sarah Mead" to Friendship for the Friendshop Sloop Regatta, my father steps down from his position as captain of our vessel in favor of his sons. About the only thing he knows about racing is that when the wind is coming over the "right" side of the boat as you face the "pointy" end, a boat is on starboard tack. Any attempts to teach him anything else have been in vain. In fact, one of the few times he skippered the only boat we beat was "Depression." Therefore, one of us boys assumes command of the ship for the duration of the races.

Both my brothers and myself have gone through the Camden Yacht Club sailing program and, consequently, have had a great deal of exposure to racing and many of the modern racing craft. We developed a liking for this aspect of sailing, and so, do little sailing on the "Sarah Mead" during the course of the summer, "giving up the ship" to sail on faster boats.

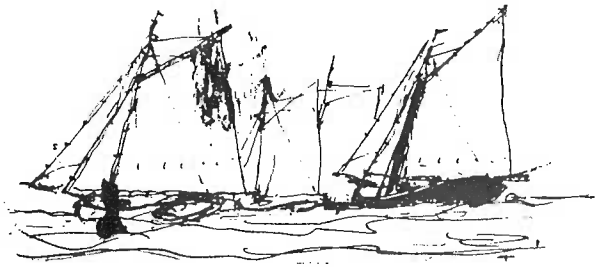
When we reboard "Sarah Mead" for the sloop races we have become disillusioned about Friendships by the winches, spinnakers, and close-windedness of many of the more modern boats. We have become accustomed to fancy pedestal steerers, gleaming winches, and all the newest in racing gear; and then we "lower" ourselves to sail a Friendship and are confronted with a boat designed in who-knows-when that doesn't even have a trim-tab.

The windward legs are sailed amid groans of discontent such as, "why did we ever get such a slow boat?" or, more frequently simply, "Dumb boat won't point," as we discover that she won't sail as high on the wind as the "racing machines" and that her maximum speed to windward "isn't even eight knots."

Upon rounding the weather mark it is discovered that this boat has no spinnaker and so we make do with a winged-out staysail.

All in all, though (and I'm sure that I speak for my brothers as well as myself in saying this), it is worth having a Friendship for the opportunity to participate in what is probably the most unique regatta in all the yachting world — the Friendship Sloop Regatta.

by Bruce W. White







"Unguarded Moments"

taken at last year's regatta











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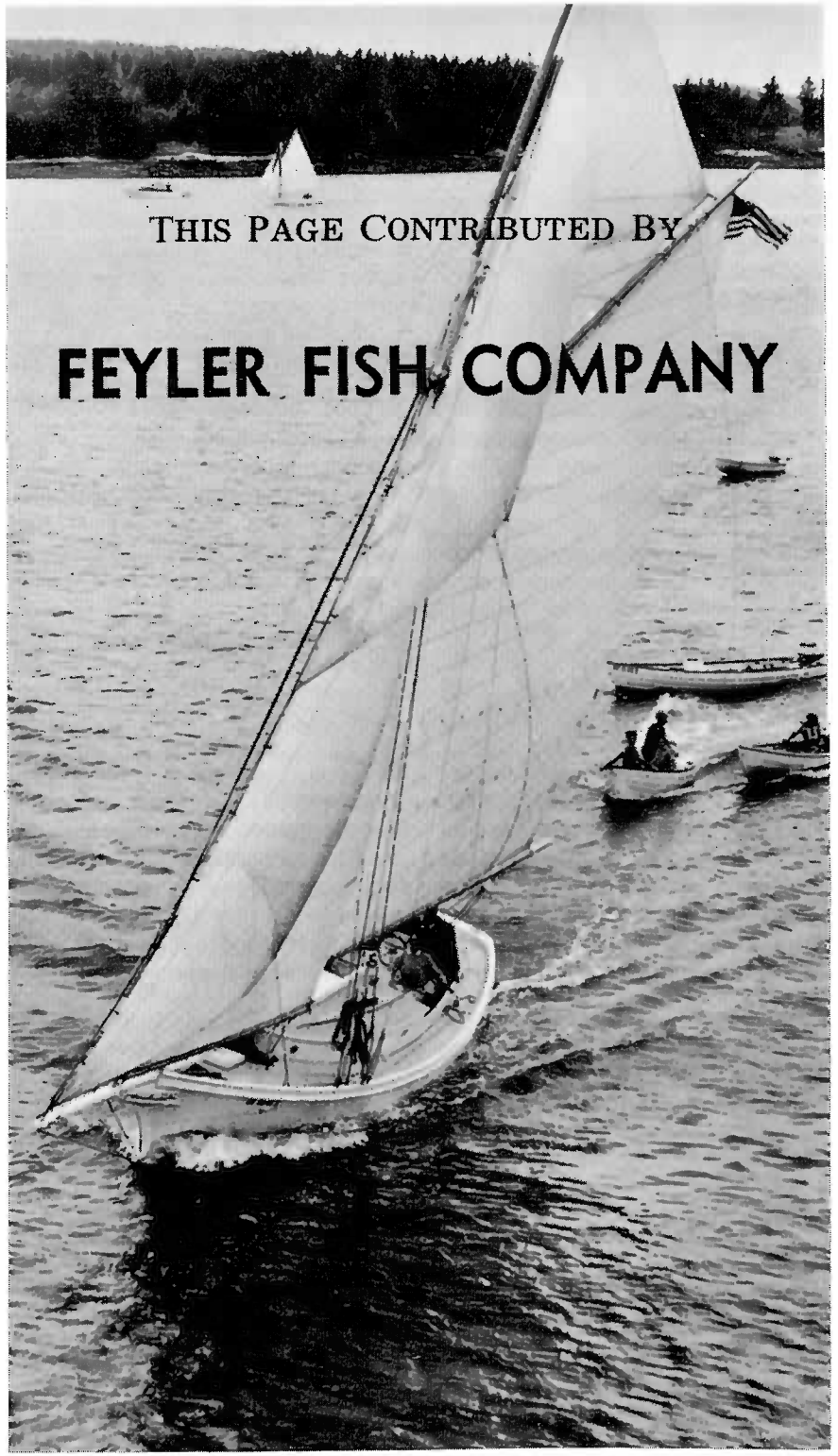
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Four Days of Fun and Feasting

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Friendship Community Club

What is the Friendship Community Club?

The Community Club of Friendship is and has been the interested parents and friends of school children who have formed and operated a local independent service club rather than being a part of a state or national organization. In this way their efforts have been directed to the immediate local needs.

What Does the Community Club Do?

Community Club members cooperate with other groups during Sloop Days in activities to raise money. What do they spend their share for? The following partial list will give one an idea of the way they help the school and community.

Community Club members have been vitally interested in the school hot lunch program from its beginning and have paid for large and expensive pieces of equipment such as a refrigerator, a deep freeze, a heavy duty mixer, tables and benches. They have also bought many other items such as dishes, silverware, utensils, trays, bowls, towels, and even a can opener. Their support of the lunch program was vital to get it started and has continued through the years.

In the classrooms, the Community Club has provided audio-visual equipment such as record players, a tape recorder and tapes, a television set and antenna, and curtains to darken rooms for movie showing. They have furnished reference books, science books and this last year made a $100 grant to the new library for books. They have provided scales to weigh and measure pupils and for many years have given each teacher money to spend for miscellaneous educational needs within the classroom.

Community Club has installed large playground equipment such as the slides, swings, and bicycle racks. Many smaller items such as balls, bats, gloves, bases, referees fees, cleaning uniforms, have been given, too. In a recent year over $200 was spent for such items.

The Club has been interested in winter sports and has paid for bulldozing, installing a culvert, plowing snow, and mowing grass to provide a pond for skating.

Other recreational projects include movies for Saturday afternoons, Christmas party films, a banquet for eighth graders, and a trip to Simpson's Animal Farm.

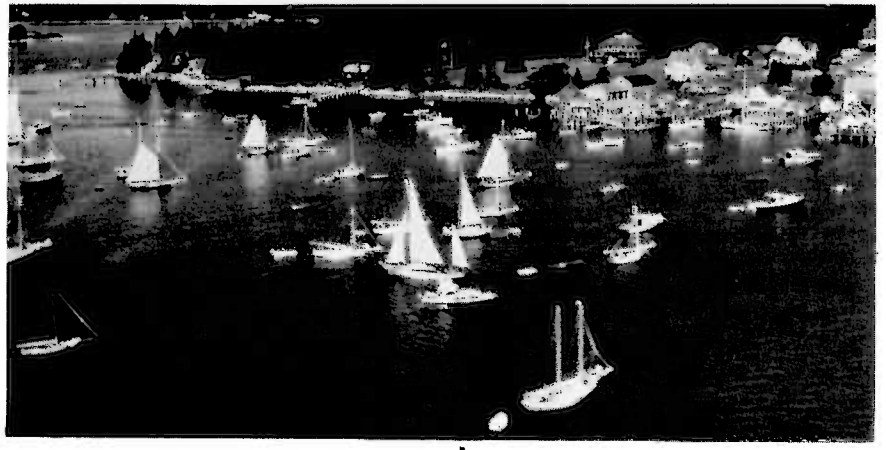
Each year the Community Club has awarded one or more scholarships of $100 to a senior to be used toward college expenses. Prizes for spelling bees and other contests are awarded.

Eyeglasses have been provided for a number of children.

In addition to these direct services to the school and community, the Club has cooperated with and donated to such groups as the Foreign Student Exchange Program, The March of Dimes, The Red Cross, UNICEF and the Boosters Club.

What does the Community Club do? There you have a fair sample of the projects and interests.

The many parents and friends who have worked so diligently to carry on these many projects can well feel proud of the results of their labors. A salute to them.

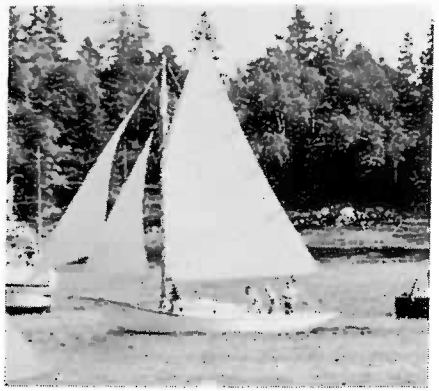


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"DIRIGO"

D. C. LASH

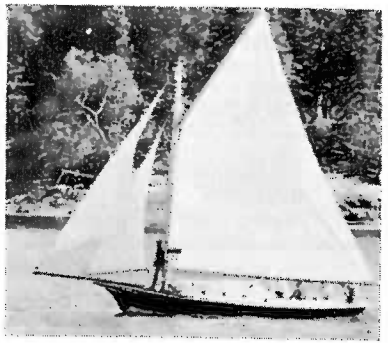
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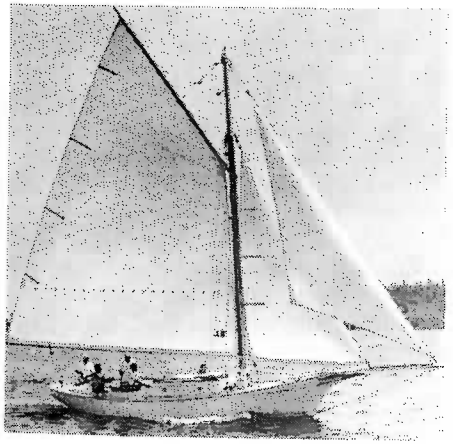


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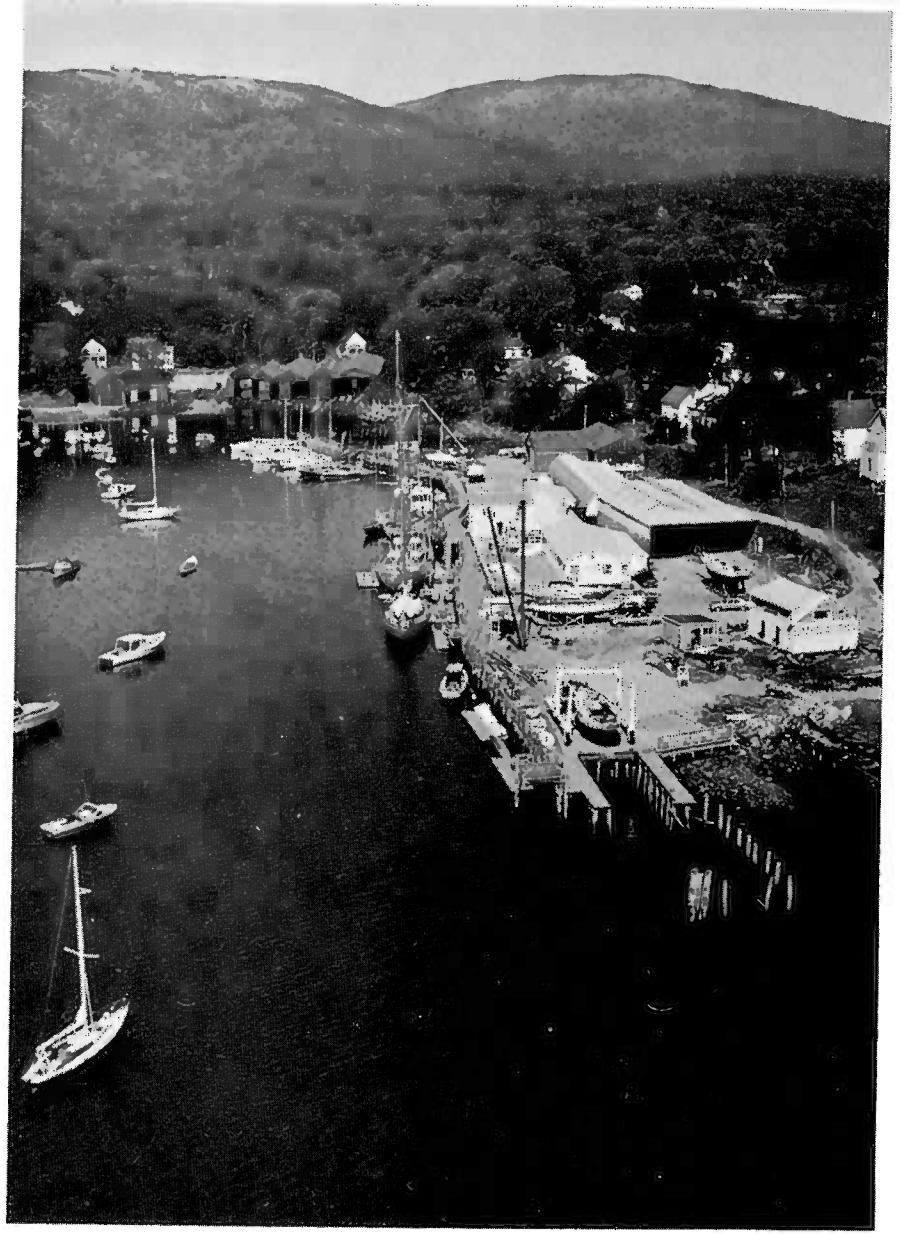
"Dirigo"

LASH BROTHERS

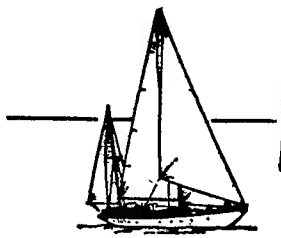
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