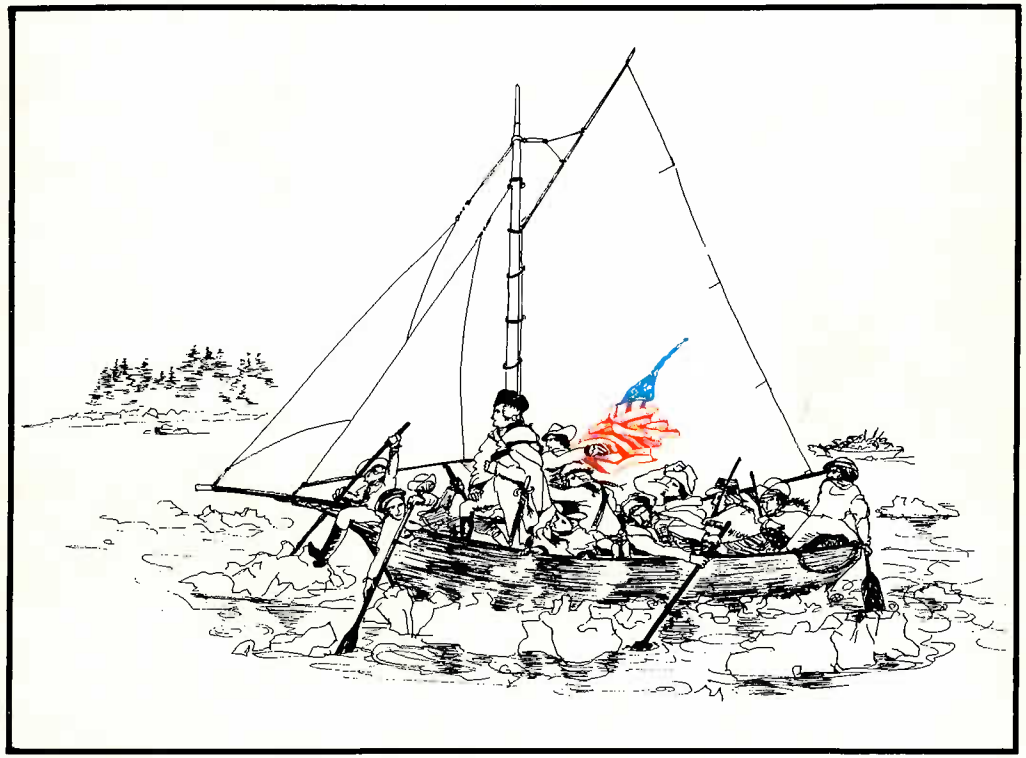
Friendship Sloop Days

1776 – Bicentennial Regatta – 1976



16th Annual Homecoming to Muscongus Bay and Friendship

Friendship Sloop Society

Friendship, Maine, July 29, 30, 31, 1976



Jarvis Newman, Builder

Southwest Harbor, Maine 04679
(207) 244-3860

31' Dictator Model
31' x 26' x 11' x 5'
el - 5300 lbs., Sail Area 761
Displacement 17,500

25' Pemaquid Model
25' x 21' x 8' 8" x 4'
Keel - 2000 lbs., Sail Area 432
Displacement 7000

Elizabeth Regina



She is Friendship's sweetheart, and although honored only by the term "secretary," she is everything to the Friendship Sloop Society from custodian of cannon ammunition to *garde-malade* in sickness and cheer-leader in health. The Society will never have, and neither will Fort Knox, enough money to recompense her for her unstinting faithfulness to Friendship Sloopers. Smiling, she answers the good letters, and smiling she does the drudgery of replying to odd correspondence that she should (probably) file in the cuddy. As secretary, only she can do a good part of this booklet. She arranges, manages, and supervises all meetings, and her notes at the speakers' table are explicit, competent, adequate, ample, and correct. ("What's next?" . . . "Ask Betty.")

She buys the trophies, calls the newspapers with race results and other stories, tells inquiring tourists about motels, arranges accommodations for reporters and photographers, finds waitresses for the skippers' banquet, takes orders for the beer run, finds berths for would-be crew members, feeds transient sloopers, remembers everybody, loves everybody, and finds time to do many other things.

Locally, she fritters her idle time in good deeds — visiting shut-ins and elderly on schedule, bringing goodies and brightening each corner. She is a registered ambulance attendant and drops all else if the 'phone rings and a run to the hospital comes up. She paints better than most, does needlework, and she could teach Oscar how to cook. Each morning she telephones about half the homes in Friendship to be sure all is well, and if all is not well — "What can I do?"

Unfortunately, Betty is "from away." Born in Lexington, Massachusetts, her training in Phys Ed brought her to Friendship (with Al) as an attendant at Oceanward Camp. They bought a home here, and bought the Wallace lobster wharf. Thank God, they'll never leave.

For so many things, and for being you, we thank you, Betty Roberts, we love you — and with no strings attached we dedicate this Sloop Days booklet and the Bicentennial Regatta to you. To the Friendship Sloop Society, Queen Elizabeth is here.

Friendship Sloop Society

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

VICE PRESIDENT
Jack Cronin (owner of *Tannis*)

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 (owner of *Voyager*)

HONORARY MEMBERS
Cyrus Hamlin, William Danforth, John Gould,
Herald Jones, Albert Roberts, Betty Roberts, Lincoln Ridgeway

1976 Committees

RACE COMMITTEE
William Danforth, Chairman
Connie Pratt, Elbert Pratt
Randy Danforth

OFFICIAL HANDICAPPER
Cyrus Hamlin

PROGRAM COMMITTEE
John Gould, Betty Roberts
Newton Hinckley

BEATRICE PENDLETON SCHOLARSHIP FUND
William Pendleton

TOWN COMMITTEE
Douglas Lash, Chairman
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Nancy Penniman, Dot Gould,
Caroline Zuber

MASSACHUSETTS BAY RACES
Lincoln Ridgeway — Race Committee Chairman
David Graham — Assistant

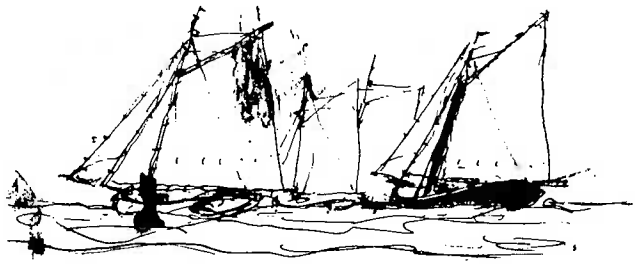
OFFICIAL PIPER
Donald Duncan

OFFICIAL PHOTOGRAPHER
Bill Olsen

OFFICIAL CANNONEER
Al Roberts

Again — In Friendship

This is the 16th annual homecoming, and the Friendship Sloop Society welcomes all to the Bicentennial Regatta. This program booklet will tell you about the sloops, give the time of events, and introduce you to the kindly professional and business friends who support our publication. You will also find here certain pleasantries and diversions related to the general subject. Every effort has been made to bring the public a congenial magazine of merit which will widen the company of Friendshippers, and continue the interest that has made our annual homecoming a major summer event on the Maine coast. In 1977, the homecoming dates will be July 28, 29, and 30.

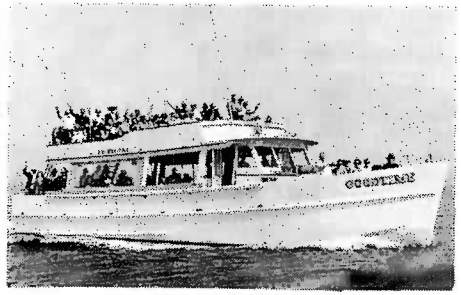


When the lady asked what time the next to the last boat in the race would cross the line, Everett Walker told her honestly that he didn't have the faintest idea, but that he was a little curious as to why she was interested in the next to the last boat in the race. All we know is what she said.

She said, "My husband is probably on it."

Credit: Cover illustration by Maude Olsen, Friendship.

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





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 — ELLIET
Eda Lawry Trophy — CHRISSY
Lash Bros. Trophy — TANNIS
Morrill Trophy — CHANNEL FEVER
Bruno & Stillman — SALATIA
Jonah Morse Trophy — CHRISSY
Anjacaa Trophy — ELLIET
Palawan Trophy — CHANNEL FEVER
Class D Overall — PHOENIX
Jarvis Newman Trophy — ELLIET
Seiler Trophy — SARAH MEAD
Gould Grandfather Trophy — TANNIS
Gladiator Trophy — VOGEL FREI
Nickerson Trophy — VOYAGER
1973
Governor's Trophy — SARAH MEAD
Eda Lawry Trophy — DICTATOR
Lash Bros. Trophy — PATIENCE
Morrill Trophy — CHANNEL FEVER
Bruno & Stillman Trophy — MAGI
Jonah Morse Trophy — CHANCE
Anjacaa Trophy — SARAH MEAD
Palawan Trophy — CHANNEL FEVER
Class D Overall — CALLIPYGOUS
Jarvis Newman Trophy — SALATIA
Seiler Trophy — GYPSY
Gould Grandfather Trophy — Kim Newman (DICTATOR)
Gladiator Trophy — SEPOY
Nickerson Trophy — Kip Files (CHANCE)
1974
Governor's Trophy — DICTATOR
Eda Lawry Trophy — DICTATOR
Lash Brothers Trophy — TANNIS
Morrill Trophy — CHANNEL FEVER
Bruno & Stillman — HOLD TIGHT
Jonah Morse Trophy — DICTATOR
Anjacaa Trophy — RIGHTS OF MAN
Palawan Trophy — GYPSY
Class D Overall — HOLD TIGHT
Jarvis Newman Trophy — HOLD TIGHT
Seiler Trophy — MAGI
Gould Grandfather — SCHOODIC (Joshua Whitehouse)
Gladiator Trophy — TANNIS
Nickerson Trophy — Ebenezer Gay, Jr. (DIANA)
Dr. Hahn Trophy — ANNA R
1975
Governor's Trophy — DICTATOR
Eda Lawry Trophy — AMOS SWAN
Lash Bros. Trophy — SARAH MEAD
Morrill Trophy — COCKLE
Bruno & Stillman — SALATIA
Jonah Morse — DICTATOR
Anjacaa Trophy — HIERONYMUS
Palawan Trophy — COCKLE
Class D Overall — ANNA B
Class D Overall — SALATIA Tie
Jarvis Newman Trophy — SALATIA
Seiler Trophy — BLACKJACK
Gould Trophy — TANNIS
Gladiator Trophy — EAGLE (A)
Nickerson Trophy — RIGHTS OF MAN
Surprise Trophy — RAY OF HOPE

Trophies

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 racing sloop with 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.

New Trophy (to be named later) awarded to the boat or boats in Class A & B that finishes overall in the exact middle, point wise.

Post Office Trophy (POT) — to skipper judged most worthy of it!!!

President's Message



Welcome!

Fair wind!

Friendship!

Fellowship!

Hearty Times!

Bicentennial Fun!

Thank You All!

Best Always,

— Hank

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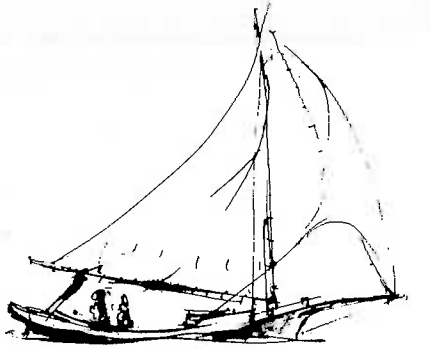
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04572

Miriam and Bill Betts

List of Events



FIRST RACE
THURSDAY, JULY 29

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

SECOND RACE
FRIDAY, JULY 30

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 Harbor Lights - at dusk

THIRD RACE
SATURDAY, JULY 31

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 continously 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.
7:30 P. M.	Awards Banquet served in the Town Hall by reservation only.

MASSACHUSETTS BAY RACES — Aug. 28 & 29
Corinthian Yacht Club — Marblehead, Mass.

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

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FLIGHT SCHEDULE

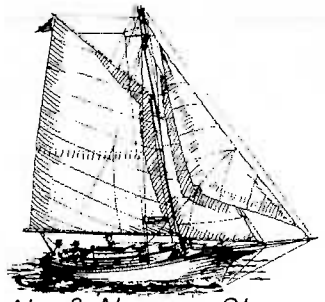
	Leave Rockland	Arrive Boston	Leave Boston	Arrive Rockland
(B)	7:30 A	8:30 A	8:45 A	9:45 A
(B)	9:00 A	10:00 A	10:15 A	11:15 A
Daily	10:00 A	11:00 A	11:15 A	12:15 P
Daily	12:30 P	1:30 P	1:45 P	2:45 P
Daily	3:00 P	4:00 P	4:15 P	5:15 P
(A)	5:30 P	6:30 P	6:45 P	7:45 P

(A) Except Saturday (B) Except Sunday

For Flight Information and Reservations Call Rockland 207-594-2171
Logan International Airport, Boston, 617-569-3126

Scholarship Gift Shop

Your attention is directed to the Sloop Society Gift Shop at the shore. Here, all manner of gifts and souvenirs are available through Sloop Days. Proceeds go to the Beatrice Pendleton Memorial Scholarship Fund, which provides financial help each year to Friendship high school students who are in need and are going to higher education.



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 1904	31'	Jarvis Newman Southwest Harbor, Me.
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 Belmont, Mass. & East Boothbay, Me.
7. Tannis	B	W. S. Carter 1937	38'	John D. Cronin Sturbridge, 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.
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'	David King Kittery Point, 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.
21. Wilbur Morse	B	Carlton Simmons 1947	30'	Karl Heiser Cundy Harbor, Me.
22. Ellie T	B	John Thorpe 1961	26'	Dwight Foster Newport News, Va.
23. Depression	A	1899	32'	Lloyd Olson Boothbay, Me.
24. Ancient Mariner	A	Wilbur Morse	25'	H. C. Vibber Waterford, Conn.
26. Virginia M	A	Wilbur Morse 1910	28'	Jaxon Vibber Waterford, Conn.

Boothbay Railway Museum



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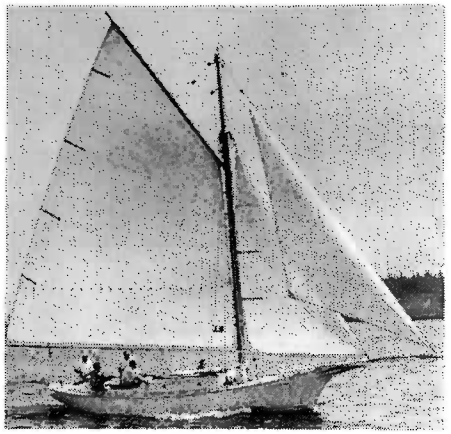
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No Shipping Charges On Most Items

List of Sloops -



28.	Bounty	B	Gannett 1932	22'	Richard Bailey Peekskill, N. Y.
32.	Nomad	A	Wilbur Morse 1906	33'	Montague Miller Noank, Conn.
36.	MarGin	C		25'	Wm. Blodgett Waldoboro, Me.
37.	Chance	A	Wilbur Morse 1916	32'	Alan Goldstein Key Largo, Fla.
39.	Downeaster	B	Lash Bros. 1963	30'	Virginia Grew Dover, Mass.
42.	Pam	C	Carlton Simmons J. P. Hennings 1963	26'	Kenneth Billings Manchester, Mass.
43.	Gypsy	C	Judson Crouse 1939	23'	Robert Lash Orland, Me.
44.	Sazerac	A	Wilbur Morse 1913	35'	Donald Aiken, Woodside, Calif. Joseph Barth, Alna, Me. Roland Barth, Alna, Me. Robert Snyder, Whitefield, Me.
45.	Flying Jib	B	W. S. Carter 1936	30'	Newton Hinckley Friendship, Me.
46.	Dirigo	B	Lash Bros. 1964	30'	Ernest Sprowl Searsmont, Me.
48.	Channel Fever	C	F. A. Provener 1939	33'	Gordon Winslow Southport, Me.
49.	Surprise	B	Philip Nichols 1964	33'	Bill Payne Monhegan, Me.
50.	Heritage	C	Elmer Collemer Murray Peterson 1962	29'	W. K. Hadlock South Freeport, Me.
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 New York
58.	Tern	B	Jerry Maxwell 1969	21'	Franklin Perkins Lancaster, Mass.
59.	Sarah Mead	B	Newbert & Wallace 1965	30'	Dr. Henry O. White Camden, Me.
62.	Columbia	C	Lester Chadbourne	23'	Fran & Lee Green Tonawanda, N. Y.
63.	Kochab	B	Speers 1953	28'	Holbrook Smith Boothbay, Me.
64.	Amicitia	B	Lash Bros. 1965	33'	Jeff Pontiff Quincy, Mass.
66.	Venture	A	Morse 1912	27'	John Porteous Prouts Neck, Me.
67.	Hieronymus	B	Ralph Stanley 1962	33'	Albert Neilson Avondale, Pa.



"Dirigo"

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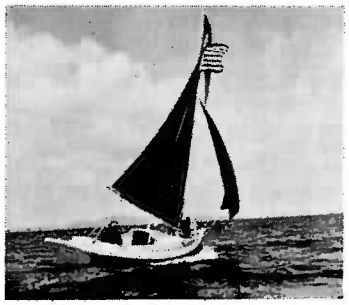
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List of Sloops -



68.	Lucy Anne	B	James Hall 1967	25'	Otis Maxfield Louds Island, Me.
69.	Coast O Maine	B	Vernell Smith 1966	30'	John Rutledge Westwood, Mass.
70.	Margaret Motte		Morse Boatyard 1967	30'	Michael Grove Sharon, Mass.
71.	Gladiator	A	McLain 1902	32'	William Zuber, Friendship, Me. Stuart Hancock, Manasquan, N. J.
72.	Temptress		Philip Nichols 1934	33'	Sea Scout Shop "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'	Francis W. Hagerty Cohasset, Mass.
75.	Omaha		Morse 1901	35'	C. F. Hansel, Jr. Cranford, N. J.
76.	Packet	C	C. Morse 1925	26'	Donald Ives Martha's Vineyard, Mass.
77.	Beagle		C. A. Morse 1905	28'	Mrs. John Glenn Centre Island, N. Y.
78.	*Emmie B*	B			
80.	Sepoy	B	F. Buck & E. L. Adams 1941	35'	Robert Fairbanks Riverside, Conn.
82.	Morning Star		A. Morse 1912	28'	Robert Wolff Cambridge, N. Y.
83.	Perseverance	D	Bruno & Stillman 1969	30'	John Lasuer, Jr. Hampton, N. H.
85.	Ann Frances	B	J. D. Maxwell 1974	38'	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.
90.	Salatia	D	Jarvis Newman 1969	25'	Cyrus, Jed, Cynthia & Philip Lauriat Southwest Harbor, Me.
91.	Phoenix	D	Bruno & Stillman 1970	30'	Alfred Beck Exeter, N. H.
92.	Puffin	B	Basil Day James S. Rockefeller 1970	25'	K. S. Axelson Waldoboro, Me.
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.
96.	Voyager	B	Lash Bros. 1965	32'	Bernard MacKenzie Scituate, Mass.

C. R. de Rochemont, Realtor

FOR A LONG LASTING FRIENDSHIP

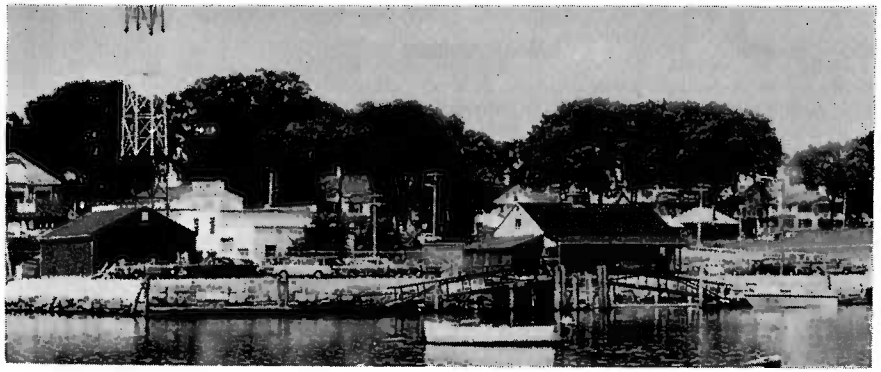
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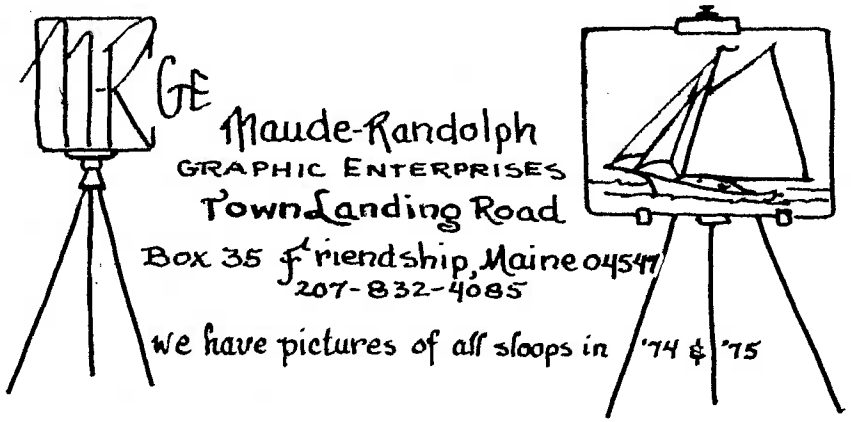
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List of Sloops -



97.	Gannet		1903	27'	Rodgers Pierce Derry, N. H.
98.	Down East	D	Bruno & Stillman 1970	30'	Dodd Family St. Clair, Mich.
100.	Morning Watch		Backman's Boatyard 1970	26'	Donald Starr Boston, Mass.
101.	Inverary	D	Bruno & Stillman 1970	30'	Norman MacNeil W. Newton, Mass.
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 & Bill Johnston 1970	22'	Bill Johnston Northeast Harbor, Me.
108.	*Loon*				
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	B	W. A. Morse	26'	Edward Kaelber Northeast Harbor, Me.
112.	Secret	B	Philip Nichols 1971	27'	Melvin Cohen Port Clyde, Me.
113.	Yankee Pride	D	Bruno & Stillman 1971	30'	James Craig Sea Bright, N. J.
114.	Pearle	D	Bruno & Stillman 1971	30'	Morris Goldsmith Huntington, N. Y.
115.	Kittiwake	D	Bruno & Stillman 1971	30'	Robert Rilling Durham, N. H.
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.	Wenonah	D	Bruno & Stillman 1971	30'	Richard Sonderegger Marquette, Mich.
119.	Valhalla	D	Bruno & Stillman 1971	30'	Paul D. Wolfe Pittsburgh, Pa.
121.	Island Trader		Elmer Collemer 1960	27'	Robert Mosher San Diego, Calif.
122.	Ray of Hope	B	Francis Nash & Ed Coffin, 1971	25'	Ed Coffin Owls Head, Me.
123.	Resolute	B	Charles Burnham	28'	Charles Burnham South Essex, Mass.
126.	Whim		Chester Spear 1939	20'	Wm. A. Flanders Abington, Mass.
127.	Lucy S		1890s	28'	Jonathan Smith Concord, Mass.



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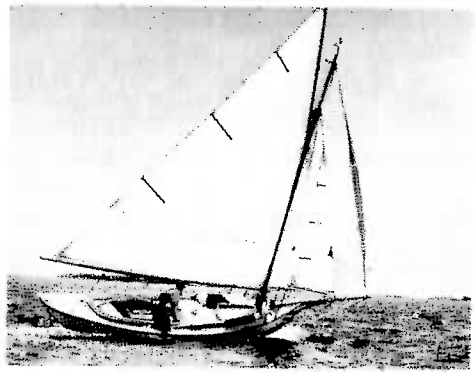


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List of Sloops -



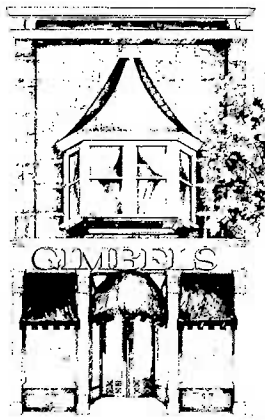
128.	Schoodic	C	Collemer & Lanning 1972	31'	Bruce Lanning Winter Harbor, Me.
129.	Gisela R		A. P. Schafer 1969	25'	Andrew P. Schafer Rosedale, L. I., N. Y.
130.	Narwhal	D	Jarvis Newman 1972	25'	Jim Rosenbaum Milwaukee, Wis.
131.	Noahsark	B	John Chase 1972	30'	John Chase Lynnfield, Mass.
133.	Independence	D	Bruno & Stillman 1973	30'	Frederick Schwarzman Far Hills, N. J.
134.	Four Sons	B	Charles Collins 1973	22'	David Hussey Marblehead, Mass.
135.	Green Pepper	D	Jarvis Newman Tom Morris 1973	25'	James Wilmerding Huntington, N. Y.
136.	Squirrel	A	Charles Morse 1920		Dick & Theresa Dixon Stonington, Conn.
137.	Friendship	A	Wilbur Morse 1900	46'	William Van Zee Miami, Fla.
138.	Red Jacket	B	R. P. Gardner 1973		R. P. Gardner Rowley, Mass.
139.	Tremolino	D	Jarvis Newman Tom Morris 1973	25'	Helen & John Jurkowski Kingston, N. Y.
140	Brandywine		McKie Roth 1968		Paul & Fraley Johnson Mark, Dave, Chris Campbell, Calif.
141.	Renascence	B	Jim Hall 1974		Anna Hall Rowley, Mass.
142.	Psyche	D		21'	Peter Archbold Pittsford, N. Y.
143.	Matelot	D	Jarvis Newman Tom Morris 1974	25'	Gerard Miller Perrysburg, Ohio
144.	Ribbit	D	Jarvis Newman Tom Morris 1974	25'	W. Mark Murphy Buffalo, N. Y.
145.	Deliverance	D	Jarvis Newman 1974 Purslow & Partridge	25'	Capt. Gerald Purslow Hancock, Me.
146.	Fiddlehead		Carl Chase Jarvis Newman 1968	25'	Dr. Eugene Myer Baltimore, Md.
147.	Anna B	D	Irving Jones Jarvis Newman	31'	Winthrop Bancroft Ponte Vedra Beach, Fla.
149.	Fiddler's Green		R. Jenkins	25'	Roy O. Jenkins Waterville, Me.
150.	Woodchips		Deschenes & Willett	25'	E. Thomas Willett Holden, Mass. Jean Deschenes N. Grafton, Mass.
151.	Departure	C		15'	W. G. Heath Hammondsport, N. Y.
152.	Ollie M.		Kent Murphy		Kent Murphy Swampscot, Mass.

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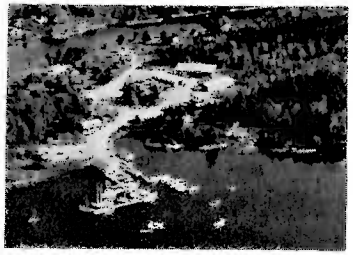
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List of Sloops -

153.	Angelus		Charles Collins	22'	Charles Collins Bass River, Mass.
154.	Muscongus	A	Albion Morse 1909		Albert Lindquist Wilton, Conn.
155.	The Wisdom of Solomon	D	Newman & Morris 1975	25'	Dr. Frank Shaw Youngstown, Ohio
156.	Laperouse	D	Newman & Morris 1975	31'	Paul Lacouture Dayton, Ohio
157.	Finestkind	D	J. Newman & D. Salter	31'	Dick Salter Manchester, Mass.
158.	Eva R	A	E. Robinson (Marconi Rig) 1906	33'	Robert Bruneau Stamford, Conn.
159.	Pacific Child	D	Bruno & Stillman 1969	30'	John Nosworthy San Diego, Calif.
160.	Springa Leak		McKie Roth 1973	25'	Morgan Hendry Wilmington, Del.
161.			Sam Guild	22'	Didier Dorot Mamaroneck, N. Y.
162.	Irene	A	C. Morse	38'	Warren Huguley Fair Havon, N. J.
163.	Reward		Wm. Greene		Wm. & Jean Greene Rocklin, Calif.
164.	Jesse May	A	C. Morse		Stanley Gatt Oak Lawn, Ill.
165.	Skimmer		Cliff Niedorer Inverness, Calif.	25'	Walter G. Andrews Belvedere, Calif.
166.	Schoodic		Concordia Co. 1967	25'	Dr. Gerald Zel N. Dartmouth, Mass.
167.	Freedom		Ralph Slanley 1976	28'	Richard & Helen Dudman Washington, D. C.
168.	Loon		Newbert & Wallace Hugh Jacob & Son 1974	30'	Hugh Jacob Bath, Me.
169.	Defiance		Dowd Dias Brooklin, Me. 1976	22'	Frank Phinney Brewer, Me.
170.	Lady of the Wind		J. Newman T. Morris 1976	31'	William Manookian New York, N. Y.
171.	Golden Anchor		J. Newman T. Morris	31'	Golden Anchor Inn Bar Harbor, Me.
172.	Fool Star		Sheehan-Drake	25'	Jim Sheehan-Drake Carlisle, Pa.

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

Non-Members

3.	Finette	A	Wilbut Morse 1915	47'	Frank Smith Westfield, Conn.
8.	Banshee	A	Morse	30'	Benjamin Waterworth New Bedford, Mass.
12.	Friendship	A	Wilbur Morse 1902	29'	Robert Cavanaugh Compton, R. I.

Non-Members (continued)

20.	Moses Swann	A	Morse 1910	30'	
23.	Depression	A	1899	32'	Larry Harris New Orleans, La.
25.	Sea Duck		Morse Boatyard (Ketch Rig)	25'	Laurence Bershad Marblehead, Mass.
27.	Red Coat	B	Bob McKean Sid Carter	28'	Eric Osborn Bristol, R. I.
29.	Susan	A	Wilbur Morse 1902	41'	
30.	Kidnapped				Restored
31.	White Eagle	A	Wilbur Morse	28'	
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.
38.	Eleazar	B	W. S. Carter 1938	38'	Capt. David Smith Marshfield, Mass.

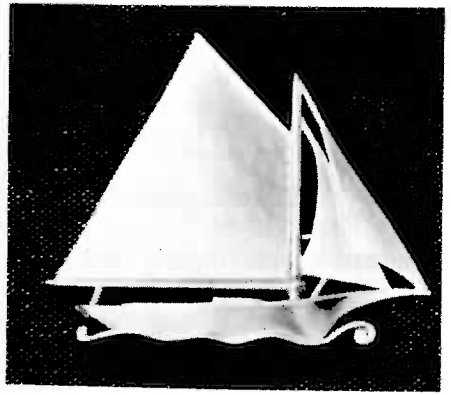


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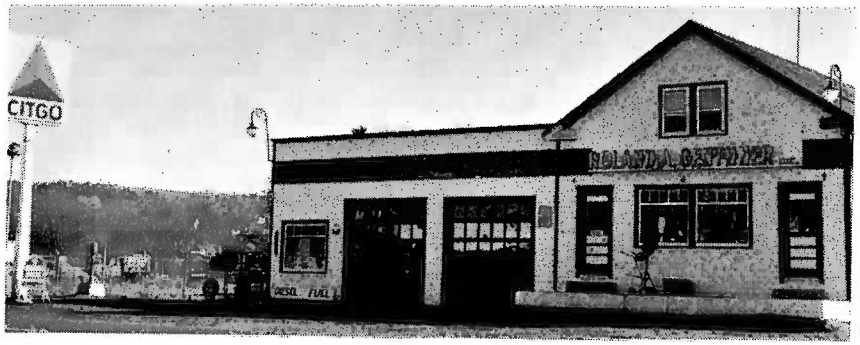
Non-Members (continued)

40.	Comesin		Erwin Jones 1962	32'	Carlton Wilder Jacksonville, Fla.
41.	Snafu			35'	Alfred Gastonguay Beverly, Mass.
47.	Galatea		McKie Ruth 1964	30'	John Kapelowitz Mt. View, Calif.
51.			W. A. Morse	32'	Robert Morrison Metuchin, N. J.
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.
65.	Gallant Lady	A	Morse 1907	33'	Anthony Menkel, Jr. Birmingham, Mich.
79.	Nimbus			32'	Fred Swigart New Orleans, La.
81.	Regardless	B	Fred Dion 1963	38'	Wm. Williams Swansea, Mass.
84.	Philia		Kennebec Yacht, Inc. 1969	22'	Bruce Myers Yarmouth, Me.
95.	Savoy	A	Morse	40'	Frank & Marcelle Savoy Beverly, Mass.
99.	Buccaneer	A	Wilbur Morse 1890	27'	Eugene Tirocchi Johnston, R. I.
102.	Agustus		Tim Bliss	37'	Tim Bliss Coconut Grove, Fla.
124.	Callipygous	D	Bruno & Stillman 1971	30'	Henk Vanderkolk Ontario, Canada
125.	Jacataqua		Al Paquette 1969	25'	Edward Lewis Falmouth, Mass.
132.	Vogel Frei	B	Wilbur Morse	30'	Herman Samitsch aboard
137.	Friendship	A	Wilbur Morse 1900	46'	William Van Zee Miami, Fla.
148.	Sloop Out of Water				Joe Vinciquerra Andover, Mass.

Name	*Built by*	*Present Owner*
Amity	W. S. Carter	Benjamin Plotkin, Norwalk, Conn.
Annie Pode	(ferro-cement)	
Angus	(fiberglass)	Elio P. Oliva, Centerville, Mass.
Aurara		Richard Steel, Rockport, Me.
Black Witch	K. Rider	Donald Davis, Newport Beach, San Francisco, Calif.
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	Rob McLain	Mystic Seaport, Mystic, Conn.
Maria	Charles Burnham	
Nor Easter	Wilbur Morse	Robert Synnestvedt, Jenkintown, Pa.
Pemaquid III		George McKinnon, Sillery, Que.
Princess	Wilbur Morse	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.
Tecumseh	W. Morse	David Carr, Palm Beach, Fla.
Volunteer	Gannet	Brian Neri, Buffalo, N. Y.
Wild Wind		Robert Standen, Manhattan Beach, Calif.

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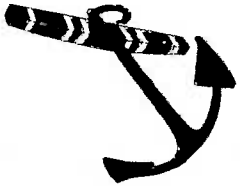
The "camp" of the amateur radio operators on McCauley's "19th Green" at Back River was photographed by Vincent L. Carr of South Portland, operator of W1WAS. About the only edifice not shown is the tent of Jim and Bonnie Hartley, W1DIS, Raymond. After the races the group relaxed well into the evenings, and the lobster feed that graced one evening was a notable experience that was noised around the world afterwards when the hams called other hams from here to New Zealand and bragged about what fun they were having in Friendship.

The 1975 races of the Friendship Sloop Society had a concerted, organized, system of ship-to-shore communication — a free service on the part of some "hams." This injected something new into the program, and was so successfully carried out that revisits by these amateur radio operators seem to be a must not only for the folks handling the races, but for the hams themselves — they left on the Sunday morning agreeing their outing had been extremely enjoyable and they would come back.

The ham lives in a freemasonry of esoteric language, zealously intent on his hobby, and back of his personal pleasure with his "shack" and his "rig" he believes there is a strong public service aspect. He is ready in all manner of ways to perform herioically if occasion requires. Floods, famine, fires, pestilence — often a ham plays a part in rescues, warnings, relief. All the world, for him, is a direct-dial, local call. He is nameless, because radio uses "handles" instead of names. Jim, Art, Joe — that's all they use, plus their prized call letters and their locations. They're everywhere, CQ, CQ, CQ, and when they make contact the conversation is often limited to how the signal comes in, what their power is, and things that non-hams find of little interest. It was Jim of W1DIS, Raymond, Maine, who set up

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the network that helped so much with the crowded 1975 races.

Jim Hartley is no stranger to Friendship, and some years back had brought his White boat by trailer from Sebago Lake, and with his mobile rig aboard had gone down the bay to spot boats, calling back various bits of information to help the committee boat and the public address announcer. But he could see, even in those days when only a few sloops were returning, that this kind of job called for several mobile units, plus a good base station. In the meantime, ham operators had greatly improved their mobile equipment, so that by 1975 Jim was able to marshal an imposing array of radio gear and a group of capable operators.

Jim proposed to his ham club that maybe seven or eight members come to Friendship, bringing camping equipment, and make a fun outing out of their assistance to the Sloop Society. Arrangements were made to deploy on the famous (or infamous) "Nineteenth Green" at Back River. Their hosts would be Dr. and Mrs. Robert H. McCauley, Jr., of Bethesda, Maryland, who own that piece of beautiful ground, but otherwise knew nothing about all this until afterwards. On the Wednesday of Sloop Days the armada of hams moved in, talking to themselves as they came. Each vehicle had a rig, and they were in common contact all the way along the highways, arriving by devious routes well informed of the location of each other.

There was Chummy (Lemieux to non-hams), W1VXU, 151 Cony Street, Augusta, and his XYL Anita. XYL is ham code for a wife, and means *former young lady*.

Louis Bryant, WA1KEE, Whitefield, Maine, XYL Glenys.
Clifford Stowers, K1QIG, Fairfield, Maine, Peggy.
William Ayer, K1SJO, Canton Point, Maine, Lillian.
Donald Dean, really the dean of this aggregation, an old timer, W1BYK, Auburn, Maine, whose wife died not long ago.
Richard Perkins, W1KYO, South Windham, Maine, Florence.
Vincent Carr, W1WAS, South Portland, Dorothy.
And Jim, W1DIS, with Bonnie.

The caravan arrived on the Wednesday, arranged itself, and plans were made for the Thursday coverage. Jim had his own boat, Cliff went out with George and Helen Owen, and so on. Dick took the base station at the wharf, teamed up with Everett Walker who does the PA announcing. Bill Danforth had his usual marine radio equipment on the *White Falcon,* and "Mack" MacMullen came again with his boat to assist Bill, and he was also equipped with marine channel.

There was one surprise. The *Green Pepper* had radio equipment, and when the hams got on the air they were a little puzzled when *Green Pepper* spoke to them on their frequency, and for a moment things were confusing. But the two races held at the 1975 regatta were spotted and reported in full detail, and spectators drawn up along the harbor were kept informed of all maneuvers and tacks by the loud speakers. Such good coverage would not have been so important back in the years when a couple of dozen sloops returned, but the 1975 homecoming was much in need of this service the hams rendered.

Nicest part, maybe, was the great good fun the hams had. Their first night found them guests at a semi-picnic supper, their second night had a repeat at another Friendship home. One night they devoted to a lobster and clam feed on the Back River shore, interspersing the function with much

talk to other hams all around the world about what a good time they were having. The nights were respectably cool, but not too cool for comfortable camping. Jim and Bonnie, along with W1DIS, slept in a tent; the others had sophisticated campers and vans. When the Friday race was cancelled, the hams drove out to look at places of interest in the area. Each night they sat about a campfire until late.

Sunday morning they broke camp, driving away talking to each other, and the broad airwaves, about what a wonderful time they had at Friendship. As they drove, talking, toward Route 97, a small sign had been prepared to bid them farewell. It said:

TNKS 73's Pls Rpt 1976	This caused the reply:	RCD OK TU CUL

In ham lingo, this translates: "Thanks, best wishes (regards), please repeat in 1976." And the answer: "Received OK, thank you, see you later."

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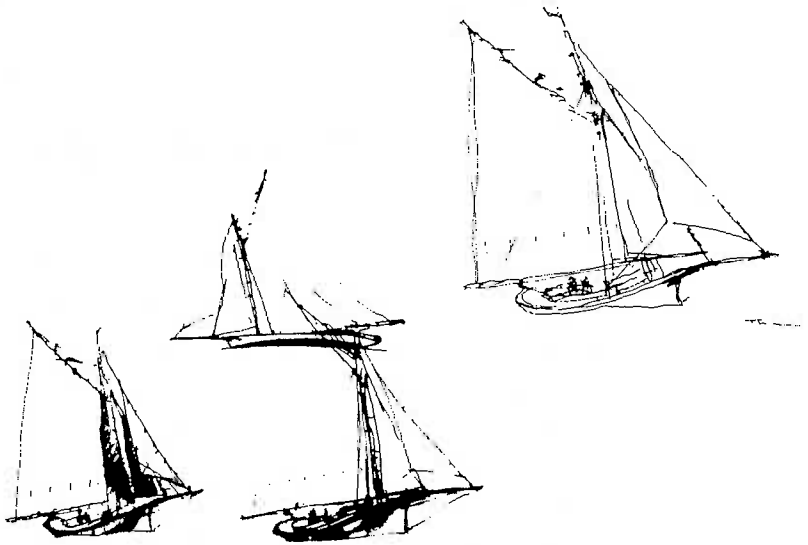
Here It Is, Pete

Sloops listed in this booklet are classified A, B, C, and D, and race each in her own class. This is thus explained:

In 1961 a single race was held, the first homecoming contest of the newly formed Friendship Sloop Society. It was the next year that the fleet was divided into two classes — A and B. It was in 1964 that the annual Sloop Days booklet had the following:

> In setting up a regatta for these sloops we have been confronted with many problems, not the least of which has been classification. For three years the sloops have raced under two classes — Originals (those built prior to 1915), and Replicas (the more recently built sloops). This year we have felt it necessary to include three classes: A, Originals; B, Replicas; C, Near Replicas.

When the first fiberglass sloops appeared, the fourth class, D, had to be set up, and this is established to include ferro-cement, etc. The term "near-replica" is a condescension to the fact that as the original Friendship Sloop developed amongst the numerous boatbuilders of this area, she took on variations — some minor, some not so minor — and many a boat appeared which was not wholly within the basic tradition. There had to be a point where the committee could say, "That's close enough." Hence, Class C.



Ornithological Report

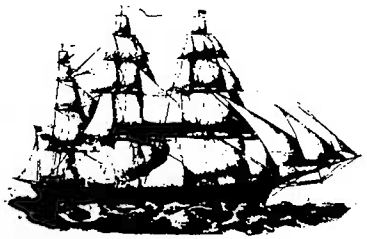
Last year's program booklet told how a fake owl had been put on the mast of the *Flying Jib* to scare away a fishhawk. Lobstermen say it will work with seagulls. It didn't work with a fishhawk. One came right away, perched on the owl, and ate a fish.

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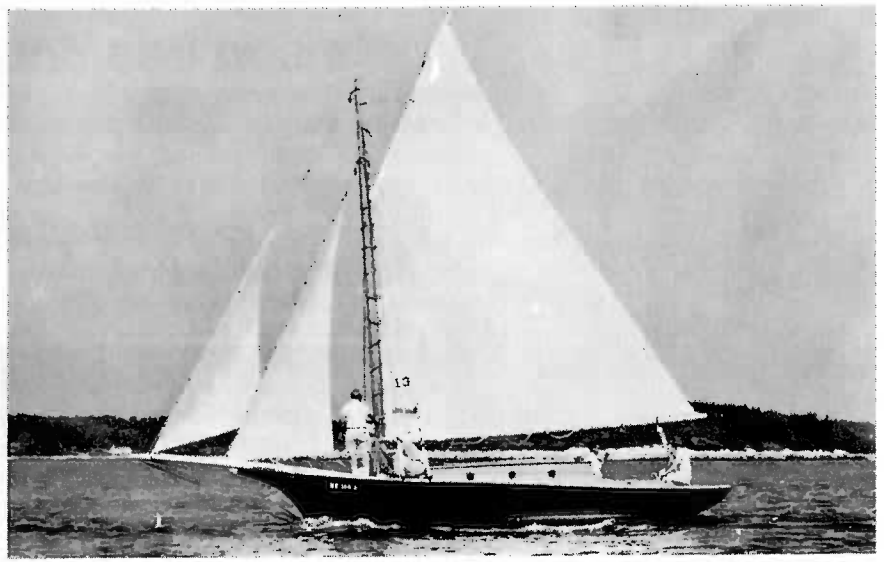
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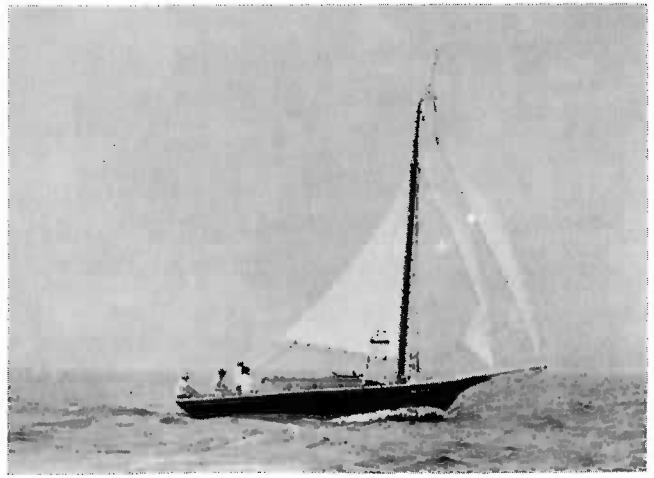
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Bill and *BlackJack*

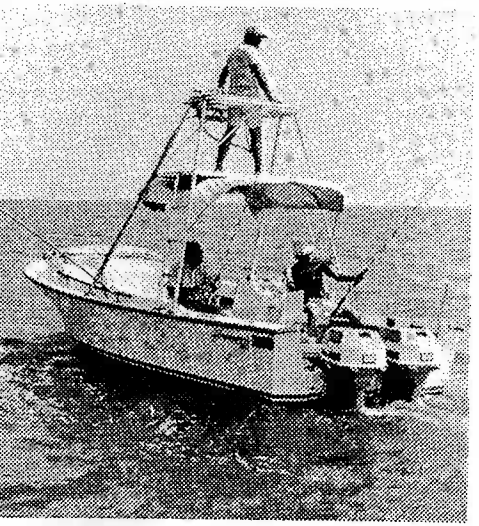


Bill Pendleton's lovely BlackJack moves in leisurely mood down Friendship harbor to the starting line.

Behold, Postumus, how the swift seasons roll, and there was a pang with the poet's truth when word came that Bill Pendleton had offered the *BlackJack* for sale. But at presstime, Bill hadn't completed a sale, and he "guessed" with hardly an unhappy tone that he was "stuck with her" for another season. By Sloop Days time, we will know if he did or dint.



BlackJack picks up a middlin' breeze after the starting gun goes off.



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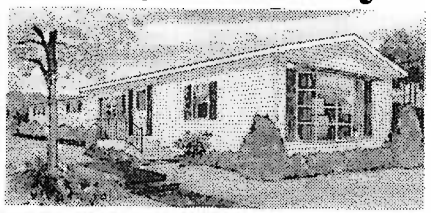
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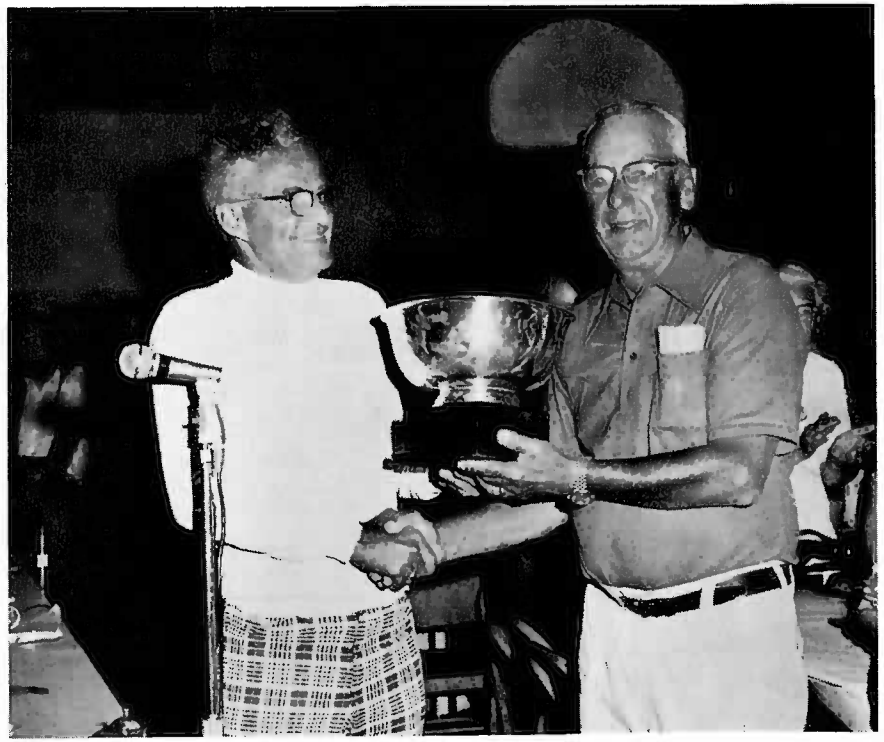
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Bill is past-president of the Friendship Sloop Society, and has brought *BlackJack* to Sloop Days with faithful regularity. BlackJack is not only his favorite, but the favorite of many onlookers. It was Bill who, as a teacher, suggested that the Sloop Society establish a scholarship fund for Friendship children going on to higher education. His feeling was that any organization needs a wholesome project to support, particularly if its motives are otherwise sociable and fraternal.

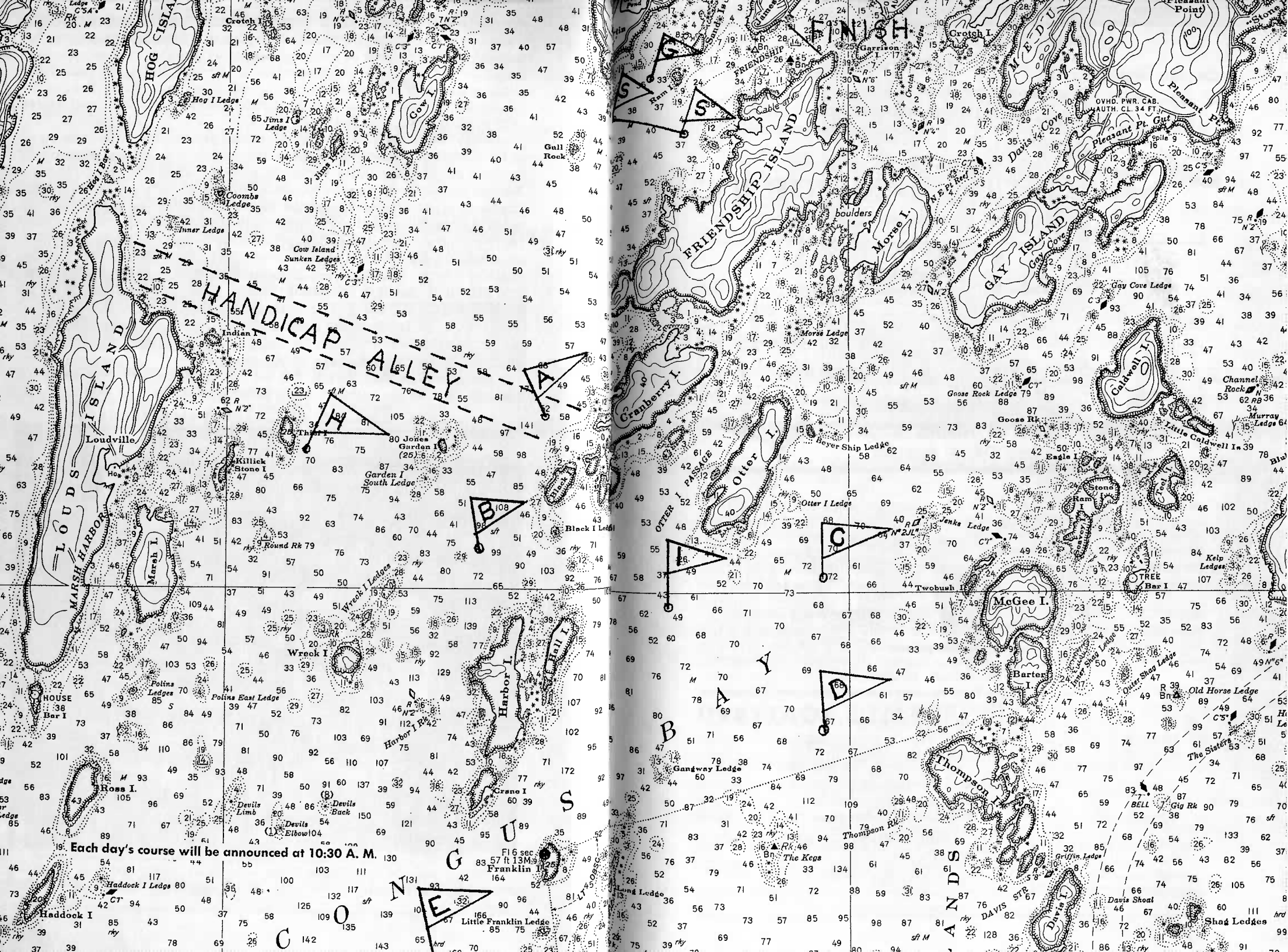
Named the Beatrice Pendleton Memorial Scholarship Fund in memory of his recently departed wife, the fund was established, and has since grown in principal to an amount sufficient to give significant aid each year. Awards are not publicized. Since the fund was established, Bill has been chairman of its affairs, and in the meantime has retired from academic work in Connecticut and has built a new home overlooking Searsport Harbor — from which his ancestors and assorted relatives sailed deep-water the world around. With Mary, his new bride, he is happy in retirement, but explains that the years do creep along (as Horace observed) and that keeping *BlackJack* has had increasing problems.

Bill will be faithful to Friendship Sloops asea or ashore, and being a Pendleton from Searsport, he is more Searsport than some. Last summer a tourist stopped in Searsport to gas up, and he said to the attendant, "I see you have a Friendship Sloop at the museum."

The attendant said, "Ayeh, but we can do better'n that — we got a real one right in the hahb'h!" He pointed at *BlackJack* on mooring.



Bill Pendleton must have done something right that day — Race Chairman Bill Danforth (left) hands him a trophy for BlackJack's performance.


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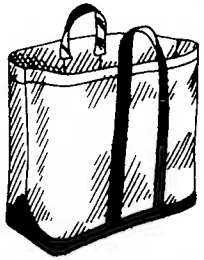
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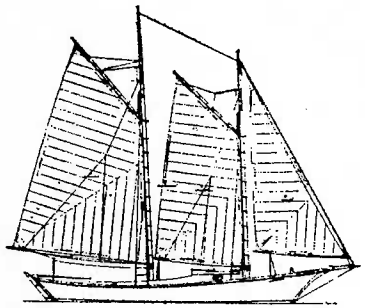
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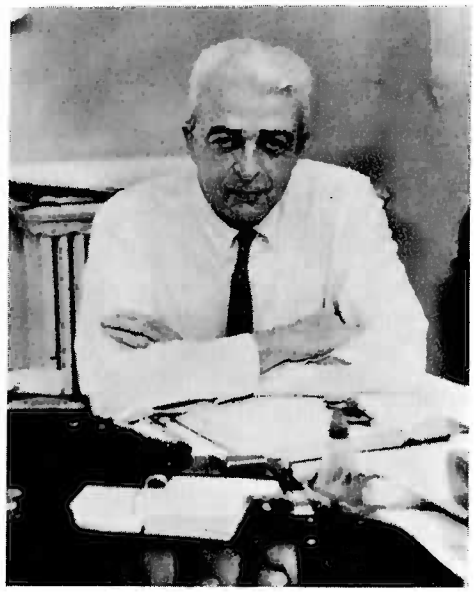
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Howard I. Chapelle



Howard I. Chapelle
(Photo, about 1961, courtesy of the Smithsonian Institution.)

The senior honorary member of the Friendship Sloop Society, Howard I. Chapelle, died on June 30, 1975, at Lewes, Delaware. He was 74 years of age, retired historian of marine architecture for the Smithsonian Institution, and author of many books on that subject. Because of his plentiful and willing assistance to the Friendship Sloop Society in its organization days, and his continuing interest afterwards, he was unanimously voted an honorary membership in 1965.

Chapelle was a prolific writer, and the appearance of his first book in 1930, *The Baltimore Clipper*, established him as an authority in the area of history and research that was to be his life work. Eleven more books and innumerable monographs followed, the list concluding in 1973 with *The American Fishing Schooner*.

He had joined the Smithsonian in 1957, already secure as the competent authority in his field, as curator of the transportation department, and from that position he directed his energies in every direction that related to the subject. Several hundred ship models were built and documented under his eyes, making the Smithsonian's collection of such the finest and richest in the world. The museum of the Smithsonian opened its "Hall of Merchant Shipping" in 1964, and it continues today as evidence of his careful work. His restoration of early American Indian canoes for the Smithsonian's museum of natural history was one of his most difficult projects.

He had also served as a professor of maritime affairs, and as a consultant had been identified with nearly countless matters ranging from our own Friendship Sloop Society to the Maritime Museum of Canada.

A most distinguished and capable gentleman and scholar, his name was proudly carried on our list of honorary members, and is now removed with sadness. His ashes were scattered at sea.

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Vida Mia, Ted and Dave



About the time Bill Pendleton said he was ready to sell *BlackJack* (see page 29), Ted Brown sent word he had sold *Vida Mia*. Ted, like Bill, is a past-president of the Friendship Sloop Society, and an ancient mariner of some respect in the lesser waters of the Piscataqua. Ted, like Bill, will not lose interest in the Society for that, but the transfer of his bo't merits attention. The *Vida Mia* is not making too much of a move — Ted hails from Kittery, and Dave King, her new owner, lives at Kittery Point (kittree pint).

Betty Roberts, secretary of the society, had this letter from Master King in March, attesting that we may continue to hear witty and pithy remarks from the pull-and-be-damned precinct regardless of *Vida Mia's* title. (Betty said, "He sounds like another Ted!"):

> Dear Betty, I am the new owner of the good ship *Vida Mia*. I would like her to continue to be a part of the society and I would like to join myself. Needless to say I hear tales of outrageous happenings down Friendship way from Ted. Sounds as if only a fool would want to join. Where do I sign?
>
> — Dave King

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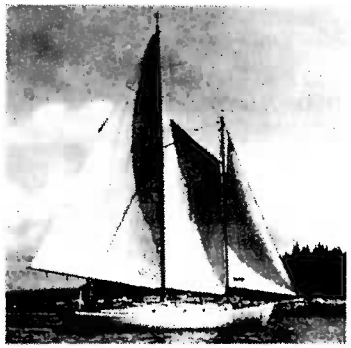
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Friendship Yacht Club



A ripple of amusement enhanced the 1975 Sloop Days when some women, strangers to Friendship except that they simply loved the town!, walked into the Pratt home and requested directions to the powder room. Connie Pratt, hospitable matron of the place, might well have been taken aback at this invasion but with her imperturbable charm she betrayed no surprise and pointed at the toilet.

The ladies served themselves, and upon reappearing looked the Pratt home all over, found it delightfully charming, and walked out as if they had something to write home about. Connie was able, however, to find out what was going on. The ladies thought the Pratt house was the "Friendship Yacht Club," and that the Friendship Sloop Society would make its facilities available under the circumstances.

The mistake may not be quite as stupid as all that. The Pratt home is that one overlooking the harbor, scenically disposed so Connie and Elbert might sit on their verandah and have the very best view of the finish of the races. They do not do this, however, because of late they have been the substance of the Race Committee and are always out on the *White Falcon* with Chairman William Danforth. (The fourth member of this important committee is Randy Danforth, a bowwow of note.) The ladies who came in did so during the forenoon, before the Pratts went aboard. The building itself is the most impressive structure on the waterfront, and the reason the ladies mistook it is undoubtedly the flagstaff on the lawn.

Here, the Pratts run up The Color, plus all manner of nautical flags and signals, and the eye-catching display could easily lead a stranger to believe the place is a yacht club — which, incidentally, Friendship does not have.

A little history: The Pratt house was built in 1907 by James Logan of Worcester, Massachusetts, and the carpenter was John Mitchell of Friendship. James Logan was an interesting man of self-made status. He came from Scotland at the age of three, in steerage, and settled with his parents at Cherry Hill, near Worcester. He spent the rest of his life in that vicinity and at Friendship. When his father's health began to fail, young James,

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ten, went to work in a textile mill, and whatever schooling he had after that was on the fly. He took some night courses, and at noon hour used to have a school teacher help him. He read anything he could get his hands on.

After several jobs, each a bit better than the last, he went to work for a stationery company, and was soon sufficiently versed in that business so he founded two envelope companies. The second, Logan, Swift & Brigham, is still in business as the drinking cup division of the United States Envelope Company. He helped to found the United States company, and was vice-president and general manager until his death. The same year that he had the Friendship house built, he was elected mayor of Worcester.

Logan's coming to Friendship was the result of his interest in the YMCA. Through this interest he had met R. M. Armstrong. R. M. suggested that Friendship would be an ideal place for Logan vacations, and a fine location for Camp Durell, a YMCA unit. On the first visit to Friendship, the Logan family stopped at the Seaview Hotel, which is now Dickie Armstrong's house.

Incidentally, R. M. Armstrong was doing very well himself in those days about the Friendship population, and his invitation to James Logan shows that he was willing to share. Without counting lesser generations, the poll of R. M. Armstrong grandchildren variously belonging to Friendship runs something like this: John, Robert, Rachel, Douglas, and Knox Armstrong, Mary Elizabeth Cady, Priscilla Kennedy, Ella Joy Wilder, Robert Pratt, Jane Bradley, Judith Lambert, Jonathan Reinhart, and Christie Basham. It's possible this list is lacking somebody. Anyway, the Logans came also.

The next year, Logan asked his family where they would like to summer, and in the words of so many thousands of others the answer was, "Friendship!" He said all right, and if everybody liked the town as much as that, he'd build a home here. He bought the land from Webb Thompson, and went around to see if Carpenter Mitchell "might do me a favor . . ."

The house, which Connie Pratt has no objections to showing ladies and others who stop by, for any reason, has some unusual parts. The name for the place given it by Logan was "Restalrig," the name of the town in Scotland where he was born. The Carolina cypress for the interior finish made its last hop to Friendship by schooner from Portland. The archstones of the fireplace, and the bars and chains that adorn the fireplace, are from old Newgate Prison in London, an institution that needs no introduction now. Elizabeth Fry, the Quaker lady who was the Carrie Nation of prison reform, had much to do with improving jail conditions, and Mr. Logan had been in England in 1902 when Newgate was being torn down. He tried, the story goes, to buy Elizabeth Fry's writing desk, which was in the prison at that time. But it had already been sold, and he settled for some structural pieces. He didn't bring the chains and stones to America specifically for the house here, but he had them in Worcester when the time came.

The house has always been in the family — Mrs. Pratt is granddaughter to the builder, and has been an owner since 1957 when her mother died. Connie remembers that in all the years the house has been used each summer, save one — when she was nine her grandfather was too ill to travel, and the house wasn't opened. Instead of a summer at Friendship, Connie got a vacation at some lake in New Hampshire and "it was horrible." Every other summer she has been at Restalrig.

So the lovely home so prominent on the hill is not the Friendship Yacht Club.

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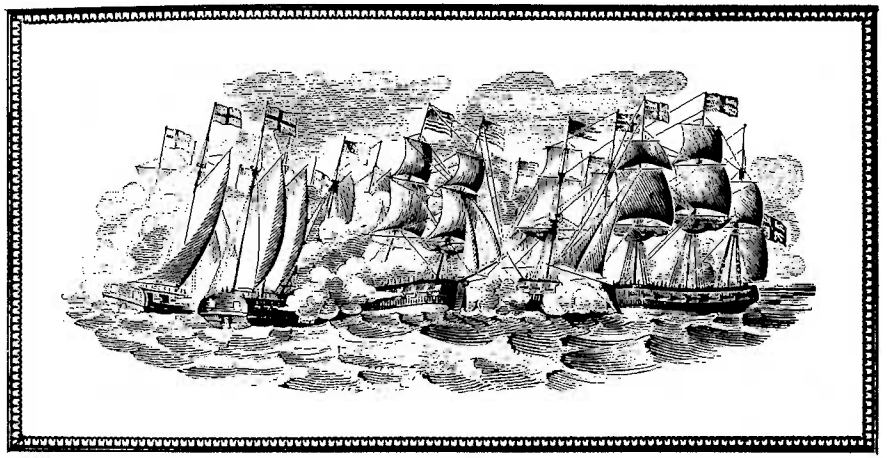
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The Battle of the Bagaduce



Battle of the Bagaduce

In May of 1779 the British sent a fleet of seven or eight warships to plunder and burn the settlements on the Penobscot. Nearly a thousand men embarked in this fleet at Halifax. They landed on the 12th at Bagaduce, now Castine, and commenced building a strong fort that they might command the whole of the valley. This movement created much alarm.

The General Court of Massachusetts, with the approval of the Colonial Government, promptly fitted out for the capture of the fort, a fleet of nineteen armed vessels and twenty-four transports. The fleet carried three hundred and forty-four guns, and was amply supplied with material of war. The command of the expedition was intrusted to Commodore Saltonstall of New Haven, Connecticut. He was undoubtedly a patriot and a brave man; but he was sadly deficient in military skill. The enterprise proved a total failure, followed by an awful loss of life and property. It is very clear that the fort could have been taken had proper measures been adopted. Generals Lovell and Wadsworth, who commanded the land force, conducted with great bravery, but they were not supported by the commodore. The assaults which were made were so feeble that the garrison was enabled to strengthen its works, and to send to Halifax for aid.

On the 14th of August, a formidable British fleet of seven vessels entered the harbor. The result was that the American fleet was annihilated.

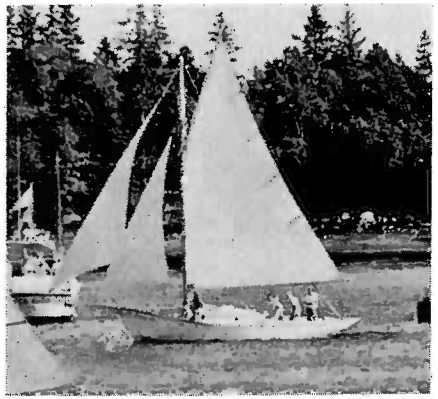
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Some of the vessels were captured by the British. Some were run ashore and burned. Nearly all were abandoned. The sailors and marines commenced a retreat through the vast wilderness to the Kennebec. After great suffering, many of them reached the forts on the river. The General Court, after a thorough investigation of the affair, pronounced sentence incapacitating Commodore Saltonstall from ever holding a commission in the service of the state, and honorably acquitting Generals Lovell and Wadsworth.

— From *The History of Maine,* Abbott

(Editor's note: This excerpt is included here as footnote to the Bicentennial, showing Maine's contribution to the Revolution. General Peleg Wadsworth was grandfather of Poet Henry Wadsworth Longfellow, late of Portland.)



No Shadow

Candlemas, 1976, was not a day for woodchucks in the vicinity of Friendship. The harbor took its worst lacing from nature in the memory of anybody, and if a groundhog had darst show, he'd-a been blown by the wind clearn to Belfahst. It was an anxious day, but actual damage was slight. One boat parted fasts and came down on another, no great harm done, and two went aground. During the night, everybody with a boat in the harbor was standing around expecting trouble and praying for none, and the wicked wind kept up into the morning of the third. Gerald's skiff swamped.

The *whether* boys on the airwaves didn't seem to agree on what was going on. The barometer slid to close to 28, and that was certainly a record as well as being hurricane stuff. One boy said a high-low-jack from Bermuda had tangled with a frisker of the Great Lakes, and another said it was a prairie freak that joined a Nova Scotia breeder. Whatever it was, it was a mess maker from away back, and gave Friendship Harbor its roughest day. Not too much lobster gear was out at the time, so damage to traps wasn't on folks' minds, but the threat to moored boats was real enough. There was no sun all day, so the woodchucks didn't matter anyway.

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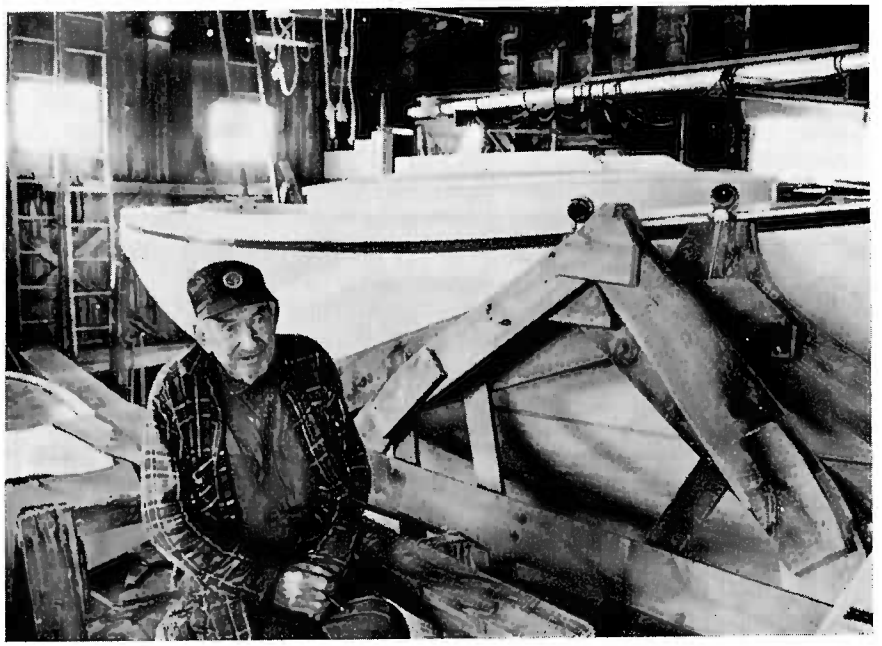
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Philip Nichols, Round Pond



Philip Nichols of Round Pond and his fifth Friendship. She's "all set and ready to go 'cept for puttin' overboard," but he doesn't know if she's for sale. (Photo by David Littleton-Taylor, Lincolnville.)

At 82, Philip Nichols of Round Pond says he's "slowed some," but in mid-April he seemed to have wintered well, and his dooryard was literally littered with fitted firewood ready for the shed and next fall. He said he hadn't started all his wood yet, because his Model-A tractor needed a valve job, and he'd been doing the job up in the woods rather than bring it to the shop. He hoped to get it running that afternoon.

Philip Nichols has built five Friendship Sloops, alone and from scratch, and they have been as pretty as any and prettier than some. The fifth, unnamed, is "all set and ready to go 'cept for puttin' overboard," and when asked if she is for sale Philip said, "I don't know."

A very shrewd a-là-Nichols guess might be that she will come forth some day as *Idunno*. His first was the *Result* of his inexperience; the second was built under *Pressure*; the name of the third was to be a *Surprise*; and the fourth's name was a well-kept *Secret*. When Phil talks to you, there's a twinkling to his eyes that suggests he is always amused at some little thing nobody else knows about.

A bit of family tree goes with Phil's story. Captain Thomas Nichols of Round Pond was a blue-water man who took his square riggers the world

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around — Phil lives with a brother-in-law in the Cap'n Tom house. Cap'n Tom had two sons, one of whom was Frank B. Nichols who came to be publisher of the Bath Daily *Times*, and Bath *Independent*, and the Brunswick *Record*. The other son was Philip's father. Philip had a brother two years younger, Tom, and Tom became a machine typesetter and went to work in his Uncle Frank's printshop.

When Tom, who has been dead now some years, finished his week's work at the Lynotype, he wanted to go home to his native Round Pond for the weekend, and in those days around World War I this wasn't so simple as it is now. The Kennebec River had to be crossed on the Bath-Woolwich ferry, and the ancient *Hockomock* wasn't always reliable and convenient. After Tom had been frustrated by this enough times he decided there was a better way, and he bought a Friendship Sloop. He kept her on the Bath side of the river, and after his week's work he would cast off and take her down the river, cut for the open, and come breezing into Round Pond in no time.

In those days, the only boat Brother Philip had built was a catboat, and now he became interested in the lines of his brother's Friendship. Afterwards, says Philip, he "went in with" Tom in ownership of the sloop, and when they came to sell her afterwards they "made a little." Philip took his share and bought another Friendship for his own, and from her lines began building the *Result*, 33 feet and launched in 1932. In 1940 came the 28-foot *Pressure*; in 1963 the 33-foot *Surprise*; and in 1971 the lovely 26-foot *Secret*. The unnamed sloop now in his shop is 26 feet.

Philip says cutting firewood gives him something to do now that he doesn't feel like working "stiddy" in the boat shop. He complained that winter lingered for him, and a hanging cold kept him wishing for warm weather. But his woodpiles suggest physical stamina, and he philosophizes with customary validity once he gets his boots up on the shelf of his wood-burning parlor heater. The old Philip Nichols sly twinkle persists.

He said in 1965 her owner brought the *Result* back to Round Pond and wanted Phil to rebuild her. He guessed not. "Things happen in 33 years. You tear 'em down and you don't like what you see. I suggested I build him a new boat instead, and he hasn't been back. This bothers me some when I think about the Class A originals. Some day the last one has got to quit."

No, he hasn't lost interest in the Friendship Sloop Society, but he isn't equal to undertaking full participation. Perhaps, maybe, the Society has grown until he doesn't know so many members and skippers, and then — some he sailed with earlier aren't around now. "It's got big," he said.

To round out the family information: Tom Nichol's wife Ginny runs a variety-gift store in Lewiston, and keeps her late husband's cottage at Round Pond, where she spends some time each summer. The F. B. Nichols publications have been consolidated into the daily Bath-Brunswick *Times-Record* and publisher is Campbell Niven, grandson of F. B. and great-grandson of Cap'n Tom of Round Pond. And, a woodpile cousin to our Philip.





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Early Friendshippers (Perhaps)



The grossest immoralities prevailed.

This is the Bicentennial of thirteen of the United States — Maine won't be 200 years old until 2020, and it takes good vision to see that far ahead. However, we know there were people already settled on the Maine coast before the Pilgrim Fathers arrived at Plymouth, and since they were in the general area of our present town of Friendship, it seemed appropriate for the Sloop Days booklet to do some research and find out what kind of people were our Friendship ancestors.

Everybody knows the kind of people the Pilgrims were. Upright, pious, god-fearing, patient — they had everything to make them the perfect people to establish the character of a new nation. We have every right to expect that our own original settlers of the Friendship shores were equally honest, devout, and law-abiding.

Actually, there seems to be nothing in any of the books that goes right to the precise location, in the same way that the Pilgrim stories focus on Plymouth. Friendship is merely part of the general region which is identified in early fisheries with Monhegan Island. Monhegan Island was the landfall for vessels coming over here from Europe, and the little *Mayflower* of the Pilgrims was no exception — she paused off Monhegan to "take some coddes" before she continued on to Maffachuffets Bay. This is all set down in the Pilgrim journals.

The taking of coddes off Monhegan was nothing new. It had been going on for years, perhaps centuries, and the same year the Pilgrims arrived, 1620, seven British vessels had come to the coast of Maine to load fish. Some made more than one trip a season. The principal rendezvous for these vessels was Fisherman's Island in the group known as the Damaris-

coves. These vessels were not exactly fishing vessels, but were transporters of fish. The fish were caught by people living along our coast and on our islands, and were brought to Damariscove to be ready for loading when a vessel came. These vessels were not very big — the *Mayflower* was one of them, and she had been coming to Maine for fish before she was chartered to haul Pilgrims. She was about 180 gross tons. But even so, seven such ships coming here to load salt fish presupposes something of an established business. There must have been wharves, derricks, sheds, flakes, housing, and probably even a boatyard for repairs. Enough so we can argue that Maine was a rather busy place before the arrival of the Pilgrims. In general, the area of this fisheries activity that was identified with Monhegan and Damariscove extended from Georges River on the east to New Meadows River on the west. A region near enough to the rendezvous so a fisherman could bring his products in a sloop and deliver them to the broker.

Muscongus Bay, and Friendship, would thus be within the area. In 1622 the number of English ships coming here for fish had increased to 32, and the number of people living here to service the fisheries business had grown accordingly. The *Mayflower* had brought 102 Pilgrims, but half of them failed to survive the rigors of the first winter. The folks in Maine, however, had things in control, and were prosperous. It was in 1622 that Governor Winslow of the Plymouth Colony sailed the shallop up to the Damariscove Islands and begged needed food from the Maine fishermen. All this, too, was recorded in the Plymouth journals, and Governor Winslow was careful to set down that the fisherman of Maine made no charge for the food they loaded into the Pilgrim shallop.

(Ed. note: The word "shallop" derives from the same Dutch word that gives us "sloop." In French it came out as "chaloupe," and in Dutch it was "sloepe." Coming into English through German, we received it as "sloop.")

Some 84 English families were living in the Monhegan-Damariscove region by that time — greatly outnumbering the fifty or so surviving Pilgrims. They were not, however, in a single colony; they were living here and there on the islands and along the main. They were certainly well enough off so the gift of a boatload of food to the Pilgrims caused them no hardship.

But what kind of people were they? The historian has told us, and here is the quotation:

> These (Maine) men were generally reckless adventurers. Some were runaway seamen, some fugitives from justice, and some those vagrants of civilization, who, by a strange instinct, seek seclusion from all civil and religious restraints. The state of society was distinguished by its lawlessness. Every man followed his own impulses unchecked. The grossest immoralities prevailed. The Indians were cheated and outraged in every way to which avarice, appetite, or passion could incite depraved hearts. There was no sabbath here; no clergy to proclaim the gospel with its alluring promises and its fearful retributions. Some royal commissioners were sent out to investigate affairs. Their report was appalling. This led the Plymouth Company (Ed. Note: — this was not the Pilgrim's Plymouth, but the one in England, and the company was the grantee of Maine lands from the Crown) to adopt vigorous measures to reduce Maine society to some condition of law and order.
>
> Three gentlemen were sent over, — Robert Gorges as governor, Francis West as admiral, and the Rev. William Merrill, invested with authority to manage public affairs. Their power seems quite absolute. They were instructed "to do what they should think just and fit in all cases, capital, criminal, civil, and military." The Rev. William Merrill, an Episcopal clergyman, was commissioned to endeavor to establish the institutions of religion among this rude people, who were more difficult to be influenced than the Indians. Mr. Merrill met with such a reception, that he soon abandoned the effort as hopeless, and returned to England in disgust.



The Rev. Mr. Merrill has a poor reception.

So we cannot boast that our ancestors were on a par with the pious Pilgrims. We cannot say that they had the qualities to commence founding a great and honored nation. But, we can say that if it hadn't been for the wicked fishermen of the Friendship region, those pious Pilgrims would have died of starvation and been erased from memory. People who feed Pilgrims can't be all bad. And what would have become of the Pilgrims if our Friendship-Monhegan-Damariscove-etc., people, back in 1622, had been upright and god-fearing, and lacked the redeeming virtue of Charity?

That is a good Bicentennial question.

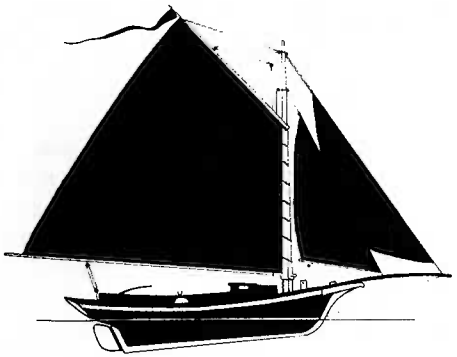
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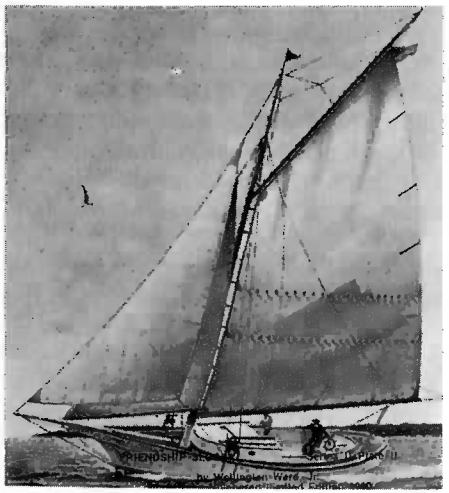
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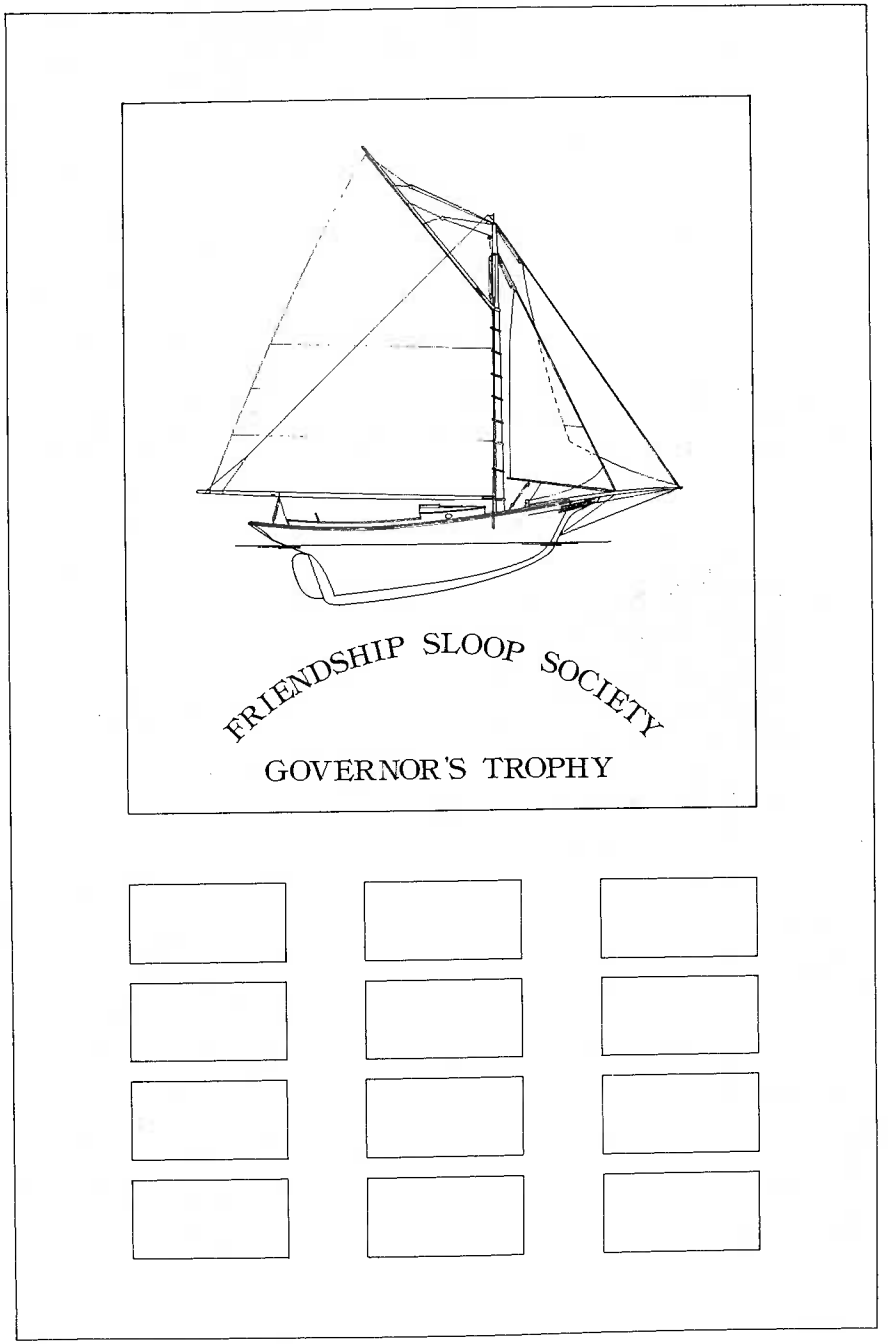
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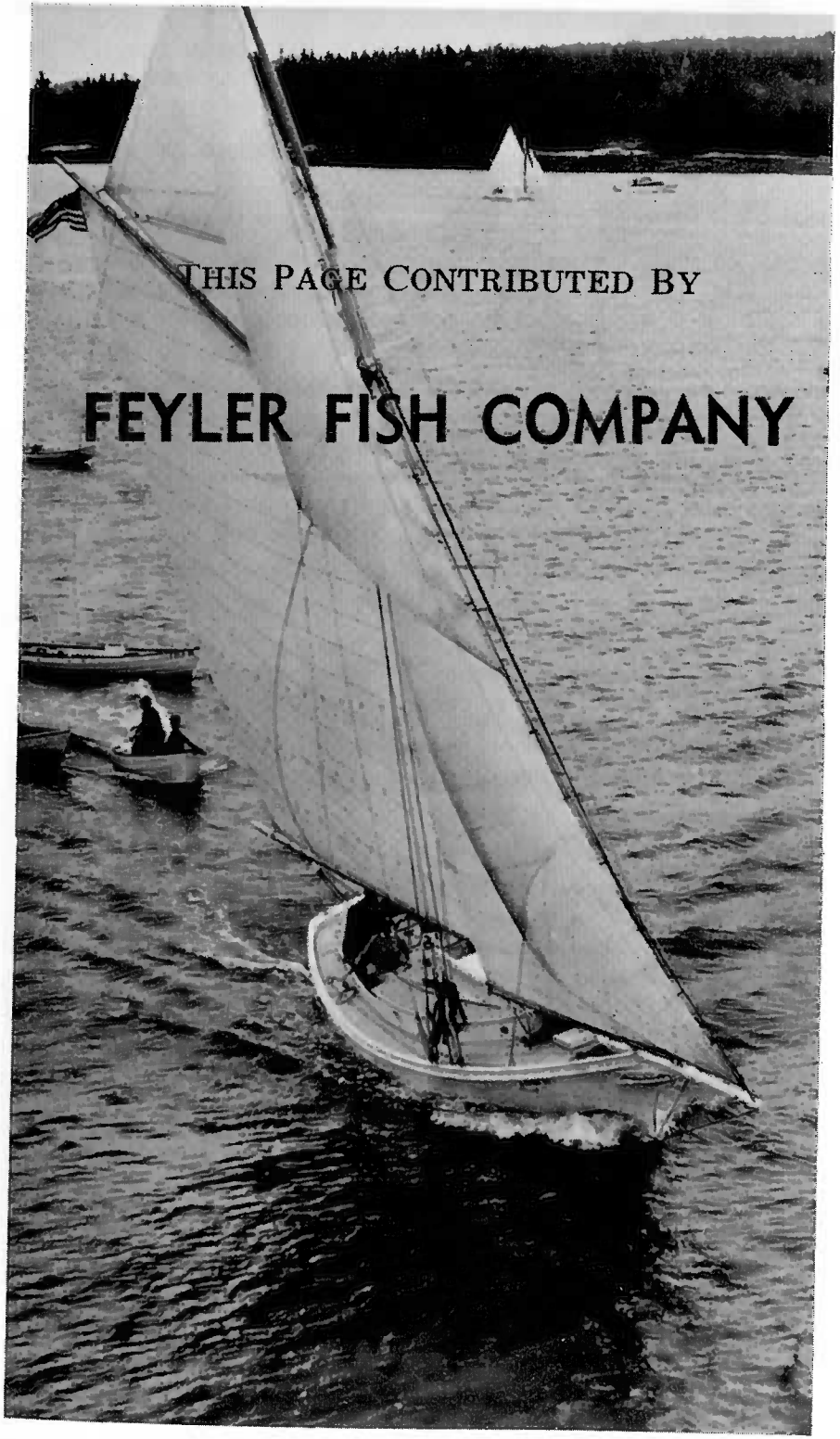


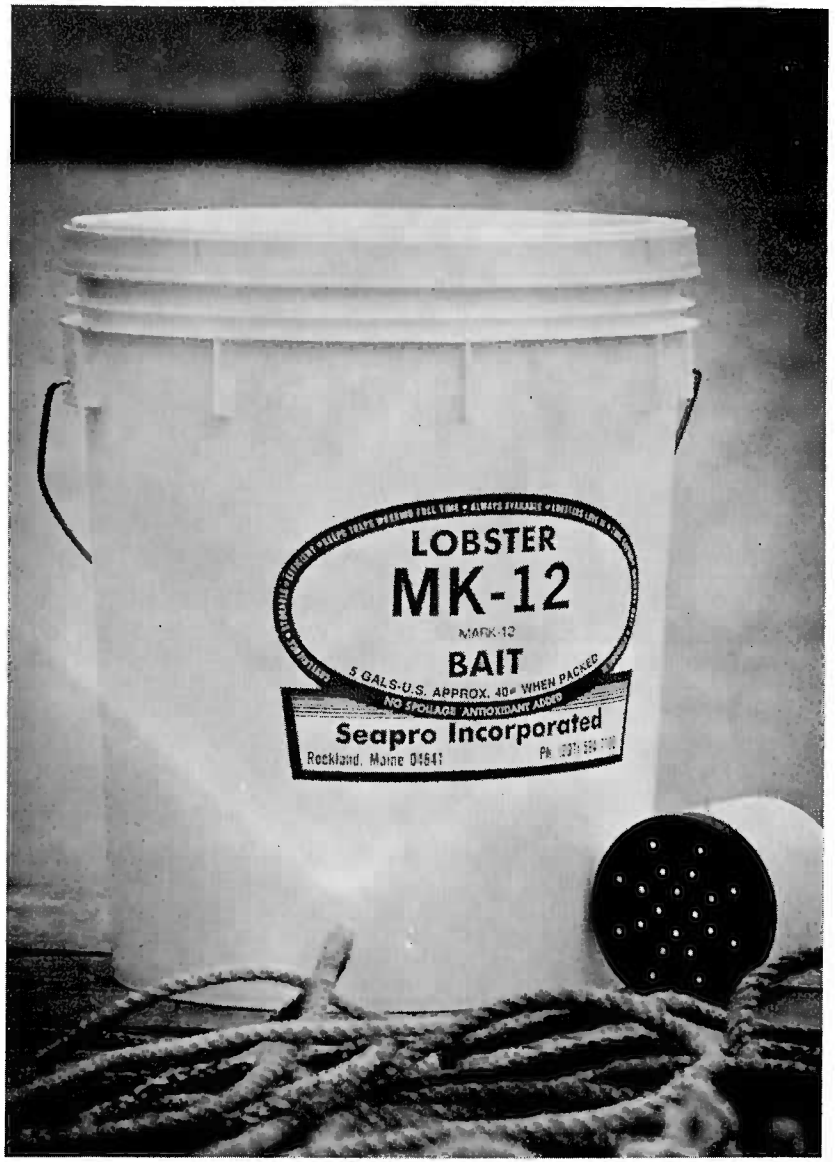
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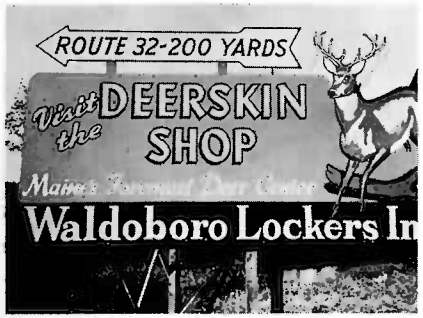
A new Governor's Trophy was provided last fall by the Executive Council. It is not ready at presstime, but here is the designer's drawing.



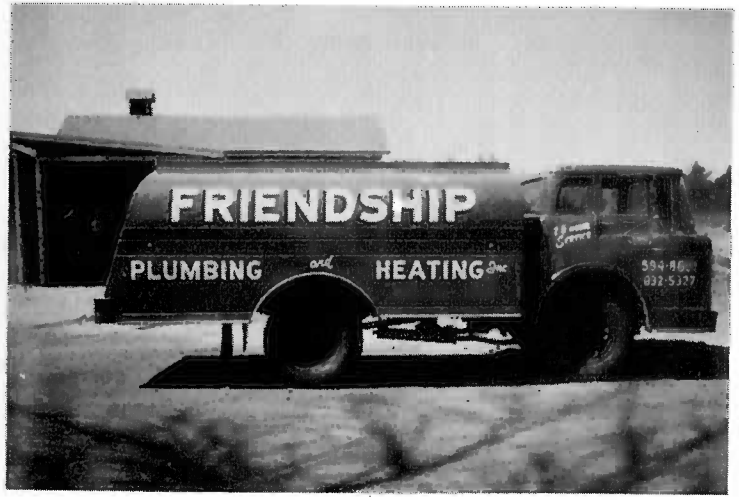


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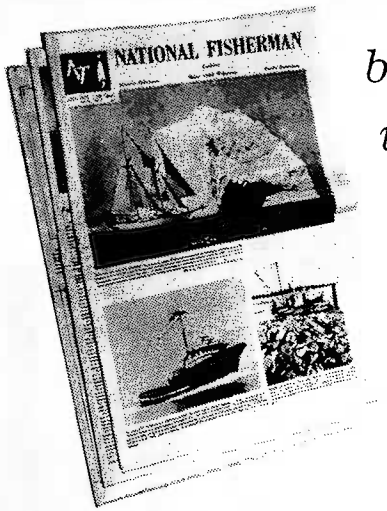
Arnold Expedition

"Parson" Newt Hinckley (Flying Jib), in his Sudbury Militia outfit he wore to Quebec. (Courier-Gazette picture.)

Silhouetted against a Newburyport sky, an Arnold soldier stands adeck of Roger and Mary Duncan's Eastward, ready to take off for Maine and the 1975 reenactment of the expedition against Quebec in 1775. (Duncan picture.)

When Benedict Arnold moved his Quebec-bound troops from Newburyport, Massachusetts, up to the Sagadahock and into the Kennebec River, about to start the march of 1775 through the Maine wilderness, some sloops were in the fleet assembled. Not Friendship Sloops, because they could have been used at that time only with the permission of the Board of Directors of the Friendship Sloop Society, who were notorious Tories. Besides, nobody invited us.

But the sloop, as a single-masted vessel well suited to our coastal waters, was in good number, and lacking larger ships for troop movement, the expedition turned to what was most readily available. It was during the reenactment of this expedition, in September of 1975, that three Friendship Sloops went to Newburyport and actually carried some of the "soldiers" on the first stage of the trip.



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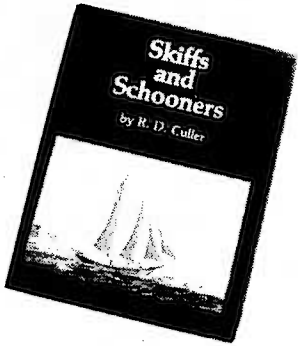
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Arnold soldiers on the 12-mile portage from the Kennebec to Bigelow. Newt Hinckley is second in line. Central Maine Power Company used this picture in a stuffer it mailed with the November bills.
(CMP Co. picture.)

Roger Duncan of *Eastward* thus became commodore of the reenactment fleet, with *Cockle* (Widgery Thomas, Jr.) and *Mary Ann* (Dr. Joe Griffin) as right and left bowers. The participation of these sloops had good recognition from the press at the time. The *Schoodic,* Bruce Lanning, joined these three at Morse's Cove, took aboard some soldiers, and continued with the fleet to Pittston.

Not all the 1975 soldiers made the trip from Newburyport to Pittston by water. Just enough to give the matter validity. One of the soldiers who walked the route by motor vehicle was "Parson" Newton G. Hinckley, whose Friendship Sloop *Flying Jib* was already hauled for the winter over behind Martin's Point. Newt had long been a member of the Sudbury (Maffachuffetts) Companies of Minute & Militia, which historically gives him every right to take off with Arnold. A year ago, his participation in the reenactment of the battle at Concord Bridge was covered in this sloop program booklet.

Hinckley's ordination was accidental. At one point in the trek through the Maine wilderness, history called for a dramatic invocation, and the CO had to find a chaplain. He told Newt to "fake it!" Newt responded with the only Biblical allusion he could think of, and delivered a prayer based on, "Wine is a mocker, strong drink is raging." This subtle improvisation brought him fame and popularity with the troops, and by the time the army got to Quebec City his standing as a "reverend" was solid. So much so that the CBC boys hunted him out, and did a television interview that reenacted the reenactment. This clerical affectation has had its effect, and since Newt came home his closer friends have frequently winced at his constant show of piety.

So, if anybody wants to make anything of it, the success of the 1975 March on Quebec can be attributed in part to Friendship Sloopers.

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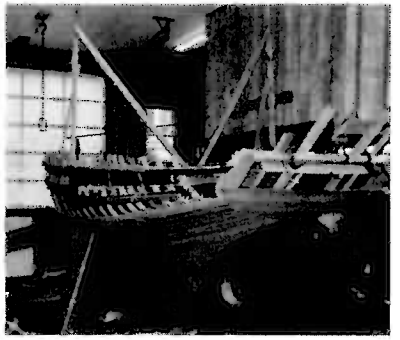
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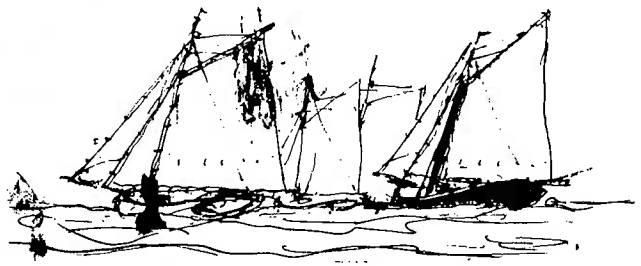
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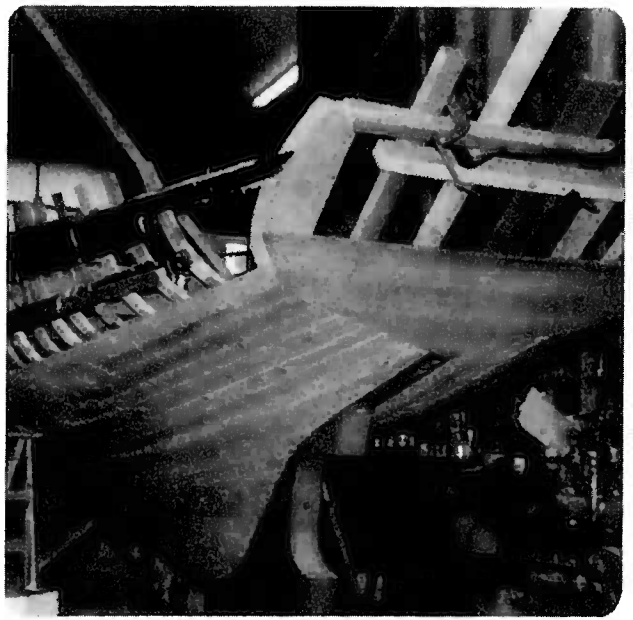
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Morning Star

Rebuilt

Ralph W. Stanley

"You must really love a boat to be able to work on anything like that," some people said when I told them I would rebuild the *Morning Star*. She was a pretty sad looking sight when she came to my shop in the summer of 1974. She was just a mess of rotten wood although she had held her lines pretty well. Her bilge appeared to be full of concrete but this later proved to be a thin layer of concrete over a mass of tar and iron ballast.



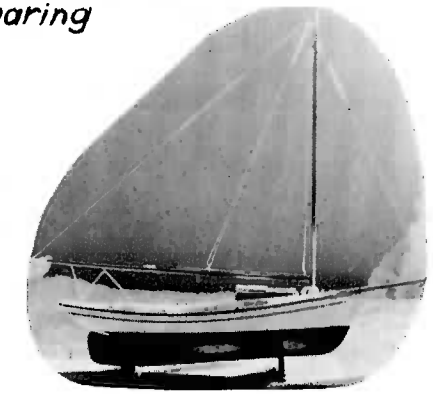
Morning Star as she began to feel some better.

The *Morning Star* was built in 1912 by Albion Morse at Cushing, Maine. It is reported that she was owned at Winter Harbor for a number of years. She finally ended up at Prospect Harbor where she was left in the mud. Later she was raised and taken to Long Island Sound where she was rigged as a ketch. She is now being completely rebuilt and will once again be rigged as a sloop.

Plans are being made by the owner, Robert C. Wolff, to bring her to Friendship for the races this summer. In the same shop alongside *Morning Star* another sloop is taking shape. She is the *Freedom*, being built for Richard Dudman who also plans to enter the races this summer.

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Following is the procedure I have used in rebuilding *Morning Star:* First I measured the old boat and made a lines plan from the measurements. Next step was to remove all the woodwork and ceiling from the inside of the boat. Then I leveled the boat on its water line supported by props and braces so it would not collapse when I removed the entire keel structure. Also, the deck was removed at this time. Having made a new keel including stem and horn timber from a full-size lay-down of the lines on the shop floor, I placed the new keel structure under the old boat in its proper position.

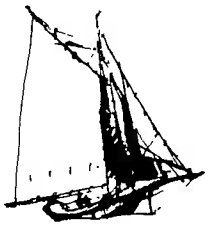
Next I removed every other timber from the old hull and also removed planks here and there leaving just enough for a form to retain the shape. Now the hull was ready for steam bending the new timbers to replace the old ones taken out. The new timbers were fastened to the new keel and temporarily to the old planking. Finally, the rest of the old timbers were replaced with the new ones the same way. Now the hull was ready to replank, taking old planks off as new ones were ready to go on. When the hull was planked, the inside was finished and the new deck was built on as in any new wooden hull. I also saved a piece of the old keel and built it into the new hull so there is still some of the original in the new boat.

I worked these steps out in rebuilding the *Venture* and the *Dictator* for Jarvis Newman in his shop at Manset. The *Venture* is now owned by the museum at Searsport and is sitting in a cradle on the museum lawn as an exhibit. It is too bad she cannot be in the water as a sailing exhibit.

Other boats I have undertaken to rebuild are the *Amos Swann* and the *Amity*. In rebuilding the *Amos Swann* I found her to be so out of shape there was nothing to go by. I ended up taking the lines of the *Venture,* which was built at about the same time by the same builder, Wilbur Morse, and adapted her lines to the general dimensions of the *Amos Swann.* These two boats may have been built from the same molds. I made new molds and built a replica after destroying the old boat. The replica is named *Amos Swan* — with but one n.

The *Amity* was the hardest boat to rebuild. I decided to try and save the deck and original trailboards, and hoped to save most of her topsides. I ended up replacing everything up to the trailboards and chain plates forward and up to the top strake aft. The deck being in the way made the job a lot harder.

In measuring these boats, I have found that the measurements given in *Enduring Friendships* are not always correct. The *Venture* was listed as thirty feet in length when she was actually 26 feet, six inches. The *Dictator* was listed as 31' 6" when she is actually 30' 10". The *Amos Swann* is listed as 26' which was correct, but at some time her stern had been cut off and I would say she might have been originally about 27'. The *Amity* is listed as 30', and actually is 29' 6". The *Morning Star* is correctly listed as 28'.



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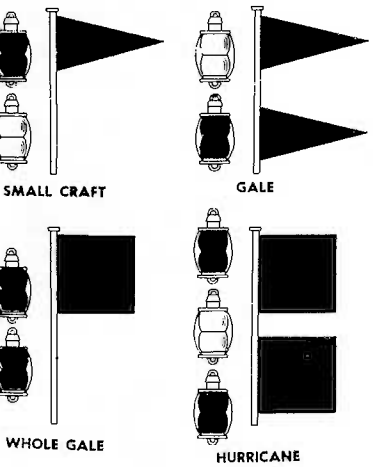
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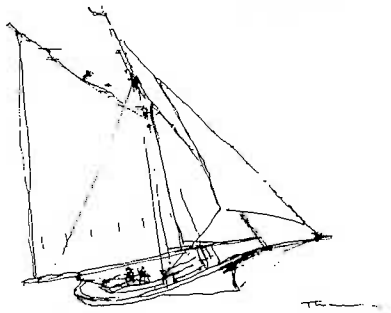
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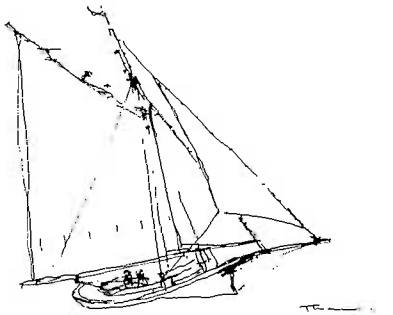
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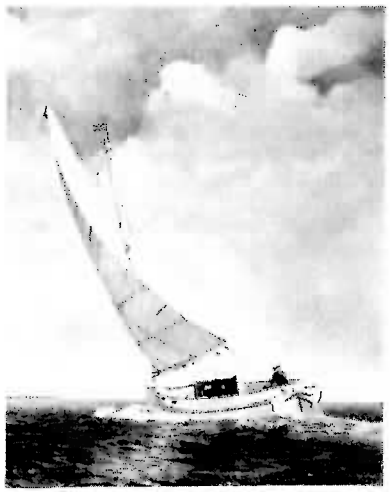
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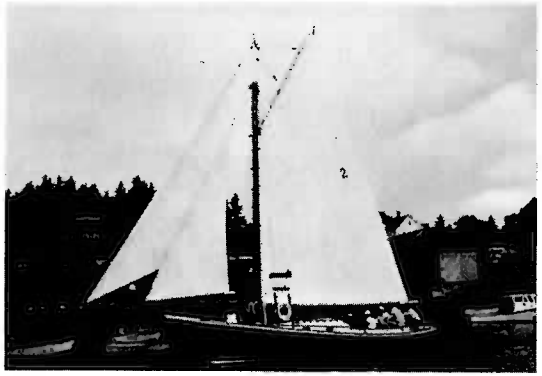


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Everybody Did!

Bradley Beckett



Bob McLain's $425 sloop Dictator, rebuilt, back in Friendship Harbor, 1975.

A short time ago I tried to find the original builder of the Friendship Sloop. Most believe Wilbur Morse of Friendship was the mastermind. Roy Wallace, a boatbuilder and a grandnephew of Morse, said Wilbur used to lobster in a peapod on Bremen Long Island in the late 1800s. After a while, Wilbur wanted something better. What he came up with was the Friendship Sloop.

Then I talked with Carroll Carter, another boatbuilder. Said he, "I was told 'Waut' Prior built the first one . . . But as far as a Friendship Sloop goes, there is no *Friendship Sloop*. (That is, the first ones were built on Bremen Long Island.) Of course, a lot of builders moved to Friendship and built over there. There was Wilbur Morse and his brother Charles. Then Al Morse was down in Cushing. There were a lot of others besides."

Next I went to see Newell McLain, another grandnephew of Wilbur Morse and boatbuilder. "The first Friendship Sloop Wilbur Morse built," said Newell, "he borrowed the mold off my grandfather (Rob McLain) to build her out of. But as far as he being the first one — no. Grandfather was the first one!"

How did it evolve? Newell related the tale: "Fishermen used to have little 14 or 16-foot centerboard boats. They'd sail out to the traps, take the mast out, and row around the traps.

"Well, Gramp Rob said he didn't see why he couldn't sail up to a trap, haul it, trim the jibboom, keep her off the rocks, and set the trap again. Well, 'Waut' Prior (a neighbor) said it couldn't be done. So they argued over it for years till after a while Gramp Rob said, 'Damned if I don't try it!' and he built one he couldn't take the mast out of, about 18 or 20 feet in length. So, he built the first Friendship Sloop and was the first ever to haul a trap under sail in Maine waters." Shortly after, everyone was building them.

Newell told of the *Dictator*, a Friendship Sloop that was the pride and joy of its turn-of-the-century builder, Newell's father. "Father built her out of wood, already tucked right to the tiller for $425 — sails and everything!" Jarvis Newman of Southwest Harbor in recent years bought its remains. "What he wanted was its lines. Now he's building fiberglass ones of that design and selling them."

A short time after visiting Newell McLain I paid a visit to Carleton Morse on Morse's Island off Friendship. Said he, "There were a lot of people who built Friendship Sloops but there was only one person who could have built the original — my father (Warren Morse)!"

Mr. Morse elaborated, "He did his own planning and designing. He had seen a good many vessels because he had been on voyages to the Mediterranean and Pacific. In addition, he had previously learned the boatbuilding trade even as a youngster in the shop with his father.

"The early boats were shallow draft. He worked on those. It wasn't much of a conversion to the deep draft." Asked when his father made the change he replied, "I would say perhaps 1872 and he continued to build them right up until 1905, the year he died."

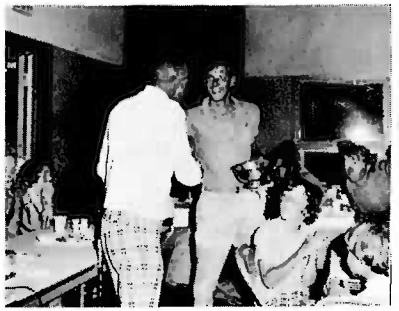
So, who built the first Friendship Sloop? Well, who really knows? What can be said is that Wilbur Morse can't be unanimously claimed the original Friendship Sloop builder. There are obviously many interesting versions and a lot of family price interwoven. But this is what makes history interesting and keeps family traditions alive.



Awards banquet, 1975 — Jarvis Newman, Dictator, receives Governor's Trophy.



Philip Lauriat, Southwest Harbor, Salatia, receives Bruno-Stillman Trophy, Class D. Awards banquet, 1975.



Bill Danvorth, for Sarah Mead, receives trophy at awards banquet, 1975.



Ralph Stanley (see his story, page 65, about Amos Swann) receives trophy on behalf of Edward Kaelber of Northeast Harbor, Amos Swan, 1975 awards banquet.



Care to Join?

Would you care to become a member of the Friendship Sloop Society? It is not necessary to own a Friendship Sloop, and many faithful members do not. You may use this form:

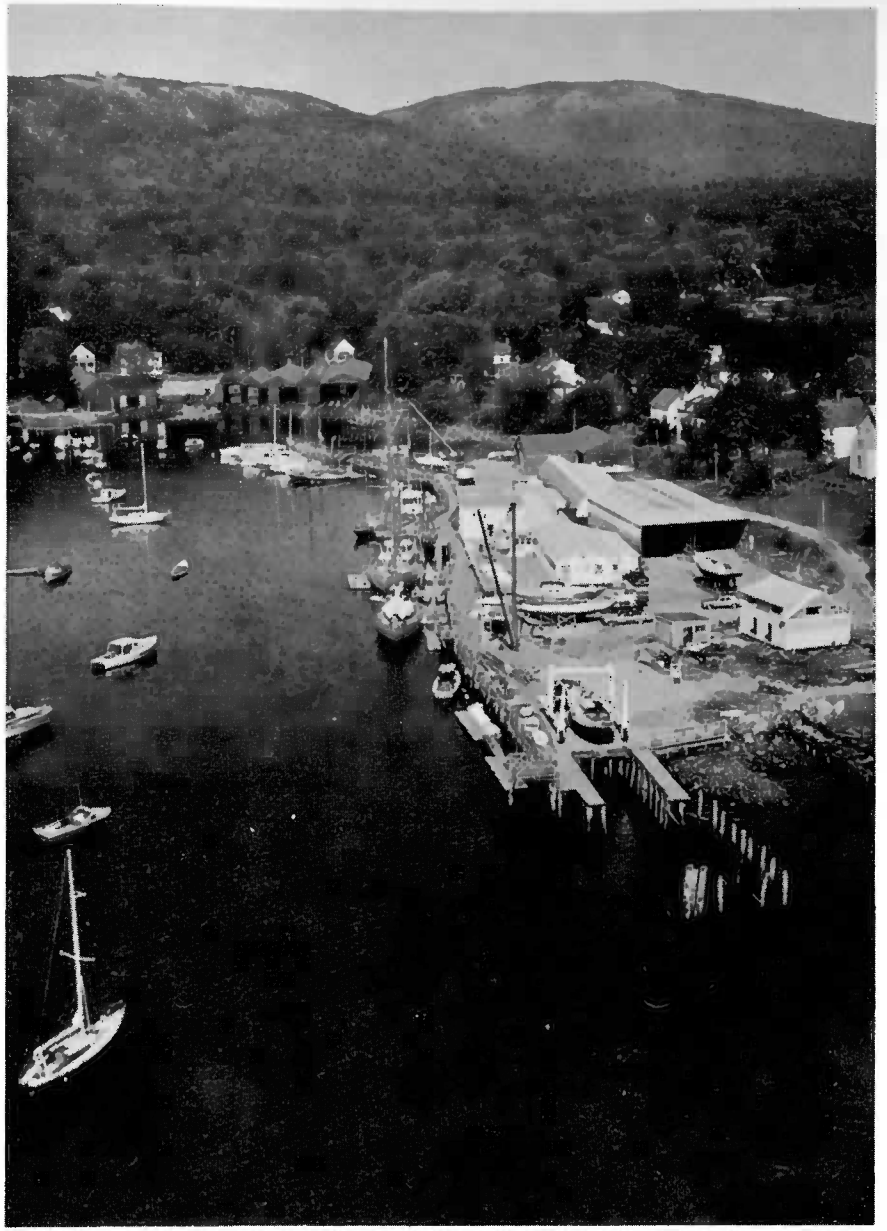


Ernst Wieglib, Treasurer
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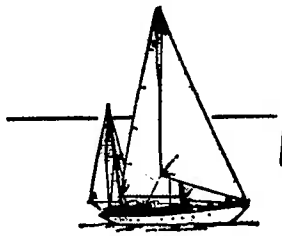
Please enroll me as a member of the Friendship Sloop Society.
Here is my check for $.....

( ) Active membership $10.00 (Sloop owner)
( ) Associate membership $10.00 (interested person)
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