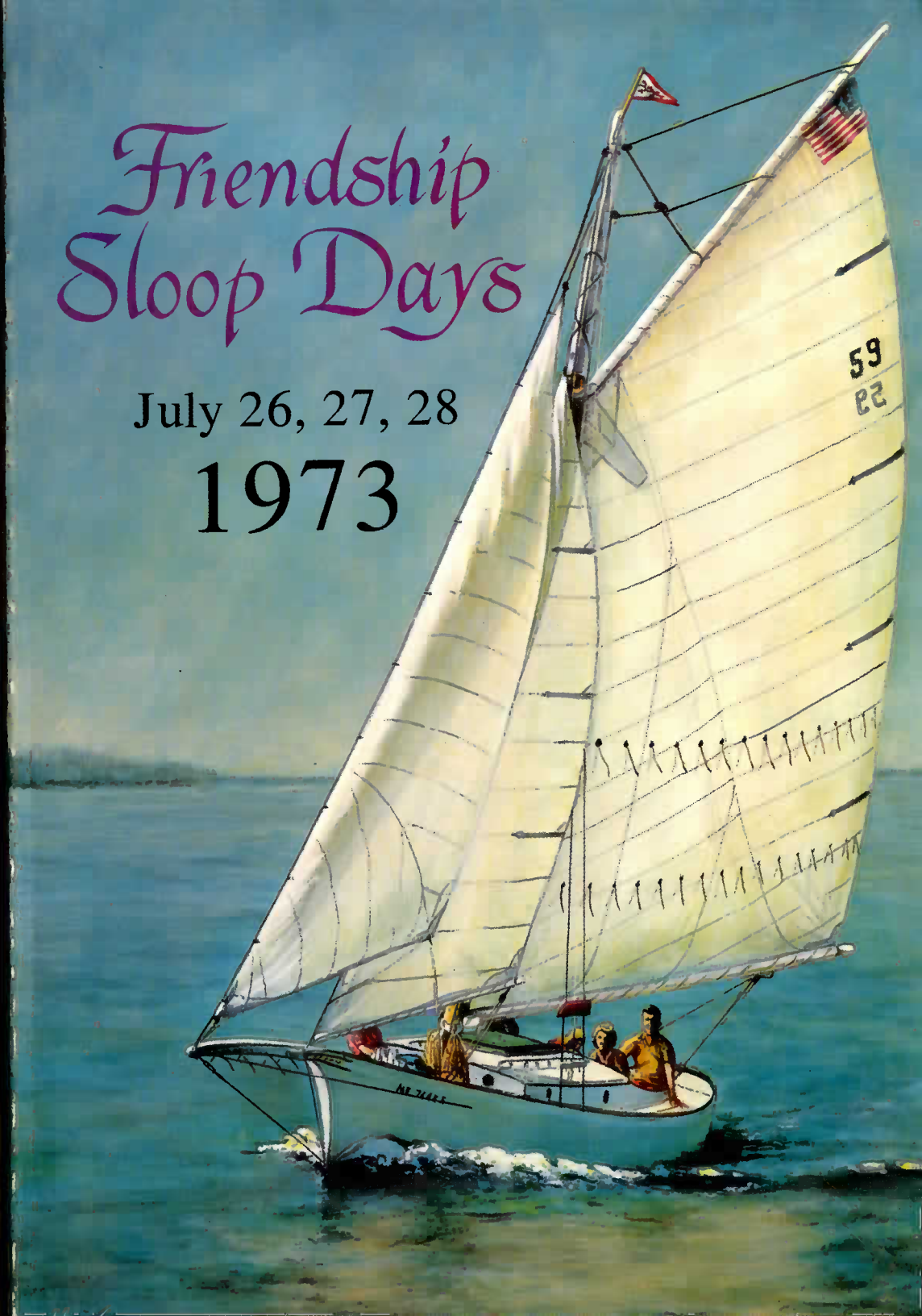
Friendship Sloop Days

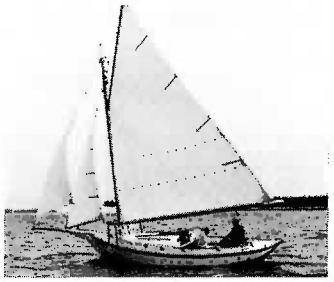
July 26, 27, 28

1973



The Friendship Sloop "Pemaquid"

in Fiberglass



LOA - 25'

LWL - 21'

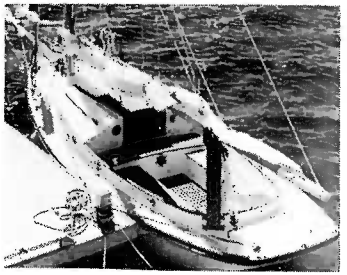
Beam - 8' 8"

Draft - 4' 2"

Disp. - 7000 lbs.

Keel - 2000 lbs.

S.A. - 432'







This Sloop sleeps four with Galley, Head, Volvo Diesel, Wheel Steering, Bronze Hardware, Lignum Vitae Blocks and Deadeyes, All Teak Woodwork, Native Spruce Spars, and Dacron Sails.

HULL AND DECK MOLDING — JARVIS NEWMAN
Southwest Harbor, Maine — (207) 244-3860

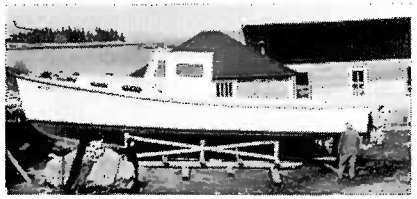
COMPLETION AND FINISHING — TOMAS D. C. MORRIS
Southwest Harbor, Maine — (207) 244-3213



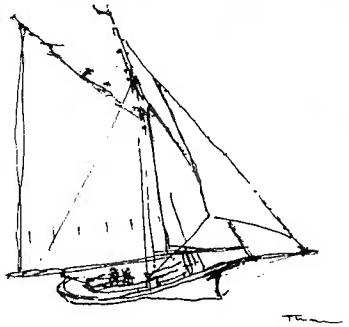
Restorations



12' Tender



36' Lobster/Pleasure



DEDICATION

Your editor would like to take it upon himself to dedicate this year's booklet without consulting the POWERS THAT BE. He's sure you have noticed the ever increasing quality of this program as years go by. This is due to the number of contributors of material who have come forward in late years. Instead of writing 90% of the "stuff" you read here, he now only has to write 10 percent.

So to those of you who lend a helping hand — Many thanks! Keep it up! — Don't quit now! — See you next year! and thanks again!

President's Message

Some time ago some one said, "The only thing that is permanent is change." However change for changes sake alone is wrong.

Being a member and participating in the activities of the Friendship Sloop Society is a wonderful experience. The success of the Society is mostly because of the hard work of those who have done so much to keep up the interest by constantly making changes that are positive improvements in the many facets of the Society's activities.

As usual these workers are a small percentage of the total membership. They have made tremendous contribution to the success of the Society. However, they cannot go on forever coming up with changes that will keep up your interest and happiness with the Society.

The Executive Committee which leans almost totally on "Al" and Betty Roberts for anything that it does, having a very strong desire to insure the permanency of the Friendship Sloop Society requests your help. They wish any one having any ideas that they believe will enhance and contribute to the progress of the organization and will reduce the possibility of complacency, submit the idea to any member of the Executive Committee.

I guarantee that the idea will be given thorough consideration and adoption if it meets the objectives indicated.

Please come to the Regatta and participate in all of its elements. If you do so it's a sure bet you will have a memorable time.

To all the skippers and others who make it "all go" I extend my sincere appreciation.

Ted Brown

Credits: Cover and art work — *H. J. Smith*

FRIENDSHIP SLOOP SOCIETY

PRESIDENT
Frederick Brown (owner of Vida Mia)

VICE PRESIDENT
Dr. Henry O. White (owner of Sarah Mead)

SECRETARY
Betty Roberts — Friendship, Maine

TREASURER
Ernst Wiegleb (owner of Chrissy)

ASSISTANT TREASURER
Carlton Simmons — Friendship, Maine

HISTORIAN
Carlton Simmons — Friendship, Maine

HONORARY PRESIDENT
Bernard MacKenzie

HONORARY MEMBERS
Howard Chapelle, Cyrus Hamlin, William Danforth,
John Gould, A. K. Watson, Herald Jones

1973 Committees

RACE COMMITTEE
William Danforth, Chairman
Connie Pratt, Elbert Pratt

SCHOLARSHIP FUND
William Pendleton

OFFICIAL HANDICAPPER
Cyrus Hamlin

TOWN COMMITTEE
Douglas Lash, Chairman
Everyone in town willing to help

PROGRAM COMMITTEE
Al Roberts, Chairman
Amos Hamburger, William Thissell
William Pendleton, Peter Manos
Douglas Richards

ASSISTANT SECRETARIES
Nancy Penniman
Beverly Roberts

MASSACHUSETTS BAY RACES
Lincoln Ridgway — Race Committee Chairman



Welcome!

It seems a little silly to welcome all you people to Friendship and to Sloop Days. Ninety-five percent of you have been here so many times before you already feel at home with us. Although we can't call you all by name, we recognize you when we see you, and know you've been with us for many years, because you love Friendship and Friendships as we do.

However, for those few of you who are with us for the first time, we extend a hearty welcome. We hope you know we have provided free parking space for your car, free taxis for transportation around Friendship, and we have arranged for meals, snacks, ice, water, telephones, etc., etc. The information booth will give you details pertaining to your needs — Ask and it shall be given!

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



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

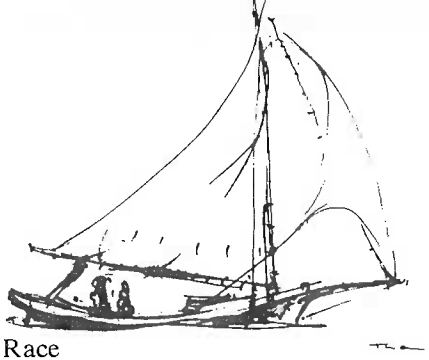
1971 All three races cancelled because of fog and lack of wind.
Gladiator Trophy — SEPOY
Seiler Trophy — VIDA MIA
Nickerson Trophy — SARAH MEAD

1972 Governor's Trophy — ELLIE T
Eda Lawry Trophy — CHRISSY
Lash Bros. Trophy — TANNIS
Morrill Trophy — CHANNEL FEVER
Bruno & Stillman — SALATIA
Jonah Morse Trophy — CHRISSY
Anjacaa Trophy — ELLIE T
Palawan Trophy — CHANNEL FEVER
Class D Overall — PHOENIX
Jarvis Newman Trophy — ELLIE T
Seiler Trophy — SARAH MEAD
Gould Grandfather Trophy — TANNIS
Gladiator Trophy — VOGEL FREI
Nickerson Trophy — VOYAGER

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List of Events



FIRST RACE
THURSDAY, JULY 26

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

SECOND RACE
FRIDAY, JULY 27

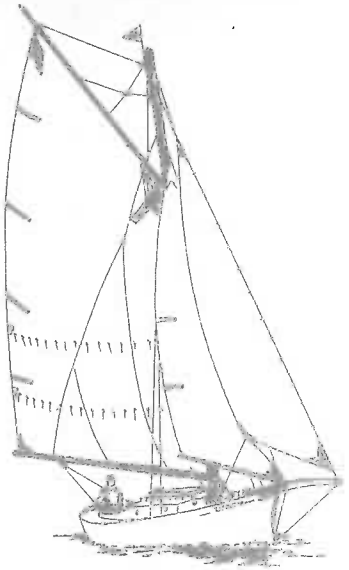
9:30 A. M.	Skippers' Meeting
12:00 Noon	Starting Time of Second Race
6:00 P. M.	Chicken Barbecue
6:30 P. M.	Water Events for Youngsters

THIRD RACE
Saturday, July 28

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 — Middle of August)
Corinthian Yacht Club — Marblehead, Mass.

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



All For The Love Of Friendship

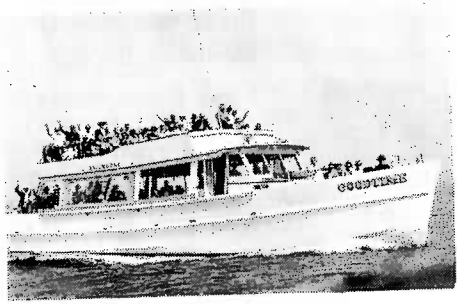
By Paul S. Cunningham

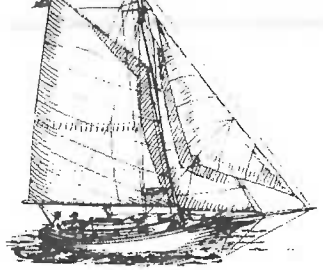
I've grown up to love the Friendship Sloop and appreciate its beauty. Being the son and great nephew of two boatbuilders (Bruce Cunningham and Philip J. Nichols), I know what pains and precision go into the building of a beautiful and sea-worthy vessel.

My Uncle P.J. has been building sloops for as long as I can remember. So far, he has built the "Pressure," the "Result," the "Surprise," and the "Secret," with yet another under way. He builds his sloops simply because he loves them. He takes his time and builds them in the traditional style of "Class A & B" sloops. On occasion someone will approach Uncle P.J. and want to buy one of his sloops. And as much as he hates to, he will usually sell it, but before too long you'll see the beginnings of another Friendship Sloop in his boatbuilding.

For the past few years, we raced the "Surprise" and in 1971 we took the "Secret" to her first race in Friendship Harbor. We haven't won any races yet, but we're all in high hopes because (besides having a fast sloop), we know that there are many more regattas to come, thanks to Betty and Al Roberts and the Friendship Sloop Society.

FOLLOW THE RACES
ON THE
GOOD TIME
CAPT. BOB FISH
lv. 11:30 a. m. and
lv. 1:45 p. m.
Fares — $3.50





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 Ann	B	Lash Bros. 1958	31'	Dr. Joe Griffin Damariscotta, Me.
11. Shulamite	B	S. Gannett 1938	24'	James & Pauline Doolittle Five Islands, Me.
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, Me.
15. Vida Mia	C	E. L. Stevens 1942	30'	Frederick S. Brown Kittery, Me.
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.
20. Moses Swann	A	Morse 1910	30'	Roland Barth Alna, Me.
21. Wilbur Morse	B	Carlton Simmons 1945	30'	C. Wilfred Brann Gardiner & Friendship, Me.

Trade Winds Motor Inn

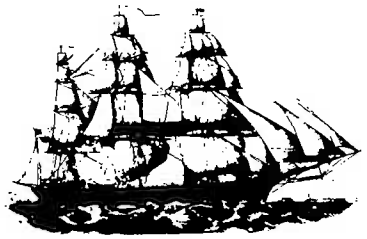
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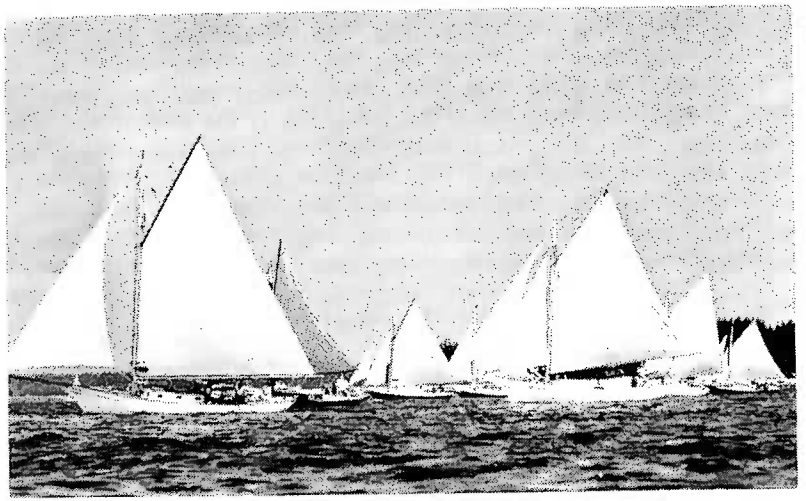
Red Jacket Restaurant



EXCELLENT FOOD
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List of Sloops -

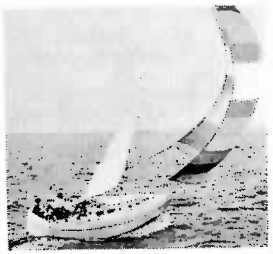
22.	Ellie T	B	John Thorpe 1961	26'	John Thorpe Woolwich, Me.
23.	Depression	A	1899	32'	Dr. Myron Hahn Friendship, Me. & Boston, Mass.
24.	Ancient Mariner	A	Wilbur Morse	25'	H. C. Vibber Waterford, Conn.
25.	Sea Duck		Morse Boatyard (ketch rig)	25'	Laurence Bershad Marblehead, Mass.
26.	Virginia M	A	Wilbur 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'	
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'	Ray Gold Newtown, Conn.
33.	Smuggler	B	Philip Nichols 1942	28.	Sinclair Kenney Edgewood, R. I.
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.
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, Me.

DK MARINE

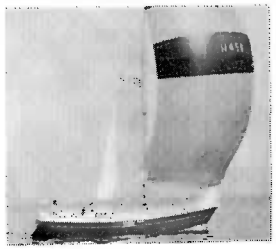
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COLUMBIA - PACESHIP - CORONADO

SAILBOATS FROM 23' TO 52'



COLUMBIA - 30



PACESHIP - 32/28

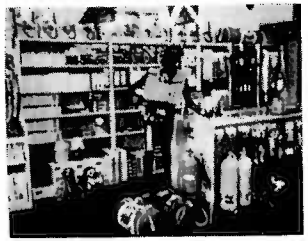


CORONADO - 41

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(207) 633-2970 WEST SOUTHPORT, MAINE 04576

Just 3 Miles South of Boothbay Harbor

44.	Sazerac	A	Wilbur Morse 1913	35'	Newton & Judy Hinckley Sudbury, Mass.
45.	Flying Jib	B	W. S. Carter 1936	30'	Newton & Judy Hinckley Sudbury, Mass.
46.	Dirigo	B	Lash Bros. 1964	30'	Ernest Sprowl Searsmont, Me.
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 Metuchin, 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'	Richard Salter Manchester, Mass.
58.	Departure	C		15'	Franklin Perkins, Jr. Lancaster, Mass.
59.	Sarah Mead	B	Newbert & Wallace 1965	30'	Dr. Henry O. White Camden, Me.
60.	Old Salt	A	Rob McLain & Son 1902	32'	Leon Knorr Rowayton, Conn.
61.	Windward	B	J. S. Rockefeller 1966	25'	George Dowling Syracuse, N. Y.
62.	Columbia	C	Lester Chadbourne	23'	Fran & Lee Green 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.

Snow Harbor Corporation

Boats - Motors - Snowmobiles

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354-2200 or 354-6154

The Owl and



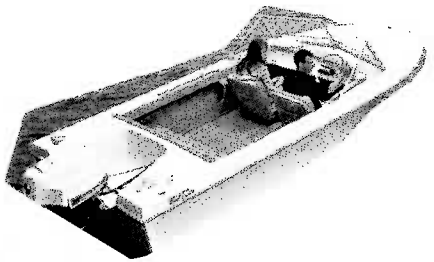
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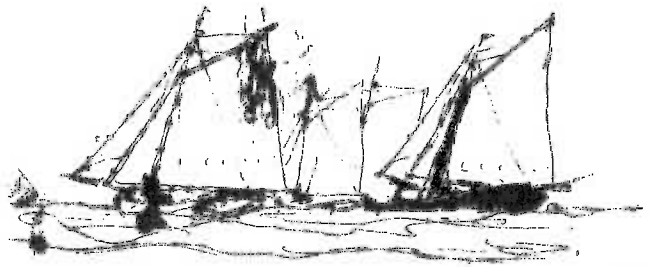
OLD TOWN
BOATS
CANOES

MARINE SUPPLIES

SALES RENTALS STORAGE

Lower Elm Street Telephone 563-3456 Damariscotta, Maine

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'	Matthew & Ed Spaulding Woodstock, N. H.
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.
80.	Sepoy	B	F. Buck & E. L. Adams 1941	35'	Robert Fairbanks Riverside, Conn.
81.	Regardless	B	Fred Dion 1963	38'	Wm. Williams Swansea, Mass.
82.	Morning Star		A. Morse 1912 (ketch rig)	28'	Ronald J. Ackman Oyster Bay, N. Y.
83.	Perseverance	D	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, Me.
86.	Allegiance	B	Albert M. Harding 1970	24'	Albert M. Harding Kennebunkport, Me.
87.	Eagle		McKie Roth, Jr. 1969	22'	Henry S. Goodwin Avon, Conn.
88.	Apogee	D	Bruno & Stillman 1969	30'	H. M. Landemare Toms River, N. J.
89.	Avior	B	McKie Roth, Jr. 1970	22'	Julia & Bertha Chittenden Edgartown, Mass.





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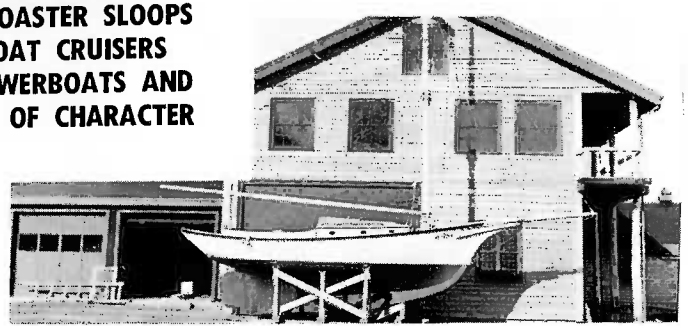
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90.	Salatia	D	Jarvis Newman 1969	25'	Mrs. Mattern Southwest Harbor, Me.
91.	Pacific Child	D	Bruno & Stillman 1970	30'	Arthur Cox Coronado, Calif.
92.	Victory		James S. Rockefeller 1970	25'	
93.	Anna R	B	Kenneth Rich 1970	25'	Kenneth Rich New London, 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	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.
104.	Cockle	C	Elmer Collemer 1950	28'	Widgery Thomas, Jr. Portland, Me.
105.	At Last	D	Bruno & Stillman 1970	30'	Dr. Thomas Risley Beverly, Mass.
106.	Hold Tight	D	Jarvis Newman 1970	25'	John Cassidy Bangor, Me.
107.	Magi	D	Passamaquoddy 1970	22'	Bill Johnston Southwest Harbor, Me.
108.	Loon	A	Charles Morse	37'	Hugh & Ruth Jacobs Darien, Conn.
109.	Petrel		G. Cooper 1933	31'	Earl White Spencerport, N. Y.
110.	Amistad		Robert White 1971	23'	Robert White League City, Texas
111.	Amos Swann	A	W. A. Morse	26'	Edward Kaelber Northeast Harbor, Me.
112.	Secret		Philip Nichols 1971	27'	Philip Nichols Round Pond, Me.
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.

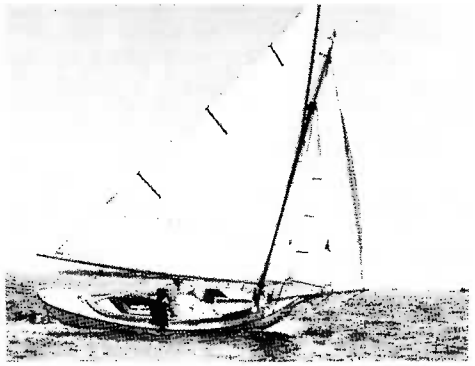
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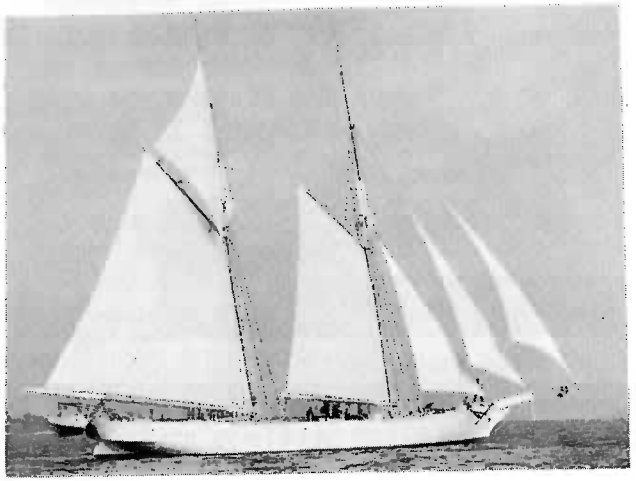
Winter Storage — Inside or Out

Owner - Al Manager - Doug

List of Sloops -

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, Claif.
122.	Ray of Hope	B	Francis Nash & Ed Coffin, 1971	25'	Ed Coffin Owls Head, Me.
123.	Maria	B	Charles Burnham	23'	Charles 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.	Lucy S		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.
131.	Noahsark	B	John Chase	30'	John Chase Lynnfield, Mass.
132.	Vogel Frei	B	Wilbur Morse	30'	Herman Samitsch Miami, Fla.
133.	Independence	D	Bruno & Stillman	30'	Frederick Schwarzman Far Hills, N. J.
134.	Angelus		Charles Collins	22'	Charles Collins Bass River, Mass.
135.	Tremolino	D	Jarvis Newman Tom Morris	25'	Helen & John Jurkowski Kingston, N.Y.
136.	Squirrel	A	Charles Morse 1920		John E. Harrington, Jr. Moody, Me.
					Peter M. Camplin Kennebunk, Me.
137.	Wild Dutchman	A	Wilbur Morse 1906	46'	William Van Zee Miami, Fla.

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



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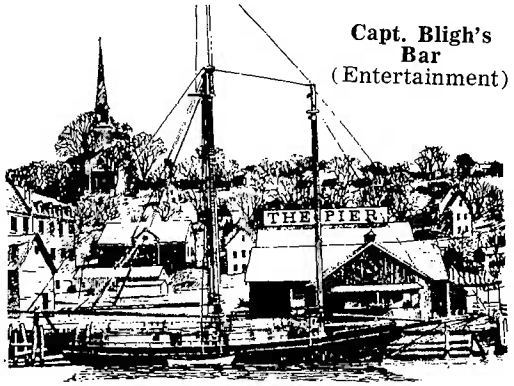
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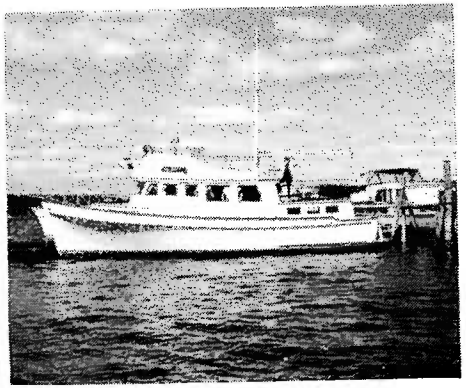
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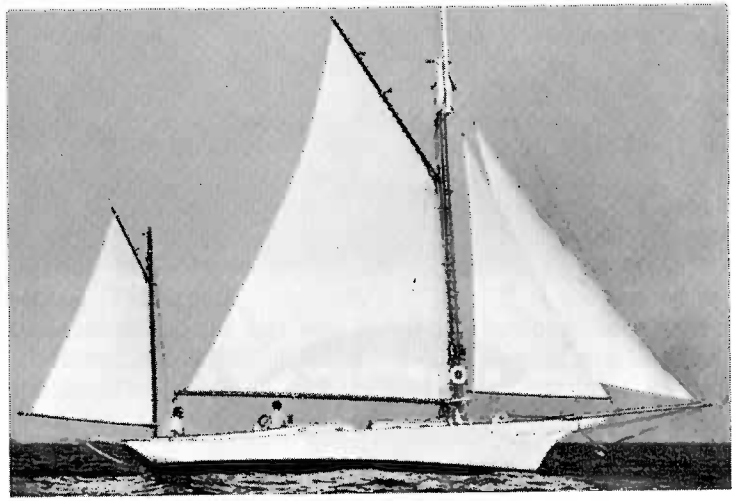
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Non-Members

Name	*Built by*	*Present Owner*
Amity		Banjamin Plotkin, Norwalk, Conn.
Amity Poole	W. S. Carter	Burlington, Vt.
Angus	(ferro-cement)	Elio P. Oliva, Centerville, Mass.
Aurara		Richard Steele, Rockport, Me.
Carolyn		A. J. Rousseau, Warwick, R. I.
Dottie G	Simms, Scituate	
Duchess	Simms, Scituate	H. Reese Mitchell, Houghton, Mich.
El Yanqui	Wilbur Morse	Gene Peltier, Wilmington, Calif.
Estelle A.		Mystic Seaport, Mystic, Conn.
Irene	McLain	Warren Huguley, Fair Haven, N. J.
Jesse May	C. Morse	Stanley Gratt, Chicago, Ill.
Nor Easter	Wilbur Morse	Robert Synnestvedt, Jenkintown, Pa.
Pemaquid III		George McKinnon, Sillery, Que., Canada
Princess		Joe Richards, Key Biscayne, Fla.
Red Wing	Wilbur Morse	Marjorie DeBold, Middletown, Conn.
Sea Gull	W. S. Carter	Mike Dolan, Hollywood, Fla.
Spirit of Joshua		James Tazelaar, McLean, Va.
Spoondrift		Harold Tweedy, New Rochelle, N. Y.
Surprise		Peter Boback, Fairfield, Conn.
Volunteer	Gannet	Brian Neri, Buffalo, N.Y.
Wild Wind		Robert Standen, Manhattan Beach, Calif.
Black Witch	K. Rider	Donald Davis, Newport Beach, San Francisco, Calif.



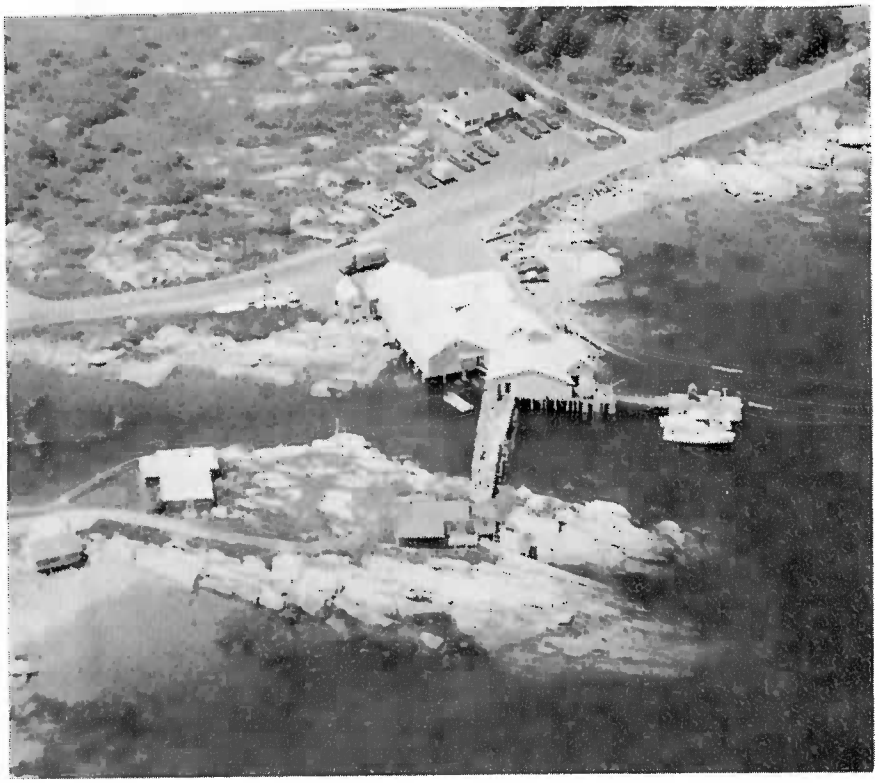
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Gleanings Of Some Early History Of Meduncook (Friendship)

by Llewellyn H. Oliver

The earliest grant of land in this locality was by King James to the council of Plymouth in 1620, all the territory between the 40th and 48th degrees North latitude from sea to sea. The Council of Plymouth, in turn, granted to Beauchamp and Leverett in 1629 a 30-mile square portion of land between Muscongus and the Penobscot River — later to be known as the Muscongus, Lincolnshire or Waldo Patent. Within this Muscongus or Waldo Patent lay the Plantation of Meduncook.

The first deeds to the English lands in this locality were to Sir William Phipps Knight and Capt. Sylvanus Davis in 1694.

In the 1750's a blockhouse was established on Garrison Island. During the war of the 1750's, twenty-two families were all housed within the walls of the fort. Six hundred men recruited in the Maine area were assigned to the various forts. The blockhouse on Garrison Island received ten men. They were Ruben Pitcher, Jonathan Nutting, Robert Young, Thomas Palmer, Henry Hendley, John DeMorse, Joseph York, William Maycock and Ebenezer Thompson.

The last attack on the fort was in 1758, when eight men were killed, but the fort was not taken. A party of Indians also attacked the house of Joshua Bradford, situated about one-half mile up the river from the fort, killing and scalping Bradford, his wife Hannah, and a Mrs. Mills and her child. One daughter, Rachel Bradford, about seventeen years old, ran to the fort, pursued by Indians. They threw a tomahawk, wounding her seriously but she recovered and later married Ebenezer Morton, Jr., and became the mother of a family. The Indians took the two Bradford boys, Joshua and Benjamin, twelve and five years old, to Canada. After the fall of Quebec in 1759 the Bradford boys returned to Meduncook. Another child had escaped the Indians by crawling under a bed at the Bradford house.

After Samuel Waldo came into possession of this territory he colonized Broad Bay (Waldoborough) with Germans; Thomaston, Warren and Cushing with Scotch-Irish; and Meduncook with English. In 1768 thirty-five lots of 100 acres each with 40 rods shore frontage were granted to settlers by agents of Waldo. In 1793 the heirs of the Waldo Patent served notice that the following settlers did not have legal claim to their lands. They were: John Winchenbach, William Miller, George Woltzgrover, Mr. Hewhouse, Alpha Delano, Martin Geyer, James Sweetland, Carpteter Bradford, Stephen Sweetland, and Enoch Wentworth. The Waldo heirs

claimed the titles unlawful and the true titles purchased by Henry Knox, who married Geo. Waldo's daughter. General Knox died in 1806.

The old former blacksmithshop, which stands near the Armstrong Memorial Hall was the first schoolhouse in Meduncook. Before having been moved to its present situation, it was located on a ledge to the northward of the Advent Christian Church. The use of that building as a schoolhouse was discontinued in the 1850's.

Albert Cook attended school in that first school building in Meduncook. The room was heated by a fireplace. The boys brought in the wood. It kept them busy. After the Plantation of Meduncook was incorporated as the Town of Friendship in 1807, the town was divided into six school districts. When the Brick School was begun at Hatchet Cove, Mrs. James Condon (Hannah Condon) was the first teacher at one dollar per week, which was considered an excellent salary. She was Clinton C. Lawry's grandmother.

The old schoolhouse at Goose River was built in the 1800's, near the Blanche Wallace fence, where the Timber Point road starts from the main road. In 1904 the new Goose River schoolhouse was built by contract by Bert Murphy for $483.60 and used until 1948. Gerald Delano made it over into a dwelling house and lives there.

The first road in Friendship started from Garrison Island. The first church built in 1810 was called a Free Church, which was located across from the former Harold Allen place on East Friendship Road. The Methodist Church was built about 1846 with 70 members. After the Free Church was torn down the Advents and Baptists built the present Advent Christian Church for three hundred dollars.

The Advent congregation bought the Baptist claims and the Baptists built a lovely church at the Corner in 1892. The fire station is located there now.

In 1910 there were about ten telephones in the whole town of Friendship, and about two automobiles. A Stanley Steamer was owned by Ellis Hurd and an automobile by Capt. Webster Thompson. Harvey Brown bought an automobile in 1914.

In the late 1800's there was a casket shop at the left side of Cook's Hill, going up the hill. The complete burial outfit was fifteen dollars per body. Silas Brown, an uncle of Eugene Brown, operated the casket shop.

It was customary in the Advent and Methodists churches, before the 1880's for the men of the churches to chew tobacco and spit in the spittons provided in the pews. The women of the two churches hired a speaker to come and lecture on health. The venture was a huge success as all spittoons soon disappeared. As people were leaving the church after the lecture, one old bachelor remarked that the speaker told at least one lie, because he said anyone who never took a bath would die before he was forty years old. The bachelor said, "I know that's a lie because I'm more than forty."

Esquire Zenas Cook, who operated the first store, lived in the Dr. Hahn House which he had built. Zenas's son-in-law was a brother of Charles Murphy's mother. The Methodist Church was organized in the big house at the top of Cook's Hill and Susan Murphy, mother of Charles Murphy, organized the "Ladies Aid" of the Methodist Church.

The Bickmore town hall, built by the Republican Party, is now owned by Cedric Delano. The Bickmores rented the lower floor and the upper

floor was used by the Temperance Society, Good Templars, and also for dances. After the Bickmores bought the building they built an ell which Olivia Hoffses had torn off while she owned the house.

Dwight Wotton's great-great-grandfather, Capt. James Parsons, who was very well-to-do, was the leader of the Republican Party, then called the "No Nothings." It was then a secret political party, locally.

The Masonic Hall was built by a former lodge of Masons. The building was acquired by Henry Geyer (Chester Brown's great-great-grandfather) when the Masons failed to pay on the mortgage. Later, George Collamore bought the building for a store and also kept the post office there until Woodrow Wilson was elected President of the U.S. in 1912.

The Armstrong Memorial Hall was built by the Cooks, Melville Cook, son of Zenas Cook, owned and rented the hall for years. Later George Poland and then Charles Westerland owned it.

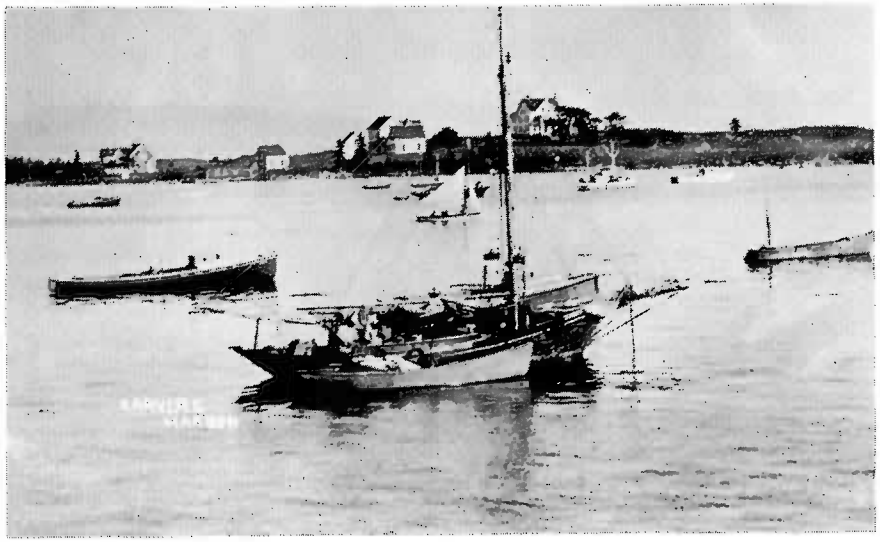
Before the 1800's, Forest Lake Pond was just a swamp. A dam was built, after which the Clarks, the Gays and the Stahls of Waldoboro financed a flourishing ice business, which gave work to many Friendship men during the winter. A boarding house was maintained for most of the men. It was called the cook-house. There was a wooden track built from the dam to the ice-house at the shore so that the ice could slide or be pushed down along the track. Mr. Clark's daughter married Dr. Sanborn so the Forest Lake property went to them and then to Floyd Benner.

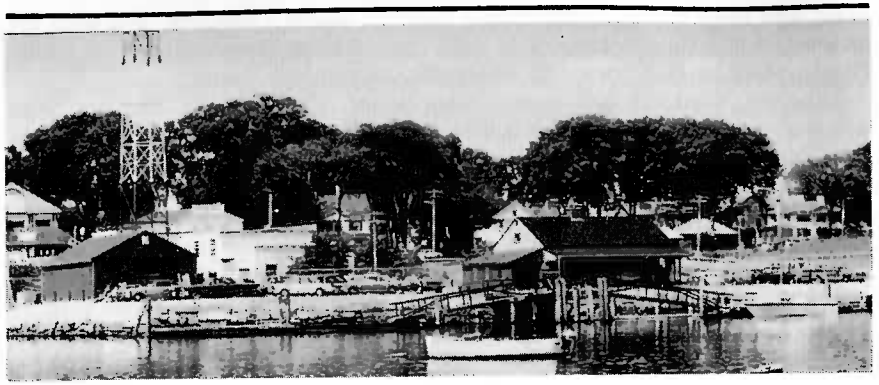
One of the first houses in Friendship, which burned years ago, was just a little beyond the present Bird B. Jameson place.

The Bradfords, Cooks and Cushmans are direct descendents of the Plymouth Colony.

The center of the town gradually moved from Bradford's Point (sometimes called Crow Point) to Cook's Corner near Cook's Hill. Esquire Zenas Cook had a store and the post office on the corner, near the hill and the halls were built there and the Methodist Church about the 1840's.

In the early days of Friendship, there were no real roads to Goose River or Davis Point. The roads went through pastures and gates had to





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be opened and closed. The lane at Goose River went as far as the Meadow Brook near the place where the South Waldoboro bridge now stands. There was no road to Waldoboro. There was a mill near the South Waldoboro town line, on the Meduncook side.

At a Waldoborough Town Meeting in 1789 permission to allow Meduncook to be incorporated with Waldoborough was refused. The Germans did not care to mix with the English at Meduncook and they decided that it was impossible to build a road through from Waldoborough to Meduncook. After the great Waldoborough fire of 1854, which destroyed most of the village, the Germans began to marry some of the Meduncook young people and settle here.

Five years after the great fire the Sproul Block was erected in Waldoborough.

Joseph Ludwig and his wife, Katherine Kline from Germany, in 1699 were ancestors of Elizabeth Winchenpaw (then Winchenpaugh) and others here in Friendship. The Olivers (formerly Olivier) were followers of William the Conqueror to England in 1066.

The Blacks used the name Schwartz, the Millers were Mullers, the Haveners were Heibners, and the Burns family were Bornheimers.

Lawrence Parsons was born in Ireland in 1751. He was an ancestor of Dwight Wotton. There is a Coat of Arms in the Parsons family, which Dwight Wotton must now have.

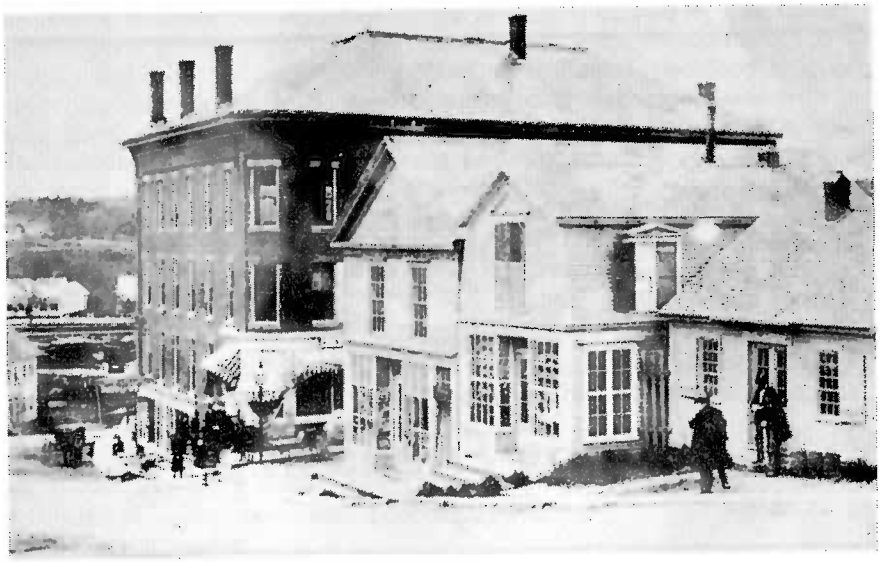
The Morse family were French and used the name DeMorse.

The Thompsons were Irish descent.

Dr. William Hahn, a young German from Rockland, came to Friendship in 1904 and served the community faithfully and well for nearly fifty years.

Several of the preachers at the Friendship Methodist Church were born in England. Most of the people are now of both English and German descent, with some Irish and French, too.

In 1914 the speed limit for automobiles was fifteen miles per hour. By that time there were probably five automobiles in town. All the metal trimming on the autos was brass and it had to be polished often.



Hodgdon Brothers

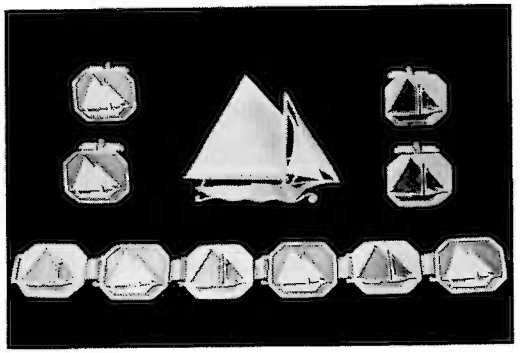
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Notice To Spectators

— Bennett Noble

If you stand here long enough today, you will become convinced, as hundreds before you have, that Friendship Sloop people are eccentric, even a little odd.

Now, my point is to relieve you of concern as you tumble to that conclusion. You define an eccentric as someone so placed that his axis is not located centrally, don't you? Well, nobody ever died of that! There's a fellow over in Nobleboro who limps, but it's not fatal.

What I'd like you to do is not be taken in by all the foolishness, then it won't bother you so much. Just appreciate these gaff-headed sloops require a certain type of sailor, and Friendship generates in him a powerful chemistry.

Case in point is the arrival of Al Roberts' bait truck, full of aromatic, slightly altered red fish which are used for lobster bait. The truck will back down onto the wharf at mid-morning and if you're in the way you'll have to move. Lobster bait is foul looking stuff, and as they unload it you'll get a pretty strong odor. But stand it for a few minutes and you'll be rewarded with the sight and sound of some Friendship Sloop skipper wandering over to the load, pawing through it, and coming up with a particularly ugly looking piece, and bellowing: "Hey, George, let's take this one aboard. There's enough meat on it for lunch!" Just accept the fact he wouldn't act that way if he was home.

And you take a foggy day, for instance . . .

One year the fog was so thick we had to cancel all racing. Fellow from New York, a free-lance writer, wanted to do a piece on a Sloop skipper, though, and someone steered him to Don Huston. Now, Donald is from up in Massachusetts, which explains a lot, and he doesn't shave during the weeks it takes him to get "Eagle" down here and back. So, there he was standing in his foul weather gear and his own gurry when this poor New York fellow approached him.

"Fog's pretty bad, Skipper?"

"Worst I've ever seen," says Donald.

"But you enjoy your visit here to Friendship?"

"This is Camden."

HEAVE TO AT

The Maine Way

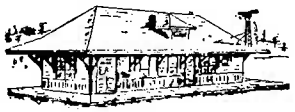


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"Surely you know this is . . ."

"Camden. Sailed all day yesterday in beautiful weather, but I guess we'll have to stay right here. Can't sail over to Friendship in this fog."

"But . . . "

"Probably sail over there tomorrow. Want to go with us?"

I don't know to this day whatever happened to that fellow, or whether he ever free-lanced anything about Friendship or not.

Then there was the year Ted Brown was on television. A crew came all the way down from Portland to take some film and interview the inmates, but it was foggy again and the racing was canceled. Ted had his "Vida Mia" grounded out that day because he had a stoppage in the head and his valves wouldn't close. That meant his boat was taking water instead of discharging it. Clear enough? Course it is. But on television you don't talk of such delicacies as heads (toilets, damnit!) and cranky marine flush valves, but the announcer and the cameraman said that they'd interview Ted anyway, and if he mentioned anything they couldn't use, they'd edit it out before it was put on the air.

Well, they started the show by interviewing Betty Roberts, asking her if the fog was going to blow out, and she was saying how the fog always HAD blown out — eventually, and she saw no real reason to worry. And then they got to Ted.

As I recall it, the announcer said: "Now we'll walk over to this sloop that's been beached here, and see if we can get the Captain to tell us what's wrong. Ah, excuse us, Captain Brown, but we notice your boat's beached. What seems to be the problem?"

Well, old Teddy poked his head and shoulders out through the companionway, held up a piece of wood, and with God and everybody listening bellowed: "I had this piece of timber caught in my bathroom. But I fixed it!"

And as soon as that story got around we elected Ted president of the Friendship Sloop Society.

What I'm trying to get at, I suppose, is to urge you to stand back and not get any on you, and enjoy your time with us. Check with the State Police officer at the top of the hill to make sure you're in Friendship, stay away from anyone who even looks like Don Huston, and try to understand that Ted Brown comes from good stock and is otherwise normal.

Enjoy.



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Sloops Slip Suth'ard

Friendship sloops were never indigenous to Essex County in Massachusetts.

Strangely enough there are probably more of these sloops being built within the boundaries of this county than any other county in the country.

While for two hundred and fifty years Essex in Massachusetts produced some of the finest fishing vessels to go to the Grand Banks, the beautiful Friendship sloop hull was never built in that area. Right now there are four sloops in various stages of construction being built in this area, and all within a radius of ten miles of each other.

Over in Rowley, close to the town common, Bob Gardner has completed a thirty-foot sloop. She was built on lines furnished to him by non other than that most prolific of sloop boat builders — Phil Nichols of Round Pond, Maine. In fact, Bob's sloop is the most authentic replica built since Phil launched "Surprise" in 1964. She will be in competition during Sloop Days of the 1973 season. This green hulled sloop will carry the name "Red Jacket" on her transom with Stockton Springs, Maine, her hailing port. Named after the fast Pook designed clipper which was built in Rockland, Maine, and launched in 1853 the new sloop is beautifully crafted and worthy of the name of its predecessor. If this new sloop sails like her namesake she'll be a boat to conjure with in this year's regatta.

Over in the western part of Rowley, Jim Hall, builder of the "Lucy-Anne," is putting together another "Pemaquid" sloop which he hopes to finish and call it "Recovery." He has prospects it will be an improvement on his first effort launched in 1967.

To the eastward, in Essex, the town with the shipbuilding past, made famous by such builders as Story, James, etc., a present generation Burnham, Charles by name, is also building his second Friendship sloop. His first "Maria" a 23-footer which raced at Friendship in 1971 and 1972 was a little too small for Charlie and his family. His new vessel is a 28-foot adaptation of "Pemaquid" lines and should give the accommodation he needs. Burnham points out there are all kinds of hazards in building sloops as well as sailing them. For instance, one dark night some one tried to sabotage his well selected pine boards to be used for planking. He discovered the fire before much damage was done.

Then last but not least there is Don Brooks over in Boxford, also in Essex County, who has cut some grand looking pine and oak on his home place and is having it dressed out for a 28-footer, also an enlarged version of Abdon Carter's "Pemaquid."

Mr. Brooks, an old hand at boatbuilding, worked for a lobster boatbuilder in Washington, Maine, nearly 35 years ago. He recounts how they used to bring the completed hulls down to Waldoboro on two hay racks for launching in the Medomak River. His boat may be ready for the 1974 season.

The enthusiasm of these Massachusetts builders for the unique sloops that originated in Maine is quite remarkable. But then, as the history book tells it, Maine was part of Massachusetts many years ago and boatbuilding runs in the blood in Essex County.

J. H. Hall

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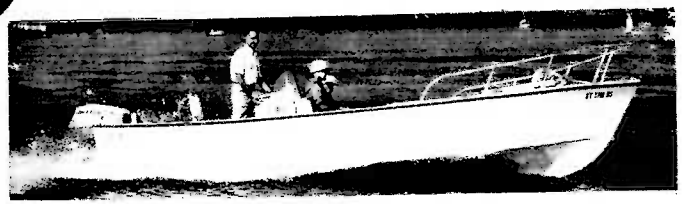
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A Crew's View Of A Sloop Race

Roger C. Taylor

When, last year, Dr. Hank White said, "Why don't you sail with us in the sloop races Saturday?" I couldn't think of a single good reason to forego the pleasure, and so accepted with alacrity. I had sailed before with the White family in their Newbert-and-Wallace-built, 30-footer, *Sarah Mead* and knew it was an opportunity not to be missed.

So last July 29th, I drove up to Friendship from Rockport early enough to get a parking place within a mile of Al Roberts' dock. I worked my way down the already crowded wharf (the Parade of Sloops was still a good two hours away) and made it to the float just in time to catch young Jonathan White about to row the *Sarah Mead's* dinghy back out to her after doing an errand for mother. I climbed into the stern of the little boat and we were away. Looking up at the people holding down the planks on Al's dock, I wished every one of them could have a berth aboard a Friendship sloop for the race that day.

As soon as we got aboard we dumped the swab over the side, laid it on deck, and spent some minutes treading the shore dirt off our feet. The *Sarah Mead* is always kept so clean that you can't think of leaving even the faintest of footprints as you walk around her deck.

Marion White popped her head out of the hatch and said, "What about coffee?" Being a Navy-trained addict, I soon had my hands wrapped around a cup of the wonderful stuff. Then we all settled down in the cockpit to look over the fleet. That is, all but Sarah Mead White herself, the little pixie from whom the boat took her name (or was it the other way around?). She went to her favorite perch — on the end of the bowsprit.

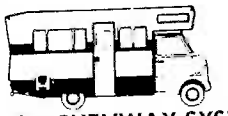
Since this was my first view of the 1972 assemblage of sloops, Jonathan expertly ticked off the names of nearly every boat present for me, and for most of them added a comment such as, "She really goes with her new topsail this year," or, "They had sixteen kids aboard yesterday," or "That's the boat we really nailed with a water bomb." The mere mention of this particular item of Friendship sloop racing gear evidently evoked significant memories among the Whites, for their mirth for the next few minutes was scarcely controllable. Hank assured me that I'd learn all about water bombing before the day was over.

It was quite foggy and a flat calm. We hoisted the mainsail and set the peak halyards up just so, for, after all, this was a race day. Next the fore staysail and jib climbed their stays and we dropped the mooring with the dinghy tied to it.

With a little help from the engine, we fell into line for the Parade of Sloops, but were careful to shut it down before we half-ghosted, half-coasted past the end of Al's dock. Once that formality was over, we slipped along out toward the starting line wafted along very gently by a faint easterly.

The fog gradually retreated and it turned out to be a nice day. The breeze stayed light and fickle, varying from east to southeast and from a

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light air up to a pretty decent little sailing breeze at times.

Jonathan took the helm for the start at noon and got us off a bit late but right up at the windward end of the line, which, as it turned out, was just the place to be. We could just lay out to the first mark by holding up quite close under the Friendship Long Island shore, while some of the boats that started at the leeward end of the line had to tack to get around the first buoy.

We rounded the mark and ran her off the wind, heading up Handicap Alley, and fairly well up among the leaders. There's more speculation on that run up Handicap Alley than there was in the gold fields of California. Everybody's looking and talking. "I see number 16. Ten more to go to our buoy. Ours is number 26. Or is that 18?"

"That's 18. Ours is more to the right. Head off a little."

"I think Eastward missed their buoy."

"No they didn't. Theirs is farther along."

"Mind your steering. I see 22 right over here. No, I think it's 28! We've gone by it!"

"No, here's 25, right ahead. Our buoy must be right up here on the port bow. Anybody see it?"

"There it is, 26 for sure. Give her enough time to turn and slow down."

"Watch that boat coming up on your quarter. Here comes the buoy. Grab the frame. Now break the buoy free. Don't fall overboard! There we got it."

You feel as if there ought to be some sort of prize awarded just for accomplishing this much.

Then it was strap her down and start beating back to windward. We lost a few places on this windward leg, and then held our own on the next short reaching leg. After that, it was a long, slow beat out between Harbor Island and Black Island, and across to the windward mark just west of Thompson Island. A few more boats passed us. The disturbing bobble and light air didn't seem to be to *Sarah Mead's* liking. We frustrated along out there, and even a cold beer didn't seem to help much.

Jonathan couldn't even have any beer, so he got a little bit discouraged and asked me if I wanted to steer for awhile. I took the tiller, but the more I tried to make her go better, the more she wouldn't. We struggled past Black Island Ledge and took a tack offshore. We got out by Hall Island and were going to tack again, but then there seemed to be a bit more breeze ahead so we held on awhile and eased along further offshore, out beyond the other boats.

And out there in the middle of Muscongus Bay in the middle of the afternoon a nice little breeze struck in and blew away at least a goodly portion of our frustrations. It was a grand little breeze, and for quite awhile, being some little distance out from the other boats, we had it all to ourselves. The *Sarah Mead* made the most of it and came churning along past Gangway Ledge and up to the weather mark with a good head of steam. The leaders were already well on their way back into Friendship, but at least we were back in a respectable position with more than half the fleet astern.

The rest of the race was a broad reach, first on the port tack back to Black Island, and then on the starboard tack along under the islands to the finish in Friendship Harbor. As we squared away for this run, we found we were almost even with a near sistership, the *Mary Anne*. We ran side-by-side with her all the way to Black Island. Everybody aboard both



The greatest asfistance to the promotion of Law and Order would be Sobriety on the part of Seamen. There are a few shades of sterling qualities which belong to them, but on the other hand, many of their unspeakable irregularities and acts of insubordination may be traced to gross intemperance. Once they cease to abstain they cannot, by their very nature, refrain from overindulgence. If owners would give one dollar a month in lieu of the customary ration of rum each day, and include in the ship's articles firm restrictions governing the use of strong spirits while at sea, with a stipulated penalty of the cat-o-nine-tails sort for drunkenness, ships might be managed with greater safety and higher profits. The remedy, too, lies in the hands of ship owners and captains themselves; for if they would require certificates of sobriety from seamen before signing them on, the drunken ones would either remain unemployed or, with humane help, become sober. It is well known that even a sober landsman or slave is more useful than a beached drunken sailor; so that society, both afloat and ashore, would be enhanced by greater restrictions on the use of strong spirits while at sea.

W.T.K.

boats looked the essence of nonchalance. Each crew was intent on making the other believe that the furthest thing from their minds was getting every last fraction of a knot of speed out of their vessel.

We were on the inside rounding the mark at Black Island, so when both boats had jibed over for the final leg to the finish, we were slightly ahead. The boats were separated just enough so that the puffs coming off the islands reached them at different times. The gap would widen as we got a puff and surged ahead, then narrow as our puff left us and the *Mary Anne* got hers and came running up on our stern with rippling bow wave. On one of these occasions, they had the temerity to claim they were coming alongside so we could pass them a beer. We assured them hopefully that they'd never be able to get that close to us, and that's the way it worked out; we were just ahead of them at the finish and it didn't really matter how many of the fleet were ahead or astern of both of us. We had had a most interesting private little race.

It was only after the finish that we got back to the water bombing business. Cruising around the harbor, we innocently approached an anchored (and probably very suspicious) *Tannis*. Suddenly Whites of all ages, sizes, and sexes flew into action. Dr. Hank whipped open a cockpit sail locker and came up with a quantity of surgical tubing. Sarah produced a bucket of water-filled balloons from nowhere. Marion affixed a cleverly designed launching device to the tubing already neatly stretched into perfection position by the surgeon's deft hands. Jonathan loaded, aimed, and fired! Not once, but many times. And the shots did their damage all right. The enemy crew in *Tannis* was totally disabled. They were completely dry — all the shots having gone clean over the boom without hitting any lazyjacks — but were rolling in the scuppers helpless with laughter.

Just goes to show you. Even serious warfare can founder on the reef of the merriment of Friendship Sloop Days.

WELCOME TO THE
WALDOBORO BICENTENNIAL PARTY

We are having a celebration and we hope all the summer visitors will join us for a gay time. Look at this program:

Sunday, Aug. 5

3:00 P. M. — Services at the Old German Church

Monday thru Thursday

Lawn Sales in the Village - Trash & Treasures

Friday, Aug. 10

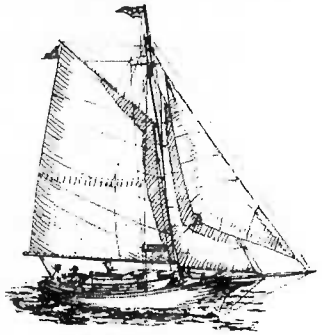
10:30 A. M. — Lawn Sale & Luncheon at the Methodist Church
7:30 P. M. — Crowning of MISS WALDOBORO
8:00 P. M. — Street Dance - Beano at Legion Hall

Saturday, Aug. 11

11:00 A. M. — Parade
10:00 A. M. — Lawn Sale & Luncheon at Baptist Church
12:00 Noon - 5:00 P. M. — Flea Market - Refreshments available
12:30 P. M. - 5:30 P. M. — Chicken Barbecue
2:00 P. M. — Children's Field Day
7:30 P. M. — Beano at Legion Hall - Fireworks after dark

Sunday, Aug. 12

12:00 Noon - 5:00 P. M. — Firemen's Field Day



Has Beens

Al Roberts

It has been said it's better to be a has been than a "never was." The Friendship Sloop Society is having its thirteenth regatta this year, and Ted Brown is our 7th president. So we have 6 HAS BEENS.

Bernard MacKenzie was our originator and first president. A naval draftsman by trade, Bernard had the idea that started this whole thing.

Dick Swanson, executive and owner of a chemical company in Massachusetts, was number two. Dick owned the 45' JOLLY BUCCANEER which was the spectators' favorite for many years until succumbing to old age. (The boat, not the man.)

Roger Duncan was next on the list. Roger and his wife Mary are the proud owners of EASTWARD, a top masted beauty and perennial winner of much hardware. Roger is a headmaster at Belmont Hill School in Massachusetts.

Bob Lash, owner of GYPSY, a pert class C boat was next in line for the presidency, and Bob and his family have had the sweet taste of victory, too. Bob represents a marine hardware company just so he can be near the water while he "works."

George Burnham Morrill, Jr., descended from both sides of the families of the famous Burnham and Morrill Co. of Portland (who hasn't eaten a can of their famous beans?), is now retired — both from the company and from the presidency of the Friendship Sloop Society.

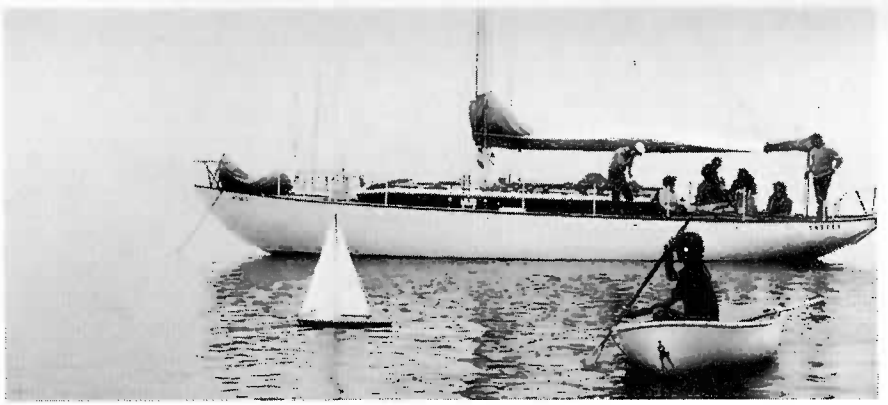
Bill Pendleton followed George as our sixth and most recent "has been." Bill's ancestry is so deeply rooted in the sea and sailing, and Searsport that it wouldn't seem right if he didn't own a Class A, original Friendship Sloop, and Bill's BLACKJACK is a beauty! Bill retired in '72 from teaching and administrating at Suffield Academy.

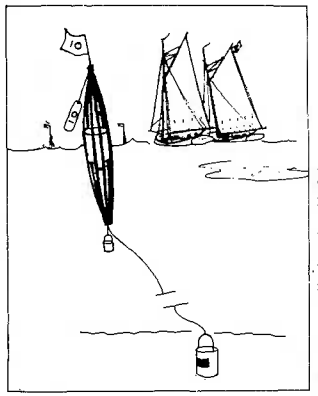
So much for our 6 "has beens." Ted Brown will be next, 'cause he's our president now, and Hank White will follow him, cause he's vice president.

Ted has a seagoing background, including wartime service and years of Portsmouth-Kittery Shipyard service. Now retired, Ted is working harder than ever at so many things we won't list them here.

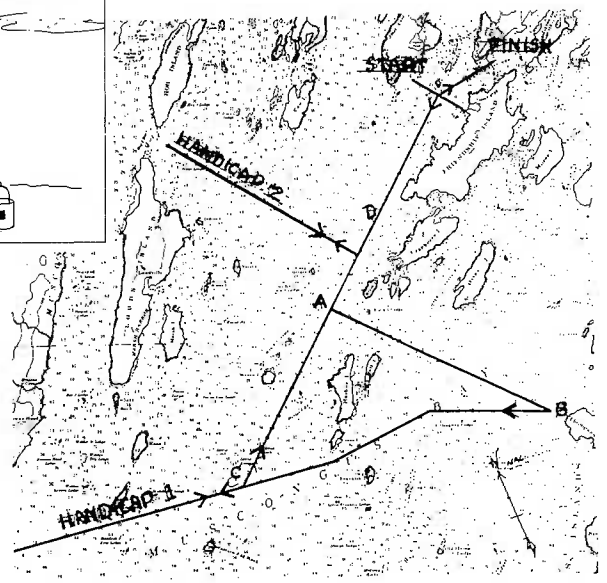
Hank — excuse me — DR. Henry White from Camden will be the first professional man to act as president of the Friendship Sloop Society. Hank and his wonderful family are a familiar sight in Friendship ever since they launched SARAH MEAD in 1965.

So — rich man — poor man — begger man — thief — doctor — lawyer — Indian Chief — take your pick. We have them all in our membership, and sooner or later they'll all be on our list of "has beens."

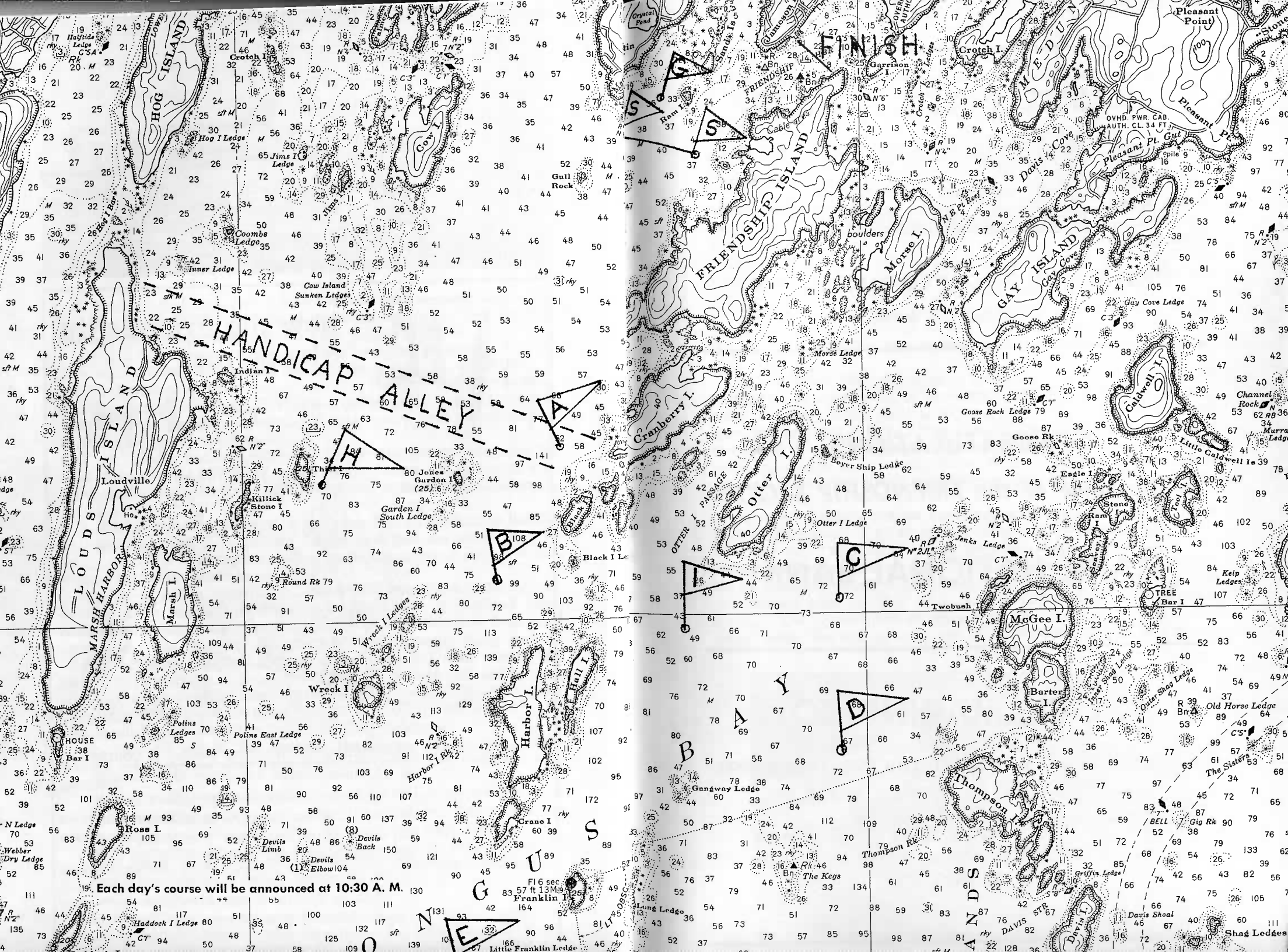




how the Friendship Sloops race



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.


FINISH
HOG ISLAND
LOUDS ISLAND
HANDICAP ALLEY
FRIENDSHIP ISLAND
GAY ISLAND
MARSH HARBOR
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Otter I.
OTTER I PASSAGE
Caldwell I.
Pleasant Point
Pleasant Pt. Gut
Davis Cove
Gay Cove
Morse I.
Crotch I.
Garrison I.
Ram I.
Cable
Coombe Ledge
Inner Ledge
Cow I.
Jims I.
Hog I Ledge
Gull Rock
Cow Island Sunken Ledges
Jones Garden I (25)
Garden I South Ledge
Killick Stone I
Black I
Black I Ledge
Round Rk
Marsh I.
Wreck I Ledges
Wreck I
Harbor I.
Harbor I Rk
Hall I.
Polins Ledges
Polins East Ledge
Ross I.
Devils Limb
Devils Back
Devils Elbow
Webber Dry Ledge
Haddock I Ledge
Franklin I
Fl 6 sec. 57 ft 13M
Little Franklin Ledge
Long Ledge
Crane I
Gangway Ledge
The Keys
Thompson I.
Thompson Rk
Barter I.
McGee I.
Twobush I.
Eagle I.
Goose Rk
Goose Rock Ledge
Beaver Ship Ledge
Otter I Ledge
Jenks Ledge
Inner Shag Ledge
Outer Shag Ledge
Old Horse Ledge
Gay Cove Ledge
Morse Ledge
Griffin Ledge
Kelp Ledges
Channel Rock
Little Caldwell Is
Davis Shoal
Shag Ledges
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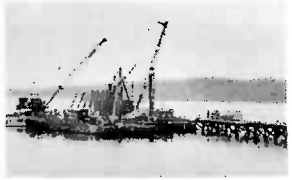
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Off Season

John Gould

Friendship Harbor is by no means without excitement when the sloop-bo'ts are off season. There was one lovely day in late summer of 1972 when Tom Delano contributed magnificently, and drew a big crowd. Tom, a veteran Friendship lobsterman, had been far outside that morning making his haul, and when he garffed one of his pot-buoys he met with a great surprise. He hove the warp over his snatchblock, took a turn on the winch, revved the power, and pretty-nigh tipped over his boat.

There was something a good deal heavier than just one trap on his line, and it was heavy enough to pull his working rail toward the drink. He eased off until his boat righted, and tried again. Again his rail went down.

In a situation like that, when it is reasonable to assume a trap has snagged on an outcropping of the North American continent, 30 fathoms deep, it doesn't sound right to say one is "hung up." The fishermen more precisely call it being "hung down." Tom concluded he was hung down, and it was prudent to wait for help. When some other boats came by, it took the combined power of three winches to bring Tom's trap to a breach, and the three lobstermen were hard put to believe what they saw.

In some incredible fashion Tom's trap warp had made a perfect clove hitch around the tail of a 740-pound bluefin tuna — which the trio readily identified as a "horse-fish." Some years ago when the state-house boys were publicizing rod-and-reel sport-fishing offshore, they tried to persuade Maine fishermen to call horse-fish and horse-mackerel by the more genteel and enticing name of tuna. They thought the word "horse" was down-grading. The etymology is on the side of the fishermen, because in this usage "horse" has nothing to do with the equine kind, but probably derives



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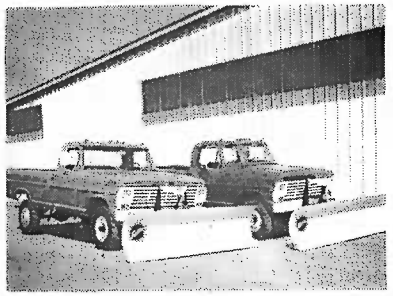
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from "coarse," meaning big and off-beat as in horse-radish, horse-play, and horse-laughter. Otherwise, of course, a tuna is a tunny. When Tom fetched his horse-fish to the wharf almost the whole town hastened to hear his improbable story. He sold his horse-fish to a market in Rockland, where it promptly became "Fresh Tuna."

After the truck had come and the tuna had gone, the crowd thinned out, and Tom put his boat on her mooring. Then he went home and told his wife about the adventure. She said, "Why in the world didn't you bring a slice home? I'd love to have a good feed of fresh tuna!"

Tom said, "Never thought of it."

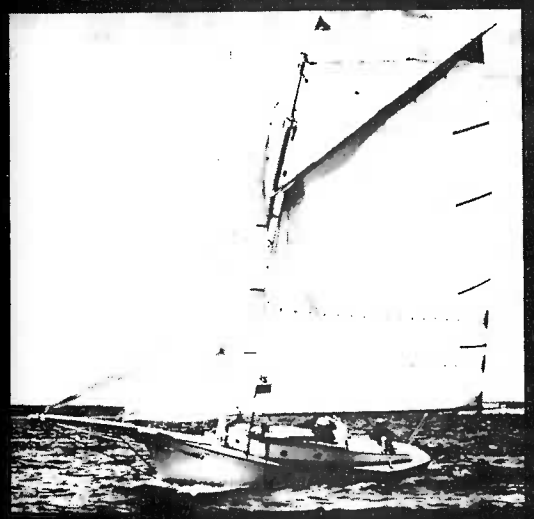
So the next morning he gave his wife some of the money he'd got for his horse-fish and told her to go to the market in Rockland and buy some of the tuna. At the store, she said, "You got some of that tuna you got yestiddy over to Friendship Hahb'r?"

While the man was wrapping a slice she added, "That's the one that got fouled in my husband's pot-warp."

So the man donated the slice, saying nobody should have to pay for a bit of fish he caught himself. That night the Delano supper was fresh tuna, and Tom says it was delicious.

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A Friendship Affair With A Great Guy



For the past six years there is a great guy that has visited with us on Saturday evening of "Sloop Days." He is the driving force behind the Skipper and Crew Banquet. He is the Executive Chef of Seiler's of New England and is known to one and all as ROMEO (Tolini). Romeo's first experience with our old Town Hall resulted in an enormous smile, and when he looked further to find our old cooking range his statement was "you've got to be kidding me."

In the years that followed he organized help from other Seiler installations and he recruited his lovely wife Eva and his son Eddy (a gourmet chef on his own) and with the generous assistance of Knox County Hospital



in Rockland, Romeo's crew has been able to prepare the food and by small caravan lug it to our meeting and banquet.

Last year with the Hahn Community Center available, he announced to all that with a kitchen such as this, this makes it a snap.

Two years ago Romeo decided to serve a semi-gourmet meal. This was the year when all three races were cancelled. After the Saturday cancellation the Directors voted to hold the meal at 2:30 p.m. It was five hours prior to the original scheduled time. The results were hysterical. Several crew members including two hospital Administrators raced to Rockland for a food production line which numbered 12 people. The race started. Four hundred meals were prepared and assembled in styrofoam containers. The production people had chicken and strawberries from one end of their anatomy to the other. However, at 2:30 precisely, production was finished and the race for Friendship was on. We expected rave notices for this major effort and yet we failed to recognize something, you missed our old favorite, ham and beans and brownbread, so last year we returned to our beans and brown bread which was as one Skpper said "finger lickin' good."

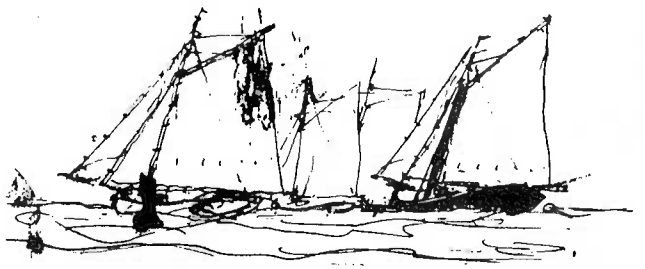
A fact that is not known generally about Romeo is that he gives his time in Friendship without compensation and he wouldn't have it any other way, for as he says, "it is for the scholarship fund and the kids."

Romeo's major function at Seiler's is the quality control and bacteriological control programs. He travels extensively throughout New England visiting hospitals, schools, and industrial accounts for a continued high standardization.

He started his career first as an Apprentice Chef at the old Copley Plaza Hotel in Boston where his father was Chef for thirty years. He then served as Chef for the Navy Exchange in the Fargo Building and was Master Chef for the Star Market Kitchens and Chef of the Bradford Hotel. Romeo is now celebrating his fourteenth year with Seiler's.

Chef Tolini was a grand prize winner of the Culinary Show for three consecutive years. He was the top award winner of the New England Hotel Culinary Art Exhibit. He is a past President of the Boston Epicurean Club, and he now serves as Secretary of the Les d'Amis Escoffier Society.

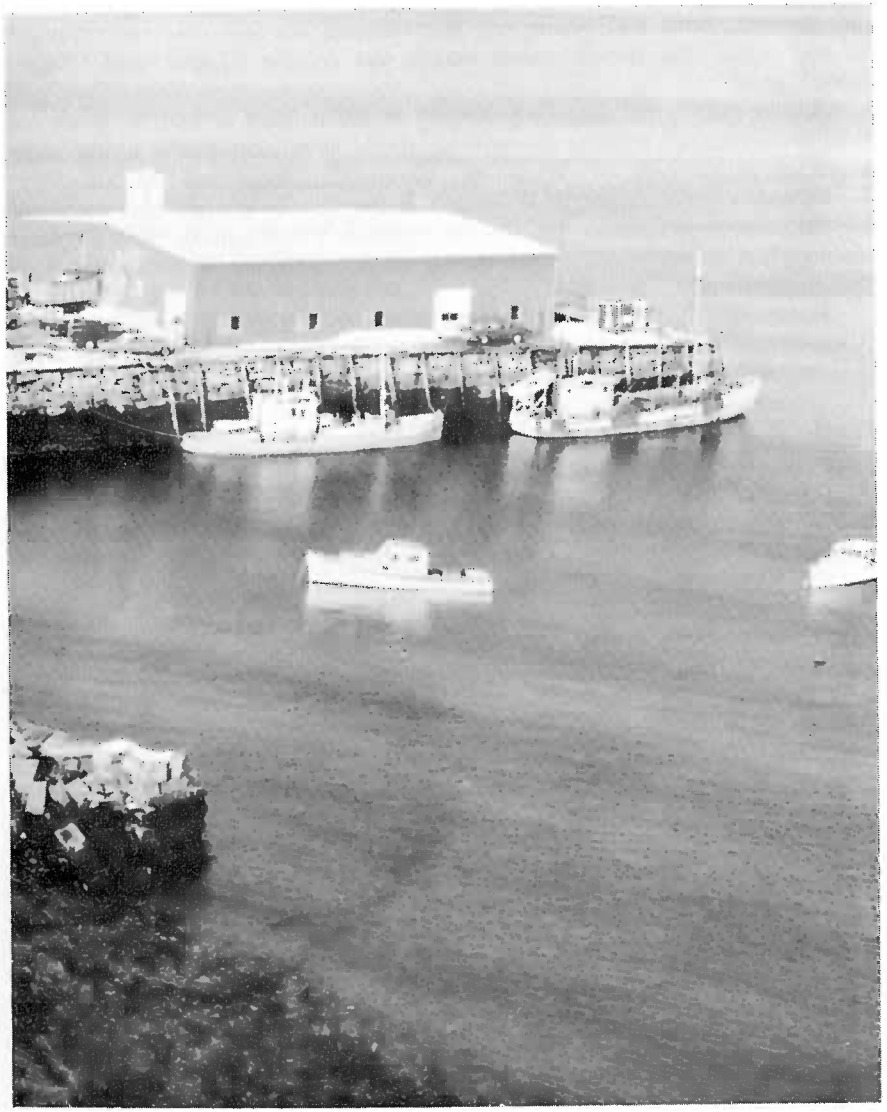
We are very proud of our association with Romeo and if you have half a minute before or after the banquet, drop by and say "hi" to a great guy. He will more than appreciate it.

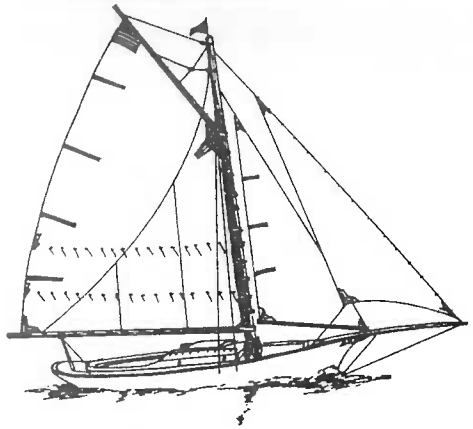


THIS PAGE CONTRIBUTED BY

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A Peninsula

Al Roberts

A peninsula, according to some dictionaries is a parcel of land bordered on three sides by water. The town of Friendship qualifies. We have the Medomak River to the westward, the Meduncook to the east'ard, and Muscongus Bay to the southard. Thus, if you're traveling by road, you have to enter or leave toward the no'rd, via Waldoboro or Warren.

For reasons known only to themselves, the Powers That Be in the Highway Dept. of the State of Maine have numbered the road into Friendship from Waldoboro, Route 220, but the same road changes to Route 97 at Friendship Village as it continues back to Route 1 in South Warren.

Many tourists traveling Route 1 decide they would like to take a look at our famous town, so it is natural they should leave Waldoboro on Route 220 and rejoin it at South Warren on Route 97. This confusing situation gave rise to the following account of an incident said to have happened a couple of years ago.

Two little old ladies traveling north on Route 1 in Waldoboro saw the sign to Friendship and decided to give us a look. Having looked to their hearts content, they proceeded north on Route 97. On that straight stretch in East Friendship they were stopped by a State Trooper who admonished the driver against driving in excess of the speed limit. Her response was that she was only "doing" 50 and the sign said 97. When it was then pointed out that 97 was a route number, not a speed limit, she really caused the Trooper to do a double take when she replied, "Gracious — I'm glad you didn't see me coming into town."

In these days of names, titles, categories, and specialties everyone has a special niche — even a dishwasher is dignified by the title of sanitary engineer — a janitor is now a custodian, and a guard is a security officer. Politicians are liberals, rightests, conservatives, leftists or whatever. Ecology is a word you hear a dozen times a day, and ten years ago you would have had to look it up in Webster — and probably couldn't have found it! Black power — Love Children — Hippies — all new conceptions — new words, new ideas.

Who would ever have thought for instance, that the Friendship Sloop Society would ever be called a desegregated group?

It would never have been suspected or noticed but for the great sense of humor of our new president. He called our attention to the fact we are now desegregated because our president is Ted *Brown* and our Vice President is Henry *White*.

The Alewife

by Dan Kelly

Maine Department of Sea and Shore Fisheries

The alewife is one of four anadromous finfish species indigenous to Maine. The other three are smelts, salmon and shad.

The alewife is one of nature's more spectacular biological clocks that announce the arrival of spring to Maine's coastal region. The mysterious alarm goes off one day in late April or early May, and suddenly certain tidal streams begin to churn and foam with a multitude of fish, their big scales flashing silver in the daylight.

Adults appear in the coastal streams in western Maine in late April and early May and progressively later to the eastward. While some fish may spawn in the more quiet stretches of access streams, by far the greater number will spawn in the lake tributary to such streams.

The female deposits from sixty to one hundred thousand eggs which are fertilized by the male, and then, because of their adhesive nature, the eggs attach themselves to various bottom surfaces until hatching takes place. Incubation periods vary from two to six days, depending on water temperature.

Eggs in 72° water normally hatch in three days, while eggs in 60° water will hatch in six days. Spawning runs are normally prolonged to the point where spawned-out early run fish will be found migrating seaward and passing those unspawned adults still heading for the spawning beds. It is to be noted that though spent adults return seaward, no records are available indicating a second spawning run.

Upon hatching, young alewives move to the shoaler, warmer waters where, as plankton feeders, the more abundant foods are to be found. Unlike some species, the adults apparently assume no parental care. Downstream migration of the young may begin in early June, with fish as small as 1 to 1½ inches, and continue until late fall when the late migrants are four or more inches long.

Little is known of the marine life of the alewife, but such records as are available lead authorities to believe that the schools remain together by year-classes and possibly in the close offshore proximity of the river and lake system in which they were hatched. The larger proportion of this species apparently matures at four years of age, although occasional mature three-year olds are found. Adults apparently spawn but once, and the question of what becomes of those adults which return to the ocean after spawning remains to be answered.

Of the four anadromous species mentioned, the alewife is the most valuable from a strict commercial standpoint, with smelts, salmon and shad following in that order.

Maine landings for alewife for 1972 show a volume landed of 2,216,420 pounds and a value of $49,559 to Maine fishermen.

Of Maine's commercial anadromous species, the alewife is the only fish which does not carry secondary or intangible values derived from its desirability as a sports fish.

In the days when salting and smoking were the two chief methods of preservation, many millions of pounds of this species were harvested and

sold annually, with the chief markets in the south and the islands of the West Indies. With the advent of improved preservation and transportation, the alewife has become less demanded as a food fish and its place has been taken by other species. At present the main products derived from the alewife are: smoked fish, chiefly for local consumption; pickled fish; fish meal; cat and dog food; with some few sold every year for trawl or lobster bait purposes.

Since Colonial times Maine fishermen have been catching alewives by the tens of thousands. Rights to the alewife runs are owned by towns in which runs occur, and are sold annually to the highest bidder. Old town laws provided that widows residing in the town may have two bushels a year free upon request. Profitable alewife fisheries have been conducted at Damariscotta Mills, at Warren, and in Woolwich for many years.

The alewife belongs to the herring tribe. It is also known by the names Gaspereau, Sawbelly, Kyak, Branch herring, Fresh-water herring, and Grayback.

The alewife is distinguishable at a glance from the sea herring by the greater depth of its body. Like the herring, the alewife is grayish green above, darkest on the back, paler and silvery on sides and belly. The sides are iridescent in life, with shades of green and violet. The colors change, to some extent, in shade from darker to paler, or vice versa, to match the bottom below, as the fish run up stream in shallow water.

Much is already known about the alewife and much is yet to be learned, but one thing is certain, as immutable as the warmth of spring, the words of an early Colonial settler are as true today as when he first observed, "Experience hath taught them at New Plymouth that in April there is a fish much like a herring that comes up into the small brooks to spawn, and when the water is not knee deep they will presse up through your hands, yea, thow you beat at them with cudgels, and in such abundance as is incredible."



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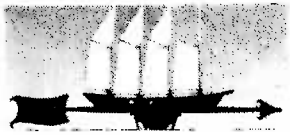
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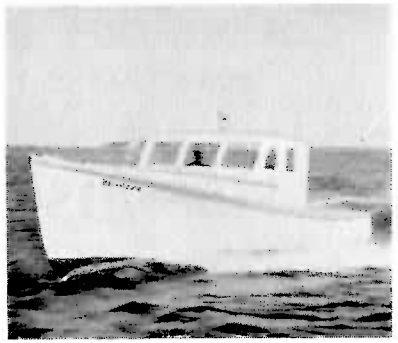
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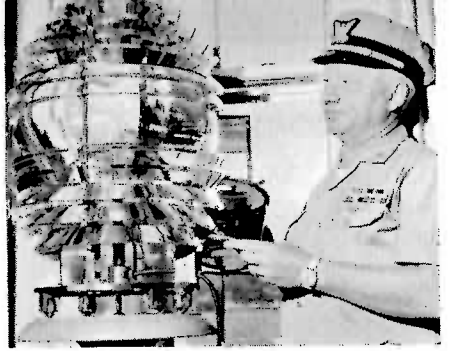
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ROCKLAND — WALDOBORO — FRIENDSHIP

VINALHAVEN — NEW HARBOR

Coast Guard Museum

Jim Moore



What happens to old lighthouses, foghorns and flotation gear developed and used by the United States Coast Guard — once they have advanced beyond the state of the lifesaving art?

It used to end up in some back corner of a station, or moved to a central depot to be declared surplus to end up in a junkyard, its historic value forever lost.

That's what happened until Chief Warrant Officer Kenneth N. Black, USCG, who retires in 1973 as commanding officer of Rockland Station started the hobby that outgrew itself.

That outgrowth of collecting Coast Guard memorabilia resulted in his formation of the intensely interesting Coast Guard Exhibit which now has official status from the Commandant of the Service; and to which the Commandant named CWO Black the official curator.

As a side trip from Friendship — say for a morning hour before the noon race starts — the Official Coast Guard Exhibit at Rockland Station can be as interesting to a landlubber as to any boat owner, and maybe more so if you are from deeper inland.

CWO Black has moved the major part of the collection of operating lights — all with historic names and values — as well as Lyle Guns; fog bell sounders; sirens; various developments in whistles, lamps and signaling devices, photos and other relics into the daily life of the station crew.

They live amongst the memorabilia; they are briefed in the history of almost every article; they are instructed to give VIP treatment to every visitor to the station and explain the significance of all articles in the development of the Coast Guard's lifesaving capabilities.

CWO Black's work, started as a hobby, now has grown as the word spreads throughout the seaboard, and almost every day he receives some new item for inclusion in the exhibit, which he hopes some day may be housed in a full-fledged museum-type building of its own at the station.

But even so, he plans that it shall be available in the same way it is today — as part of the every day life of the service, so that people visiting there will have the feeling of a live continuation of the Coast Guard's development rather than a feeling of distant past so common with many museums.

It's easy to get to the Rockland Coast Guard Exhibit. Go into Rockland from any of its several entrances; along Main Street which happens to be one-way; turn east at the Hotel Thorndike, onto Tillson Avenue and follow that to its very end.

It's a good chance that CWO Black himself will be on hand to steer you as a visitor through the exhibit.

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What Do You Do In Friendship?

by Suzanne Armstrong

"What do you *do* in Friendship all summer?" This is the first question people either blurt out or delicately ask when you mention that you "go" to Friendship, Maine, in the summer.

You can be in Boston, New York, West Virginia, New Jersey, Florida or even Philadelphia, anywhere — and this is the question you receive when summering in Friendship is mentioned.

It is a fair question, as obviously Friendship is not a resort town, but somehow it always comes as a surprise that any should or would ask.

Do in Friendship? There is so much to do, and summer is just a quick heartbeat of warmth that skips over this part of the Maine coast.

Summer residents, more specifically wives and mothers, come in three casual groups. The first group spends the entire summer in Friendship with their husbands and children because their husbands' professions give them a long summer break. This particularly unique group seems to lean towards island living. Island living means having to cope with the transportation of everything used on the island plus the transporting of guests and arranging for teen-age activities on the mainland. These girls do amaze you and those whose husbands are away at times become proficient at handling boats, CB Bands and minor disasters which never seem to happen in the city.

Group two are those who arrive with husbands and children and stay as a family from one to four weeks. This group has every day planned and are usually the ones who organize great point daytime picnics with everyone from great-grandparents down to new arrivals invited. A point picnic is where everyone goes off to an uninhabited island to haul ashore and cook food that could have been cooked easier on the mainland, but then you miss the fun of eating as a group, dodging dogs, children, and cooking fires.

Group three, which is by far the largest group, are those whose husbands spend a week or two, but commute the rest of the weekends. This group has to make all the decisions Monday through Friday and what a mother may think of weather and sea conditions is always challenged by young sailors. One family has a wind indicator and a list below stating wind levels and boats that may or may not be used. No one has figured out an accurate fog chart because around here fog has its own running game of peek-a-boo.

All groups arrive with assorted aged children, lots of animals, and usually a new boat or motor trailing behind their wagon. Most of the activity in Friendship is focused around the water — every family has some type of boat and some families have more boats than children.

Children begin their water experience by learning to row the family skiff — and then as soon as they can pull a cord they are off buzzing in an outboard. They aspire to faster and faster outboards until they finally realize that the ultimate experience on the water can only be found in sailing. This is the true challenge, combining wind, water and tides with your boat and succeeding.

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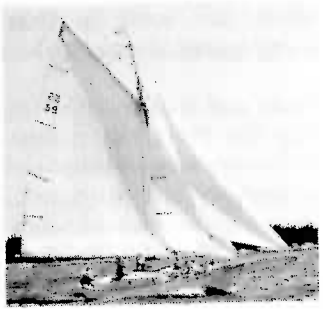
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The summer kids learn by watching and doing. The little ones spend hours each day investigating tide pools, catching crabs, hunting for wild blueberries and learning how to swim at the cove. Their older siblings run the outboards, learn to sail alone, picnic on the close islands, and learn to water ski.

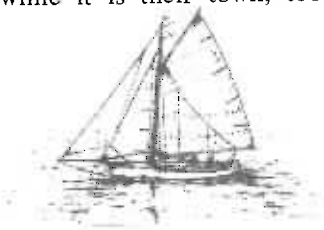
Waterskiing is an exciting sport and in Friendship you have the additional challenge of very cold outer water, constantly changing water levels, and, of course, the hundreds of lobster buoys for a standard obstacle course.

College age family members are usually only down for short vacations or on weekends as job opportunities are to be found in resort areas and Friendship is a working harbor. At present there are four generations of summer people in Friendship, and one of the senior members swims daily from the end of June on with her daughters, grandchildren, and great-grandchildren. This "Gaga" is always ready to plan an island picnic, go for a sail, and despite a difficult eye condition, maintains a lovely garden and makes a fabulous lobster stew for family gathering. Friendship summer residents have the air of being related to each other some way or another, and they usually are!

The season for summer people officially begins around the 19th of April as that is when Sherm Baird and Elmer Jameson start up the private wells and connect water pipes. Also, it is spring planting time for those who have gardens and peas have to be in by the 19th of April for July 4th eating. Harvesting goes on all summer as one crop gives way to another. A record was set this year when the Spear-Turgeon combine harvested their last parsnips the end of December for a New Year's eve dinner. The harvesters wore foul weather gear, carried crowbars and shovels, and marched with fierce determination through a wild winter ice and rainstorm.

The 30th of May finds the second shift of cottage openers cleaning house, filling window boxes, and putting out boat moorings. (The water is cold this time of year if you are wading!) By the middle of June, all the cottages wear a lived-in look and most of the boats are riding their moorings. It is a pleasant scene, and come weekends the houses are filled to overflowing with friends and guests. Weather permitting, a traditional cookout is held on Ram Island on Saturday nights. Everyone arrives by boat, brings their own food to cook and there always seems to be a guitar along and those on the mainland can usually hear a casual community sing. Several lobster bakes cooked on the rocks are held during the summer, and the last one is usually just before Labor Day. By then the air is beginning to have a crisp note around the edges and on some nights the Northern Lights race frantically across the sky. Somehow, another summer season is fading away.

Summer residents of Friendship, like all summer residents everywhere are interested in the town. They support many of the community ventures, the churches, the Fire Department, the Ambulance Fund, the library, because even for a little while it is their town, too.





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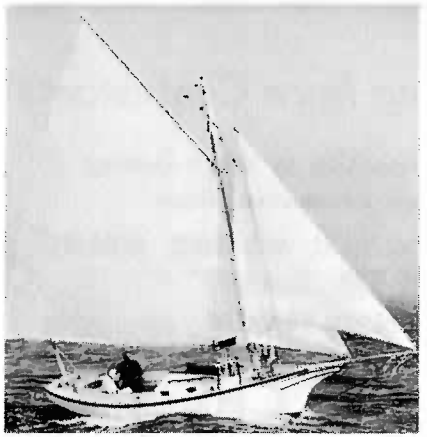
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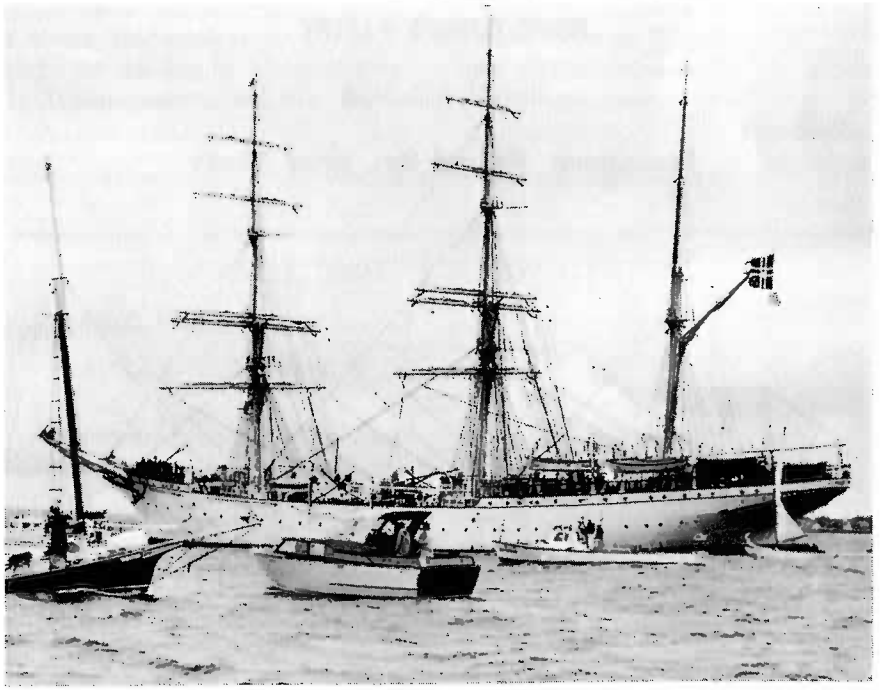
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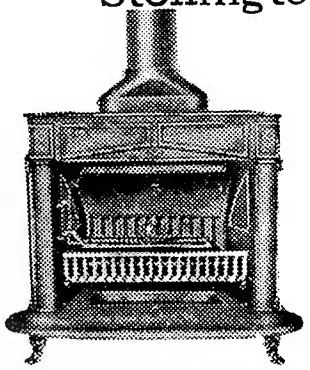
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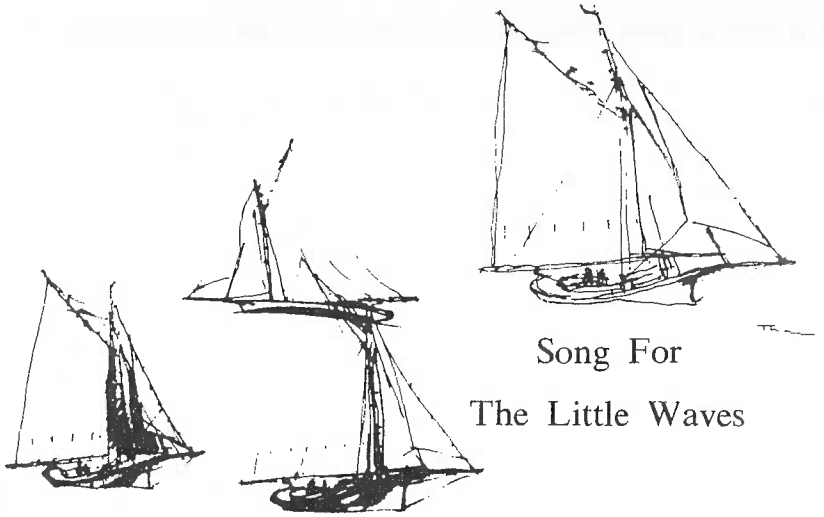


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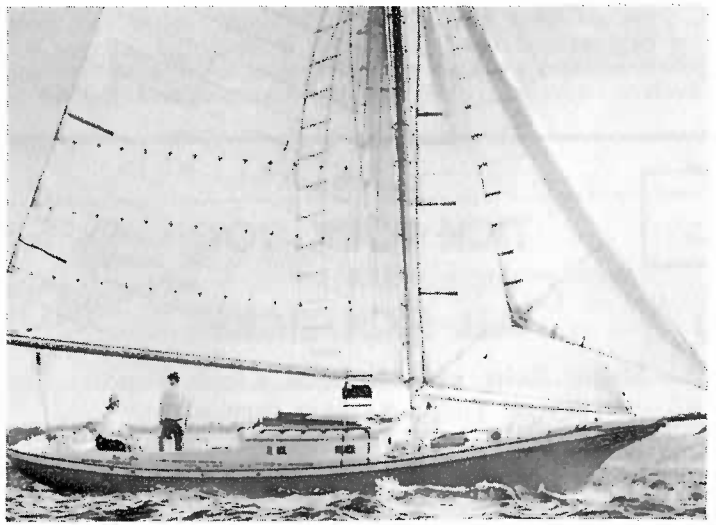
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From fir-crowned Campobello down to barren Appledore.
Beneath Manana's grim facade their tinkling music trills;
They shard the mirrored image of the brooding Camden Hills.
They flash in whirling ecstasy up Eggemoggin Reach,
And clash a myraid castanets along Ogunquit Beach.
They fall upon each other in a jocund semi-strife
Among the jagged ledges of the tortuous Thread-of-Life.
They strew the morning's jewels in a gleaming disarray
On the gold-and-purple velvet foil of Merrymeeting Bay;
And the burden of their singing as they ripple out and in,
Is "Damariscove, and Isle au Haut, Muscongus, and Seguin!"

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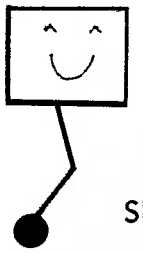
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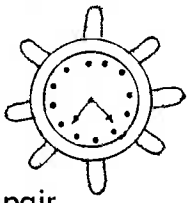
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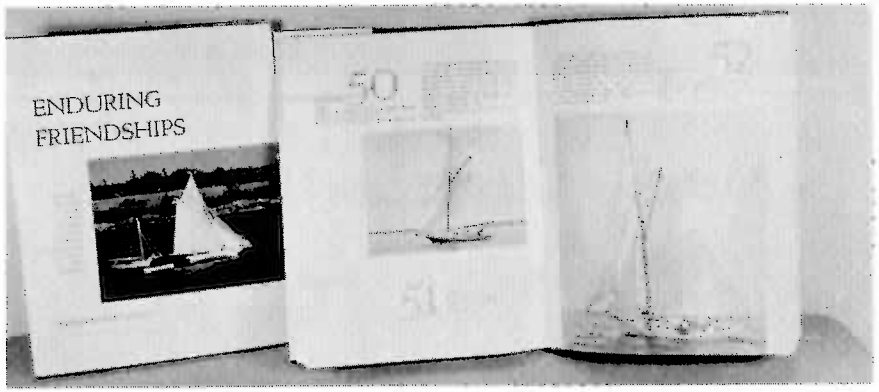
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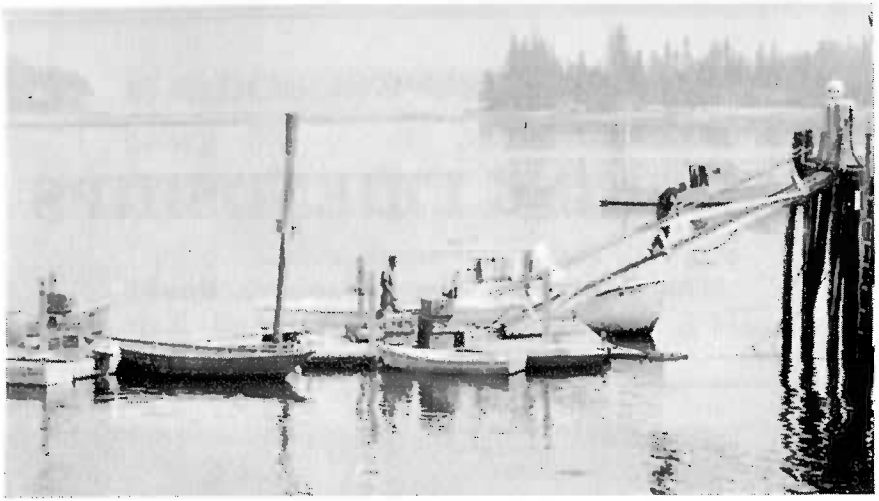
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Musings by Mac

In the great State of Maine, it will quite often rain.
It will snow without warning, sometimes in the morning.
Most all of some day it blows every which way
And occasionally people tell —
they can hear a fog bell!
Allofwhichsillydoggerelwouldleadonetobelievethatwedon'thavemuchfog.

HA!

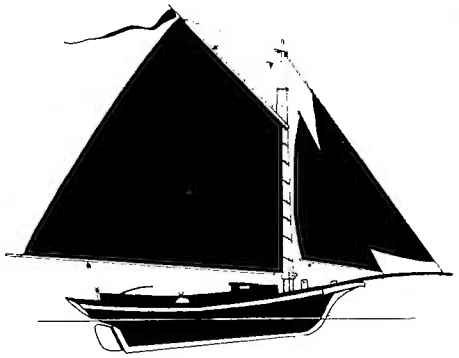
Way back in time John Cabot sailed, along our rocky shores.
He dodged the rocks, the reefs, the ledges.
He bounced off islands, whales and hedges,
And he hadn't seen the sun since he left the Azores.

Long before old John was even around, the Norsemen sailed our way.
They looked for Vineland, Pineland, Wineland,
Ran aground on most every island,
And they never really did find Muscongus Bay.

Years before Eric was out of his crib, St. Brendan went for a sail.
He couldn't find Friendship,
Couldn't even find his own ship.
Hit Monhegan pretty hard and decided to bail.

Now in our time there came along, old Wilbur Morse one day.
Built him a boat to fish out in that fog.
Carried a log, for the fog kept a dog,
And Wilbur could always get back in the Bay.

So when it shuts down, o'er Friendship Town and you can't see two feet thru the fog
Remember this moral,
And stay off the coral,
"Navigation a'la barking dog!"



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DOWN EAST MAGAZINE, CAMDEN, MAINE 04843

The Herring

by Dan Kelly

Maine Department of Sea and Shore Fisheries

An old fisherman on the Maine coast once said, "There are three kinds of people: those who don't know what either a herring or a sardine is; those who know there's a connection but are not sure what it is; and those who know that a sardine is a herring in a can."

Actually, in some parts of the world certain small fishes other than our herring are packed in cans and called sardines, but here in Maine a herring is a herring until it is packed in a can and then it becomes a sardine. Oddly enough, many fishermen themselves break this rule of definition by loosely referring to herring in weirs and purse seines as sardines.

In Maine — long before the advent of intrepid European explorers — Indians harvested the river herring, or alewife, but did not utilize to any great extent the sea herring.

The first record of any important commercial exploitation of North American sea herring would seem to be when Captain H. O. Smith of Gloucester fished the Newfoundland waters in the winter of 1854-55 and brought back a catch of 80,000 frozen herring. The following year four vessels fished the same area and brought in a catch of 730,000 herring.

By the winter of 1866-67 forty-five vessels out of Gloucester made up the frozen herring fleet, and one vessel even ventured into the Grand Manan herring grounds in the Bay of Fundy where the herring were of smaller size than those caught off Newfoundland.

The sea herring, also known variously as Labrador herring, Sardine, Sperling, and Brit, is typical of its family in form, with a body so flattened that it is much deeper than thick. The scales are large and so loosely attached that they slip off at a touch. The herring's color is deep steel blue or greenish blue on the back with green reflections; the sides and belly are silvery. The gill covers sometimes glisten with a golden or brassy gloss, and fish just out of water are iridescent with different hues of blue, green, and violet.

A fish of the open waters, herring usually travel in schools of hundreds or thousands. Activity of herring is controlled in great part by water temperatures. They have been observed to move very sluggishly when the water is the coldest in February and March, and become active again when the water has warmed to about 40 to 43 degrees.

This species may spawn in spring, in summer or autumn, according to locality, or both in spring and autumn. Spawning in the Gulf of Maine (including the Bay of Fundy) takes place chiefly from two to three fathoms down to about 30 fathoms. A female herring may deposit 20,000 to upwards of 40,000 eggs, according to her age and size, averaging about 30,000. Ten to fifteen days is an average incubation period for the Gulf of Maine.

Herring grow at different rates at different times of year. In some localities they grow rapidly when young and slowly thereafter, whereas in other localities the reverse is true. Herring have been seen as old as twenty years, and they may live even longer.

Young herring 3" to 4" in length appear in vast numbers off the Maine coast in spring. In Penobscot Bay, herring 3" to 8" long, which are one to two years old, are usually found all summer. Herring generally attain maturity during their third year and swim into inshore waters during the summer and fall in Maine to spawn on pebbly or gravelly bottoms.

Herring lose their freshness very rapidly even when iced. Fresh herring is considered among the most tasty of fishes especially in the small sizes. But the general public rarely gets to know the delicious taste of fresh herring and is familiar only with the canned, smoked, salted or pickled varieties.

At one time biologists estimated that there were at least a trillion (1,000,000,000,000) herring in the Atlantic Ocean, but in recent years Maine landings of this species showed a drastic decline. In 1972, however, Maine landings of herring made an upturn, halting the downward trend at least temporarily.

In 1972 Maine landings of herring showed a total of 48,074,692 pounds compared to 28,571,370 pounds for 1971. The 1972 value was estimated at $1,522,315 compared to $687,346 for 1971. In addition, the biologists' outlook for 1973 continues to look hopeful.

Thus Maine fishermen hope that Captain John Smith's account of the herring in the Gulf of Maine may continue to apply: "The savages compare the store in the sea with the hair of their heads, and surely there are an incredible abundance upon this coast."



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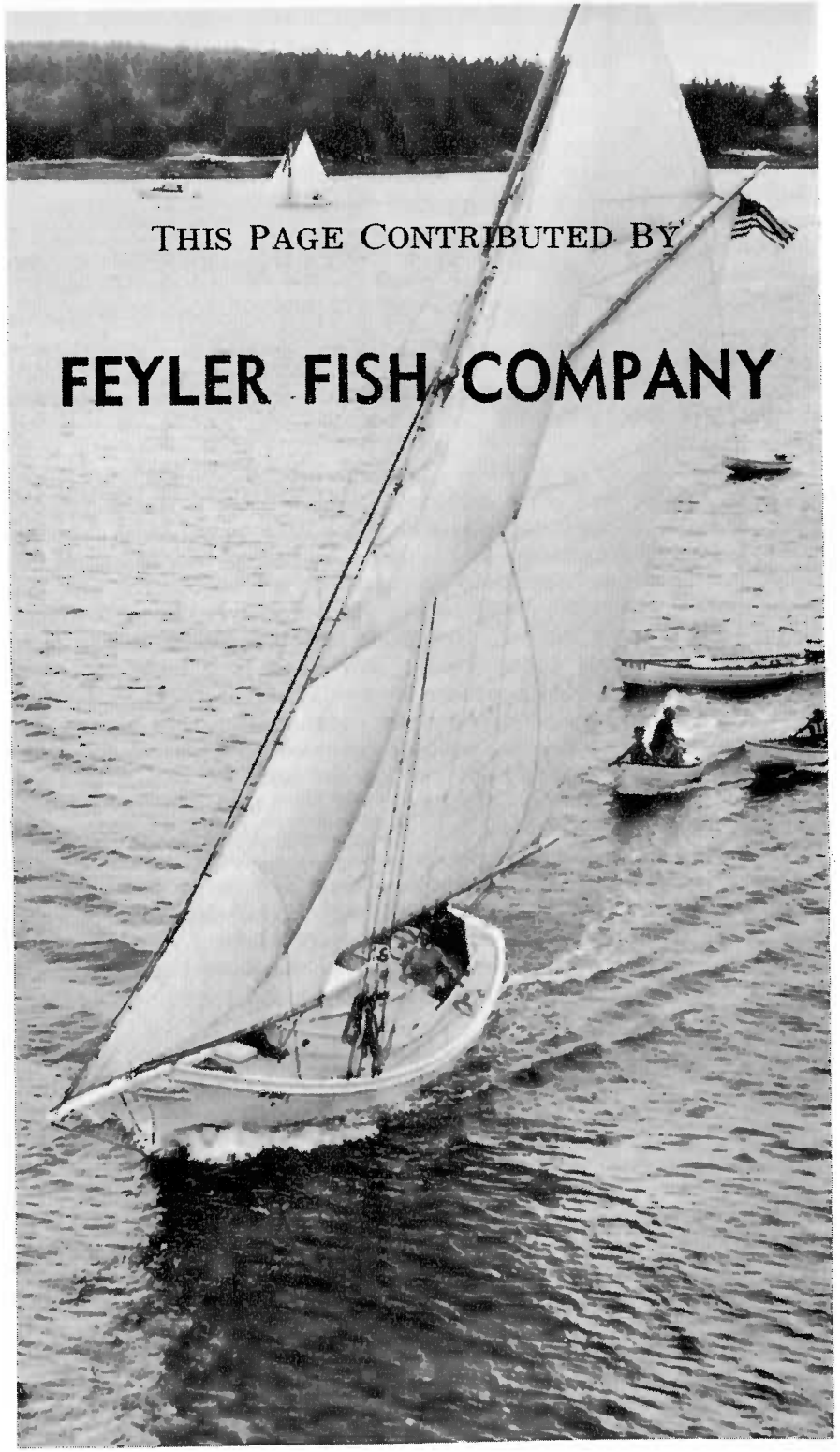
ROCKLAND

August 2-3-4-5

Four Days of Fun and Feasting

THIS PAGE CONTRIBUTED BY

FEYLER FISH COMPANY



What I Think Of Race Committee Work

by "Pat" — aboard "White Falcon"

First of all, we go to Friendship several times by car which isn't much fun for me. But then the week arrives and we leave home sometime on Tuesday. Just as soon as we arrive at the dock and I want to go ashore, the boss starts loading the Course Buoys in the cockpit. Usually it is a routine trip, but once we got caught in a real squall, and thunderstorm.

Now comes a difficult part for me. We get back to the dock and the ratings haven't arrived. If you knew how upset the boss gets while waiting when he could be setting the buoys, you would all have your measurements in on time. Then maybe he would take me to one of the islands and play with me.

At last the ratings arrive, thank heavens, but wait, someone just arrived without any rating and couldn't he please race? So the boss weakens and gets out his tables and machines and figures out a rating and a handicap.

It is now late, so only a short run and to bed. What time is it? Only two bells and the boss is up and going. After a quick breakfast and another short run, and we are off to set the handicap buoys. With so many entries we will have to make a second trip. Last year we had the help of the Pound Boat which was nice as we didn't have all that stuff on the boat, but something tells me that we may have to do it ourselves this year, due to the necessity of using radar to place them. Well it is now about four bells in the afternoon and the last buoy is set. Now maybe he will take me ashore and we can play, but what is this, we are headed out? I forgot, we have to check and see if the Course Buoys are still on station.

Ah! They are all in place, and we are headed for the island. Sure enough we go ashore and I can play for awhile.

Well time to go in now for supper, and then the Skippers Meeting. I wonder what they do there. Then after a walk, Wednesday ends.

Two bells and the boss is up and ready to go. Another short walk and away we go to check the handicap buoys and course buoys. Hey! We're going out in the fast one, do I like that? Eight bells and all is well, time for breakfast and then another Skippers Meeting. The weather looks good, and at five bells we go out to set the starting line. Oh! Oh! there is that noisy cannon again. I wish they would use something else. I think I will go below.

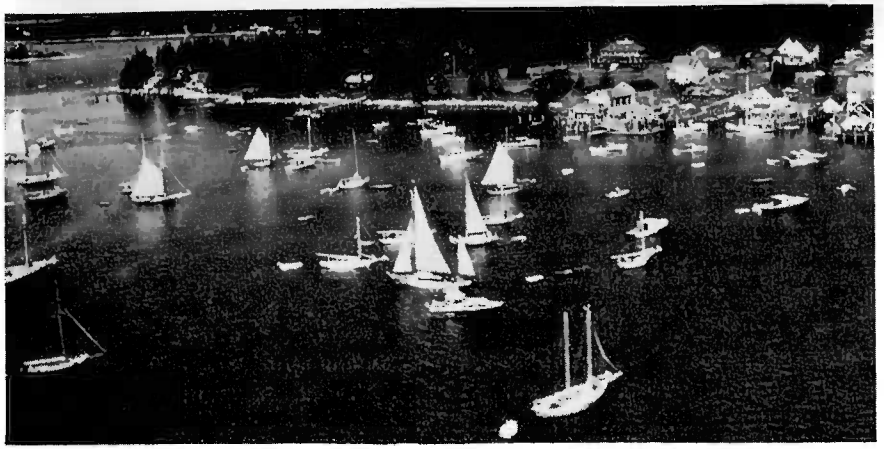
Well that is over, now for some lunch, I am sure that someone will feed me. You know that really is a beautiful sight with all those "Friendships" all over the Bay.

Now for the long cruise around the Bay. Oh! Oh! Those two look like they are going to hit each other. Nope, they missed.

What a mess of boats around that flag, I hope they know what they are doing, I sure don't.

Well most of them are around so I guess that we will go to the next mark. Look that little one is leading the fleet, hope it is Bob. And so it goes until we go to the finish line — the boss likes to be set up early. I wish he would let me go ashore.

Yaow! There is that man-type cannon again. Guess I'll try out the forward bunk. Now I can come up. Wish they would all finish, I sure could make use of a tree! At last there she is. Good try folks! Now we can go in. Let me at that tree. And so goes a day of racing at Friendship.



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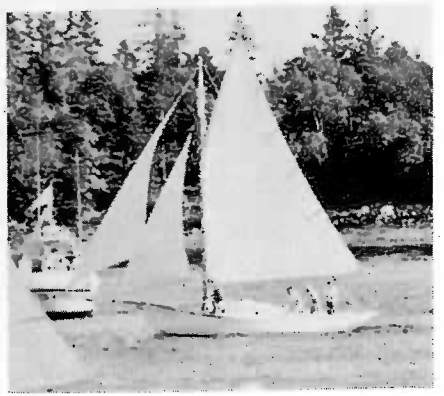
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Mysteries Solved

The Friendship market could not figure out who was buying all the lemons.

The treasurer of the Sloop Society couldn't figure out where he picked up extra money.

David and Rachel Ambrose knew the answer to both dilemmas. They are aged 5 and 7 and summer visitors to "grandmother" who lives in Friendship much of the year. The children purchased the lemons, had Grandmother make lemonade and then promptly stationed themselves in a strategic spot during Sloop Days 1972 to sell their glasses of refreshing drink. They gave their proceeds to the Scholarship Fund. How questionable can our future be with a generation like this coming along?



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D. C. LASH

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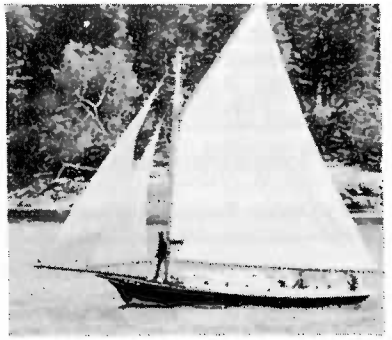
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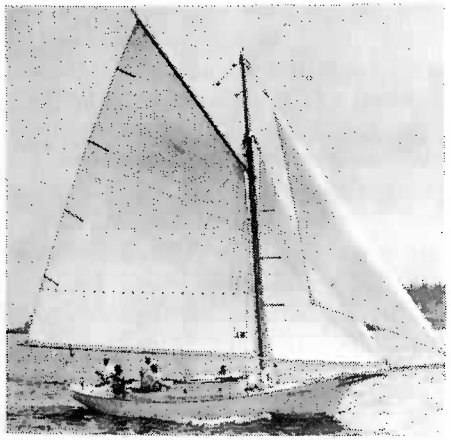
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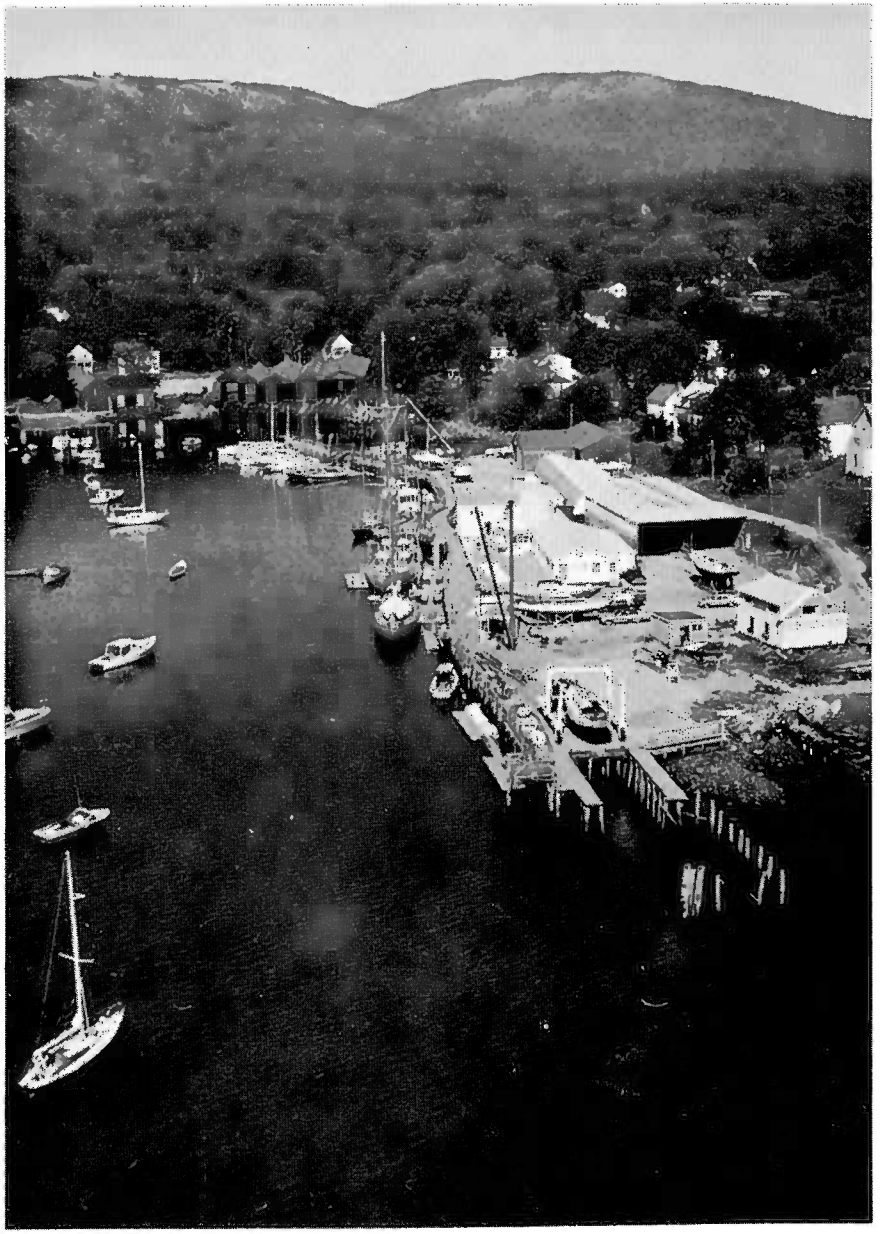
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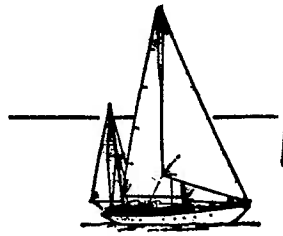
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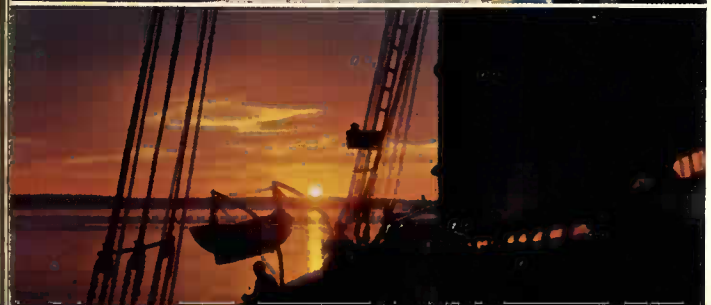


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