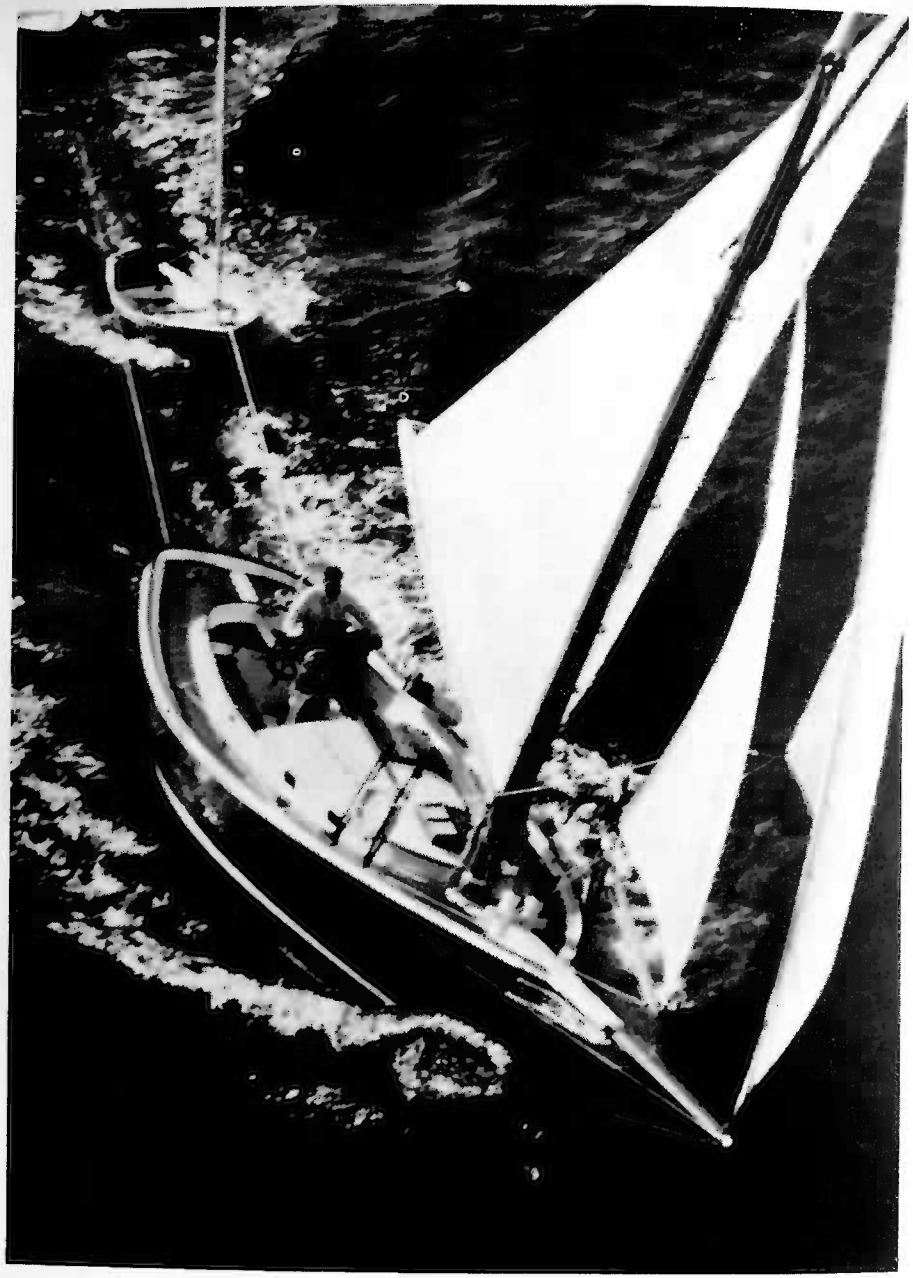
Friendship Sloop Days

1978

18th Annual Homecoming – Friendship Sloop Society

Friendship, Maine – July 27, 28, 29, 1978





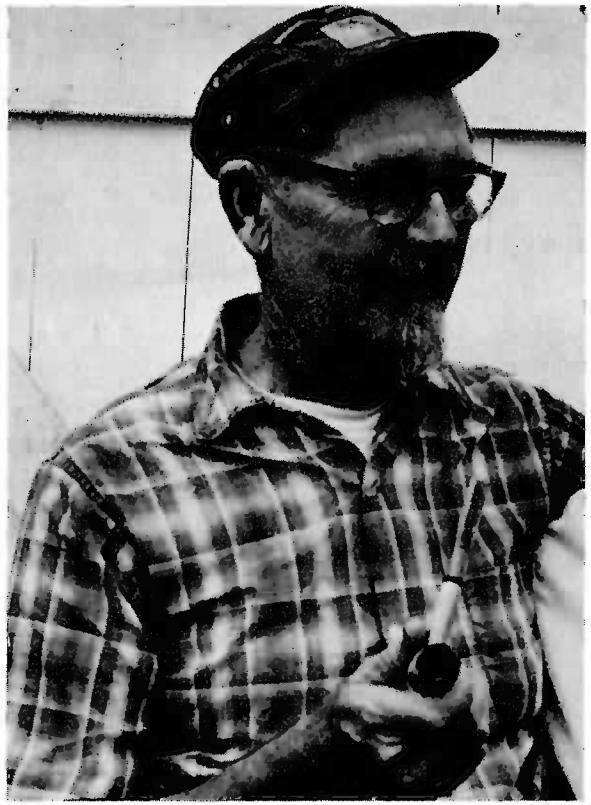
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Dedication



This book is for John and Dot Gould

We don't have a picture of Dot. And in this cropped picture of John, he has his arm around another woman (Betty Roberts, as a matter of fact, Al). But we dedicate our 1978 book to John and Dot with thanks for their help and their friendship.

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A summer weekly, covering items and current events of interest to our summer visitors. Maine's major tourist publication.

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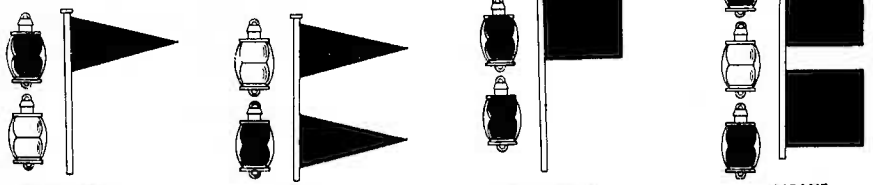
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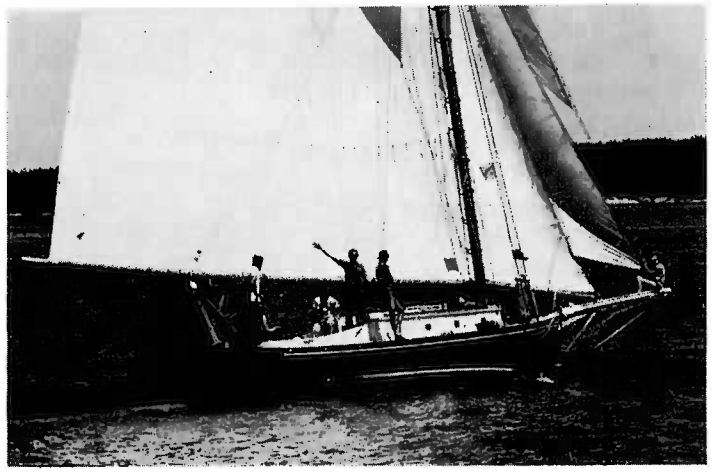
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COASTAL WARNINGS





The President's Message . . .

Welcome home to our 18th Annual Friendship Sloop Regatta!

Webster defines friendship as "a friendly feeling or behavior; the state of being friends." How better can we describe our relationship with the Friendship Sloop Society!

From the time we drop our Salem mooring to head "due east" until we are greeted by the Society's cannon in Friendship Harbor, our whole crew looks forward to three days of racing and camaraderie. We are asked how we keep our family coming back every year. Why do *any* of us return year after year?

YOU are all to blame! YOU, who have crewed with us through the years sharing the excitement, frustration, despair and thrill of racing;

YOU, on the other sloops racing against us, coping with the winds, the tides, the green water and the homeward leg;

YOU, arranging the races, laying out challenging courses and holding your breath as a dozen sloops round the same buoy at the same time;

YOU, watching our races and dreaming some day of owning a Friendship Sloop of your own;

YOU, ashore, spending innumerable hours somehow managing to feed the throngs on shore — the Program — the activities on shore for children and adults — the Sloop Day Parade — the Skipper's Banquet — and in general just making sure the skippers, crews and spectators are happy and comfortable;

And last, but not least, the Friendship Sloops themselves are responsible for our annual return. There is no greater thrill than seeing forty-five or fifty of these sloops — some old — some new — some wooden — some fiberglas — but all displaying the grace, beauty and uniqueness that started this Society eighteen years ago!

THANK YOU! Each and every one of YOU — Welcome Home! Enjoy yourselves!

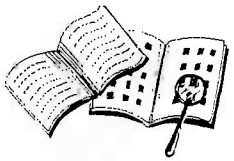
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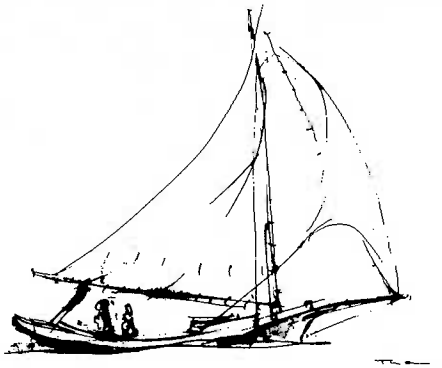
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List of Events



FIRST RACE
THURSDAY, JULY 27

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

SECOND RACE
FRIDAY, JULY 28

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

THIRD RACE
SATURDAY, JULY 29

9:00	A. M.	Skippers' Meeting
10:30	A. M.	Parade of Sloops
12:00	Noon	Start of Third Race
12:00	Noon	Lobster meal served continously until 6:00 P. M. on hillside facing the Harbor.
7:30	P. M.	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.
		Awards Banquet served in the Town Hall by reservation only.

MASSACHUSETTS BAY RACES — Aug. 26 & 27
Corinthian Yacht Club — Marblehead, Mass.

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

This sign means STEER CLEAR

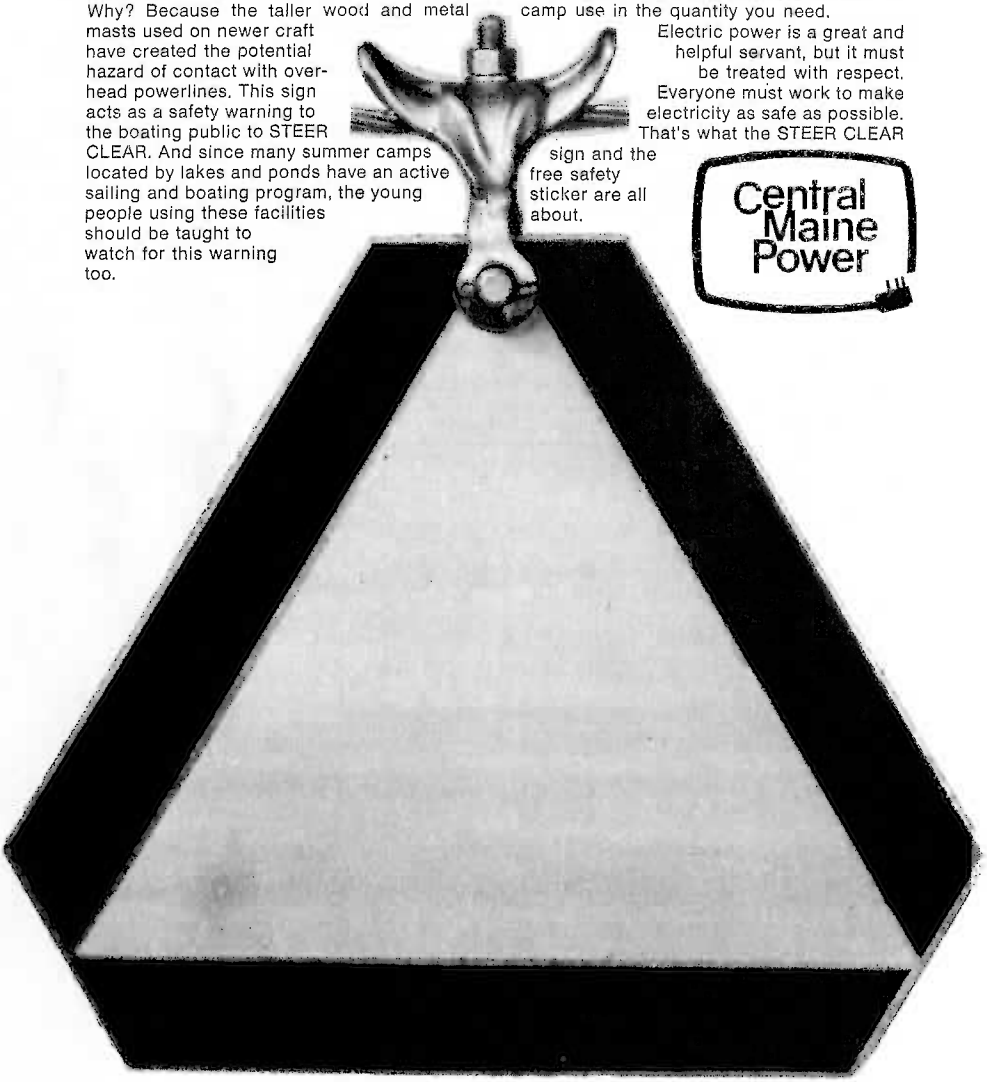
If you work or play on the lakes and waterways of Maine, this sign could save your life. Central Maine Power has hung hundreds of these international orange markers on water-spanning power lines throughout our service area.

Why? Because the taller wood and metal masts used on newer craft have created the potential hazard of contact with overhead powerlines. This sign acts as a safety warning to the boating public to STEER CLEAR. And since many summer camps located by lakes and ponds have an active sailing and boating program, the young people using these facilities should be taught to watch for this warning too.

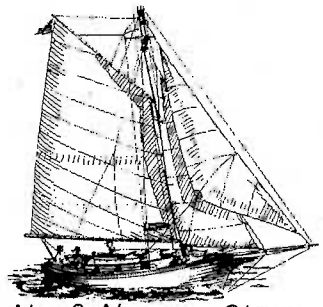
You can get a free safety sticker to attach to your boat mast as a reminder to steer clear just by contacting any CMP office and asking for it. You may also pick one up at many marinas. And if you're a camp owner or counselor, the stickers are available for camp use in the quantity you need.

Electric power is a great and helpful servant, but it must be treated with respect. Everyone must work to make electricity as safe as possible. That's what the STEER CLEAR sign and the free safety sticker are all about.

Central Maine Power



Classification of Sloops
CLASS A — Originals built 1920 or before.
CLASS B — Replicas built of wood 1921 or after.
CLASS C — Near replicas.
CLASS D — Replicas built of other material than wood.

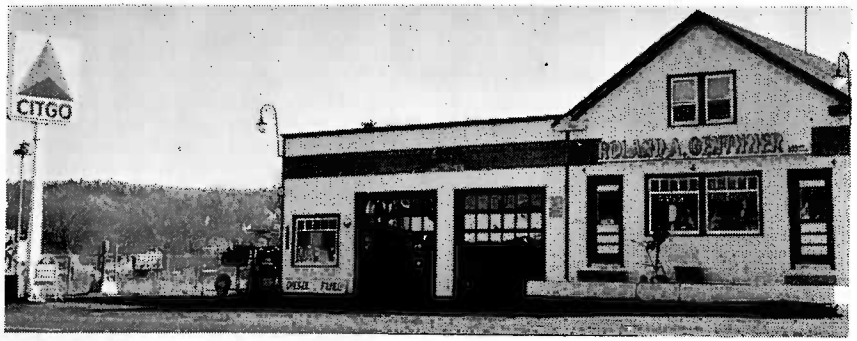


List of Friendship Sloops

No. & Name	Class	Built By	Length	Present Owner
2. Dictator	A	Robert McLain 1904	31'	Jarvis Newman Southwest Harbor, Me.
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.
8. *Banshee*	A	Morse		
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 Buccaneer*	A	McLain 1909		
18. Chrissy	A	Charles Morse 1912	30'	Ernst Wiegleb Pleasant Point, Me.

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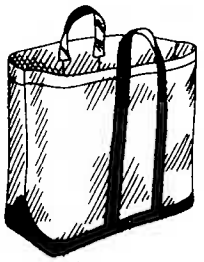
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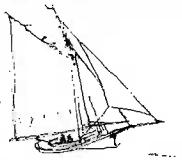
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List of Sloops -



19.	BlackJack	A	Wilbur Morse 1900	33'	Wilson Fletcher Bar Harbor, 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.
24.	Ancient Mariner	A	Wilbur Morse	25'	H. C. Vibber Waterford, Conn.
26.	*Virginia M*	A	Wilbur Morse 1910	28'	Jaxon Vibber Waterford, Conn.
29.	*Susan*				
32.	Nomad	A	Wilbur Morse 1906	33'	Montague Miller Noank, Conn.
34.	Pal o' Mine	B	Gannet 1947	27'	James B. L. Lane Winchester, Mass.
37.	Chance	A	Wilbur Morse 1916	32'	Alan Goldstein Key Largo, Fla.
39.	Downeaster	B	Lash Bros. 1963	30'	Virginia Grew Dover, Mass.
40.	Comesin		Erwin Jones 1962	32'	Carlton Wilder Jacksonville, Fla.
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 Ailken, 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.
49.	Surprise	B	Philip Nichols	33'	Robert P. Phaneuf Chelmsford, Mass.
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's Boat Shop Rockland 1965	22'	William Thon Port Clyde, Me.



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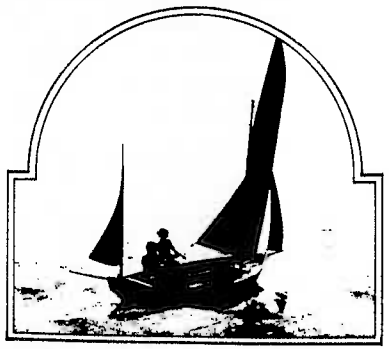
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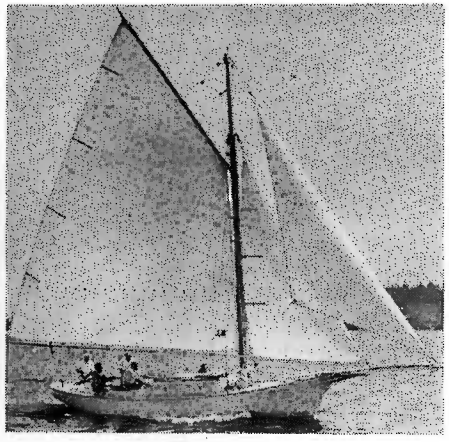
List of Sloops -



55.	*Right Bower*				
56.	Iocaste	A	1912	33'	Charles B. Currier, Jr. Silver Spring, Md.
57.	Old Baldy	B	J. S. Rockefeller 1965	25'	Frank West New York, N. Y.
58.	Tern	B	Jerry Maxwell 1969	21'	Franklin Perkins Lancaster, Mass.
59.	Sarah Mead	B	Newbert & Wallace 1965	30'	Ted Hanks Jefferson, 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'	R. Stevens Kleinschmidt Pittsfield, Me.
67.	Hieronymus	B	Ralph Stanley 1962	33'	Albert Neilson Avondale, Pa.
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.
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'	Michael Reidy Vineyard Haven, Mass.
78.	*Emmie B*	B			
80.	Sepoy	B	F. Buck & A. 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'	Dr. Robert Jacobson Stockton, N. J.
85.	Ann Frances	B	J. D. Maxwell 1974	38'	Jeremy D. Maxwell Spruce Head, Me.
87.	Eagle	B	McKie Roth, Jr. 1969	22'	Henry S. Goodwin Avon, Conn.

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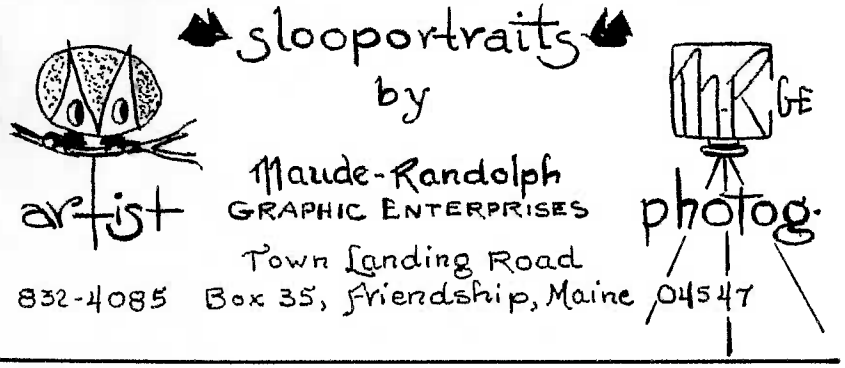
List of Sloops -



88.	Apogee	D	Bruno & Stillman 1969	30'	H. M. Landemare Toms River, N. J.
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.
95.	Westwind	A	Morse 1902	40'	Herbert Crocker Wakefield, Mass.
96.	Voyager	B	Lash Bros. 1965	32'	Bernard MacKenzie Scituate, Mass.
97.	Gannet		1903	27'	Rodgers Pierce Derry, N. H.
98.	Down East	D	Bruno & Stillman 1970	30'	James Beatty Gahana, Wis.
101.	Minerva (former Inverary)	D	Bruno & Stillman 1971	30'	David Hotelling Freeport, Me.
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.
111.	Amos Swann	B	W. A. Morse	26'	Bill Butler Camden, Me.
112.	Secret	B	Philip Nichols 1971	27'	John Stiles, Robin Mackel Portland, Me. Douglas & Gail Faust Gorham, 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.

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List of Sloops



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.
121.	Island Trader		Elmer Collemer 1960	27'	Pamela McKee Seattle, Wash.
122.	Ray of Hope	B	Francis Nash & Ed Coffin 1971	25'	Bill Packer Plum Island, Mass.
123.	Resolute	B	Charles Burnham 1974	28'	Charles Burnham South Essex, Mass.
128.	Schoodic	C	Collemer & Lanning 1972	31'	Bruce Lanning Winter Harbor, Me.
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.
138.	Red Jacket	B	R. P. Gardner 1973	25'	Christopher Day Islesboro, Me.
139.	Tremolino	D	Jarvis Newman 1973	25'	Catherine Dickey Northeast Harbor, Me.
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	31'	Capt. Gerald Purslow Hancock, Me.

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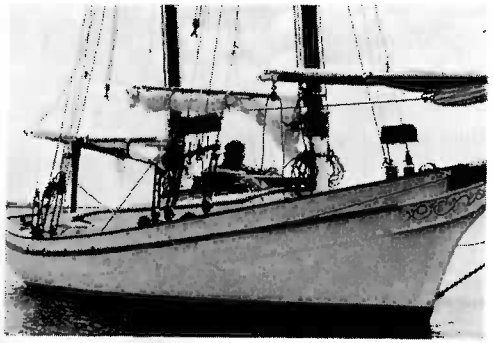
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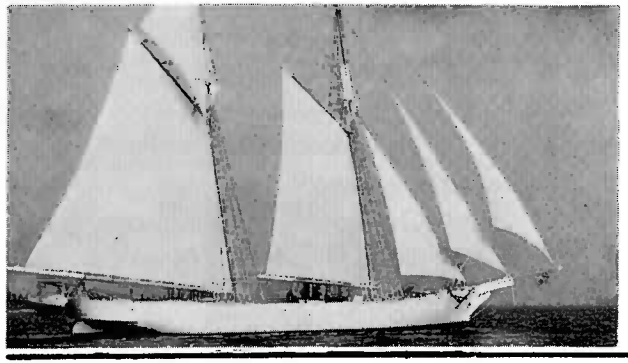
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List of Sloops



146.	Fiddlehead		Carl Chase Jarvis Newman 1968	25'	Dr. Eugene Myer Baltimore, Md.
147.	Anna B	D	Irving Jones Jarvis Newman	31'	Winthrop Bancroft Boothbay Harbor, Me.
151.	Departure	C		15'	W. G. Heath Hammondsport, N. Y.
152.	Ollie M.		Kent Murphy		Kent Murphy Swampscot, Mass.
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.	Damien	B	Sam Guild 1976	22'	Didier Dorot Mamaroneck, N. Y.
162.	Irene	A	C. Morse 1917	38'	John Clarke Vineyard Haven, Mass.
163.	Reward		Wm. Greene		Wm. & Jean Greene Rocklin, Calif.
164.	Jesse May	A	C. Morse		Stanley Gatt Oak Lawn, Ill.
167.	Freedom		Ralph Slanley 1976	28'	Richard & Helen Dudman Washington, D. C.
168.	Loon		Newbert & Wallace Hugh Jacob & Sons 1974	30'	Hugh Jacob Bath, Me.
169.	Defiance		Dowd Dias Brooklin, Me. 1976	22'	Frank Phinney Brewer, Me.
170.	Lady of the Wind	D	J. Newman T. Morris 1976	31'	William Monookian New York, N. Y.
171.	Golden Anchor	D	J. Newman T. Morris 1976	31'	Golden Anchor Inn Bar Harbor, Me.



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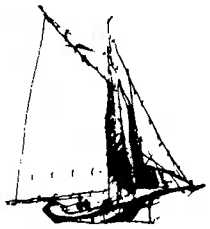
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List of Sloops



172.	Fool Star		Sheehan-Drake	25'	Jim Sheehan-Drake Carlisle, Pa.
174.		D	Newman Standish	30'	Arnie Standish & Jill Paperno Port Alberni, B. C.
175.	Edelweiss	C	David Major	15'	David Major Putney, Vt.
178.	Essential	D	Newman & Chase	30'	Robert Stein Huntington, N. Y.
179.	Celene		G. Hargrove 1977	22'	Gregor Hargrove Fredericton, N. B.
180.	Banshee	D	Newman & Wojcik		John & Carole Wojcik Norwell, Mass.
181.	Surprise	E	Patrick Ahearn 1975	20'	Richard Brownlie Nahant, Mass.
182.	Charity	C	Apprentice Shop Bath Museum		Mr. and Mrs. Roland Shepherd Brunswick, Me.
183.	Silver Heels	D	Tom Morris	25'	Ed Carroll Ft. Collins, Col.
184.	Perseverance (former Dottie G)	B	Simms	27'	Wm. D. Reed Mystic, Conn.
185.	Calypso	B	J. Philip Ham 1978	27'	J. Philip Ham Holden, Mass.
186.	Ragtime Annie	C	Nick Apollonio	22'	Bartlett Stoodley Waterville, Me.
187.	Peregrine		Ralph Stanley 1977		Peter P. Blanchard, III Short Hills, N. J.



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

Non-Members

1.	Voyager	A	Charles Morse	30'	John Kippin Ipswich, Mass.
3.	Finette	A	Wilbur Morse 1915	47'	Frank Smith Westfield, Conn.
4.	Golden Eagle	A	A. F. Morse 1910	26'	William Haskell Marblehead, Mass.
12.	Friendship	A	Wilbur Morse 1902	29'	Robert Cavanaugh Compton, R. I.
20.	Moses Swann	A	Morse 1910	30'	



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Non-Members

23.	Depression	A	1899	32'	Lloyd Olson Boothbay, Me.
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.
28.	Bounty	B	Gannett 1932	22'	Richard Bailey Peekskill, N. Y.
30.	Kidnapped				Restored
31.	White Eagle	A	Wilbur Morse	28'	Charles Stein Nashua, N. H.
33.	Smuggler	B	Philip Nichols 1942	28'	Sinclair Kenney Edgewood, R. I.
35.	Mary C		N. D. Clapp (Marconi Rig)	20'	Nathaniel Clapp Prides Crossing, Mass.
36.	MarGin	C		25'	Wm. Blodgett Waldoboro, Me.
38.	Eleazar	B	W. S. Carter 1938	38'	Capt. David Smith Marshfield, Mass.
41.	Snafu			35'	Alfred Gastonguay Beverly, Mass.
47.	Galatea		McKie Ruth 1964	30'	John Kapelowitz Mt. View, Calif.
48.	Channel Fever	C	F. A. Provener 1939	33'	Jim Nesbit Fort Myers, Fla.
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 Gowling Syracuse, N. Y.
65.	Gallant Lady	A	Morse 1907	33'	James Smith Toronto, Ont.
72.	Temptress		Philip Nichols 1934	33'	Sea Scout Shop "Admiral Dunn" Westerly, R. I.
73.	Dauphine		Pamet Harbor Camden, 1951	26'	Mr. and Mrs. Moore Coral Gables, Fla.
77.	Beagle		C. A. Morse 1905	28'	Mrs. John Glenn Centre Island, N. Y.
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.

Non-Members



86.	Allegiance	B	Albert M. Harding 1970	24'	Albert M. Harding Kennebunkport, Me.
89.	Avior	B	McKie Roth, Jr. 1970	22'	Julia & Bertha Chittenden Edgartown, Mass.
95.	Westwind	A	Morse	40'	Herbert Crocker Wakefield, Mass.
99.	Buccaneer	A	Wilbur Morse 1890	27'	Eugene Tirocchi Johnston, R. I.
100.	Morning Watch		Backman's Boatyard 1970	26'	Donald Starr Boston, Mass.
102.	Agustus		Tim Bliss	37'	Tim Bliss Coconut Grove, Fla.
103.	Solaster	D	Jarvis Newman 1970	25'	Dr. Curtis Ruff Butler, Pa.
110.	Amistad		Robert White 1971	23'	Robert E. Lee Huston, Texas
119.	Valhalla	D	Bruno & Stillman 1971	30'	Paul D. Wolfe Pittsburgh, Pa.
124.	Callipygous	D	Bruno & Stillman 1971	30'	Henk Vanderkolk Ontario, Canada
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.
129.	Gisela R		A. P. Schafer 1969	25'	Andrew P. Schafer Rosedale, L. I., N. Y.
132.	Vogel Frei	B	Wilbur Morse	30'	Herman Samitsch aboard
136.	Squirrel	A	Charles Morse 1920		Dick & Theresa Dixon Stonington, Conn.
137.	Friendship	A	Wilbur Morse 1900	46'	William Van Zee Miami, Fla.
140.	Brandywine		McKie Roth 1968		Paul & Fraley Johnson Mark, Dave, Chris Campbell, Calif.
148.	Sloop Out of Water				Joe Vinciquerra Andover, Mass.
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.
165.	Skimmer		Cliff Niederer Inverness, Calif. 1975	25'	Walter G. Andrews Belvedere, Calif.

Non-Members

166.	Schoodic		Concordia Co. 1967	25'	Dr. Gerald Zel N. Dartmouth, Mass.
173.	Medusa	D	Ferro Cement	25'	Ron Nowell Marshall, Calif.
176.	Trumpeter	A	Chas. Morse	28'	Gale York Jackson, Miss.
177.		D	N. E. Yacht Kirk Rogers	20'	Kirk Rogers New Gloucester, Me.
31.	White Eagle	A	Wilbur Morse	28'	Charles Stein Nashua, N. H.

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.
Ayesha	C. A. Morse, 1900, 37'	
Betsy Darling	D Elio-Oliva, 23½'	
Black Witch	K. Rider	Donald Davis, Newport Beach, San Francisco, Calif.
Carolyn		A. J. Rousseau, Warwick, R. I.
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 McKennon, 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	Museum, Ft. Lauderdale, Fla.
Volunteer	Gannet	Brian Neri, Buffalo, N. Y.
Wild Wind		Robert Standen, Manhattan Beach, Calif.

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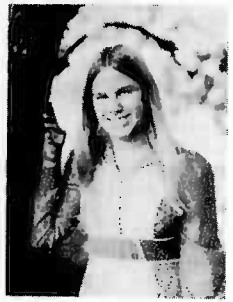
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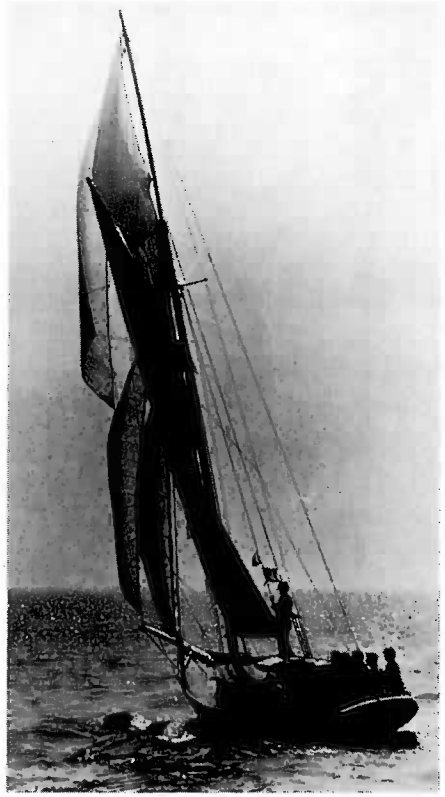
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The "Ollie M." ...from a tree with measles

When "Ollie M." sails into Friendship Harbor this year to take Al Roberts' welcome-home cannon blast, it will be the end of an odyssey for Ken Murphy and his family that started in Swampscott, Massachusetts in 1973.

That's the year Ken Murphy tired of looking at rebuildable Friendship Sloops, and decided to build one himself. What followed was a marvelous story of knowing and working with the late Murray Peterson, the classic naval architect; knowing and working with Capt. Roger Duncan of "Eastward" and a whole bagful of other Friendship aficionados; and even getting to condemn an oak tree because of an alleged case of the measles.

Ken used to kick around in an old, rebuilt schooner until his head was turned by the Friendship "Eagle." Accepting (and then excepting) her skipper, Don Huston of Nahant, "Eagle" is enough to turn anyone's head, and Ken vowed he'd have one of those. That meant a trip down Maine and a long talk with classicist Peterson whose singular contribution to the Friendship fleet had been Roger Duncan's "Eastward." Four years, and 3600 board feet of pine and oak later, "Ollie M." emerged from Ken Murphy's backyard



Ken Murphy's "Ollie M."



Roger Duncan's "Eastward."

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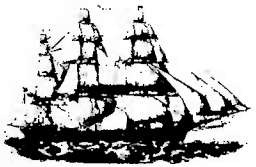
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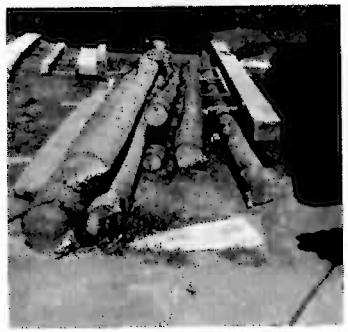


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and headed for the sea, a solid and handsome copy of "Eastward."

But that's saying it all too quickly. One doesn't "produce" a Friendship Sloop in a paragraph of words . . . particularly if you've never built a boat before. And Ken hadn't. Ken figures 8000 man hours went into "Ollie M.", from full-size lofting of all sections, through framing and caulking, right down to the last coat of paint. All of that takes a patient wife (for whom the boat is named), three energetic sons, a gaggle of Friendship friends, and even understanding Swampscott neighbors who never minded the long and precise construction job.

The "measled" tree? Well, you have to know Ken Murphy is the Health Agent for the town of Swampscott, and that Don Huston is the Superintendent of Public Works, and also the town's Tree Warden. And that good oak is hard to find. But when two procurers of lumber set their minds to it, the right tree shows up on time. In this case the Health Agent talked it over with the Tree Warden and, yes, an infection of "measles" could not be allowed to flourish among Swampscott trees, and that conclusion was further enhanced by the fact the man who owned the lot on which the oak stood really didn't need the damned thing anymore anyway. That story has become a Swampscott legend.

In the meantime, Ken's careful construction log (which he hopes someday to produce as a book) notes the measle tree became "Ollie M." keel; her lines were lofted to full size on the ballroom floor of a Swampscott motel; construction began on St. Patrick's Day, 1973; and the caulking party included three pretty good men with hammer and cotton, John Chase ("Noah's Ark"), Charlie Burnham ("Resolute") and Capt. Huston ("Eagle"). Finally, on June 23, 1977, "Ollie M." rolled up the slope of Ken's backyard, was jacked onto a low-boy, and hauled to nearby Fisherman's Beach, and lowered into the tide.

Ken and "Ollie M." would have been with us in 1977, but she suffered two indignities on her first try eastward. She lost her topmast leaving Swampscott, and two days later unshipped her rudder off the Isle of Shoals. That scrapped the Friendship trip, but she was back in commission in time for the 1977 Friendship rendezvous at Marblehead in August, looking strong and lovely.

We thought you'd want to know something of Ken and his boat. We'll look forward with you to Ken's book on what it all means when your head is turned by the lines of a Friendship.

And we know you'll join us in wishing Ken and "Ollie M." a hearty "Welcome home!"

West Wind Is Back

Those who delight in intrigue and "original" Friendship lines will be happy at the news "West Wind" is on her way back to join the sloop fleet.

We last saw this classic, Morse-built 40-footer in the Marblehead races of 1966 where she finished a strong second to another old friend, "Jolly Buccaneer." Since then she has changed owners three times and has suffered a variety of indignities attendant to wet and dry storage and virtual abandonment. But now, happily, she has become the property of Herb Crocker, of Wakefield, Massachusetts, and he and his son Ron are at work restoring her.

The intrigue?

Well, "West Wind" is a spoon-bowed Friendship which stamps her as a unique breed of cat. Get two old boat buffs together and they can spill a lot of cider debating the relative design merits and handsomeness of clipper bow vs. round bowed sloops. John Gardner, technical editor of National Fisherman (February issue), added fuel to that debate this winter when he suggested round bowed Friendships were "the ultimate development" of the breed back in the 1900s. No less a classicist than John Alden sent his designers to Maine to sketch the lines laid down by Charles Morse, and from those lines, Editor Gardner says, came Alden's famous "Malabar" schooner. Builder-designers of the caliber of Fred Dion of Salem, Mass., acquired four or more of those Charles Morse round-bows in the 1920s, converting them from workboats to yachts, and rigging them to customer specification as schooners or knockabouts, and retaining the gaff-headed sail plan or adding the "more modern" Marconi rigs.

Now Herb Crocker claims his "West Wind" was built by Wilbur Morse in 1902 and originally christened "Velocity," and that she was a Grand Banks fisherman in her early years. We have no quarrel with all of that, except to suggest that perhaps it was Charles Morse who built her, and not Wilbur. Perhaps. And perhaps Charles built her in either Cushing or up river in Thomaston. All of what makes "West Wind" no less a Friendship; in fact it makes "West Wind" what she very properly deserves to be — an elegant conversation piece, a credit to Class A, and a classic example of the Morse traditions.

Most of us equate Friendship Sloops with sail plans and apple-cheeked, full bow sections, and (of course) those pretty clipper cutwaters. But all of this is just to flash the other side of the coin and let you know that round-bows have a place in the history of the breed.

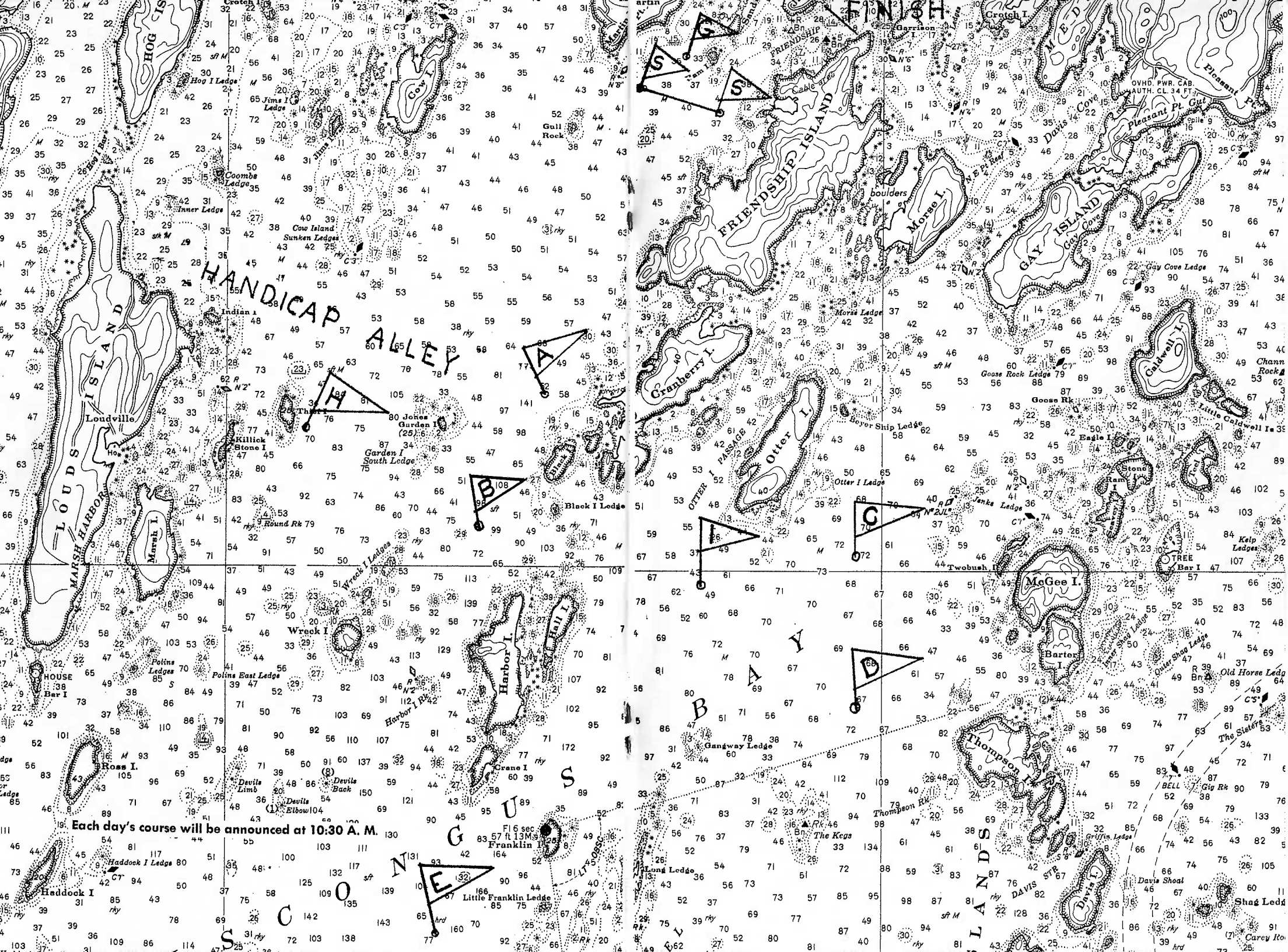
Now, you have every right to ask why we're so excited to see "West Wind" heading back to join the fleet. Well, we sailed "West Wind" in the only race she's ever been in back in 1966. We had a crew of fresh water sailors aboard, such as Leo Campbell, now of "Tannis," and Pete Shellenberger, now of "Eagle." And we fondly recall hoisting all 1400 square feet of her old canvas sails in Gloucester Harbor at dawn that day in order to get her over to Marblehead in time for the starter's gun. She even had a genoa jib, which clewed all the way back to the wheel, and had to be hand-wrestled past the jibstay on every tack! But we dropped that genoa at Marblehead, and sailed her with her normal rig of main, staysail and jib. It was quite a day for that old vessel, and quite a day for us.



Ron Crocker inspects the project he and his dad have undertaken. (Photo courtesy of Joseph G. Hakey, Wakefield (Mass.) Daily Item)

And that's why we're so happy she is now in the hands of Herb and Ron Crocker. We look forward to her trip "home" to Friendship, probably by 1980. Wait 'til you see how that old lady can fly!

Bruce N. Morang


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Explanation Of New Courses

It was voted by the 1977 Annual Meeting to do away with Handicap Alley for 1978. Therefore courses will be patterned after regular racing courses and a time allowance based on rating, seconds per mile and distance will be applied to the elapsed time to obtain the corrected time.

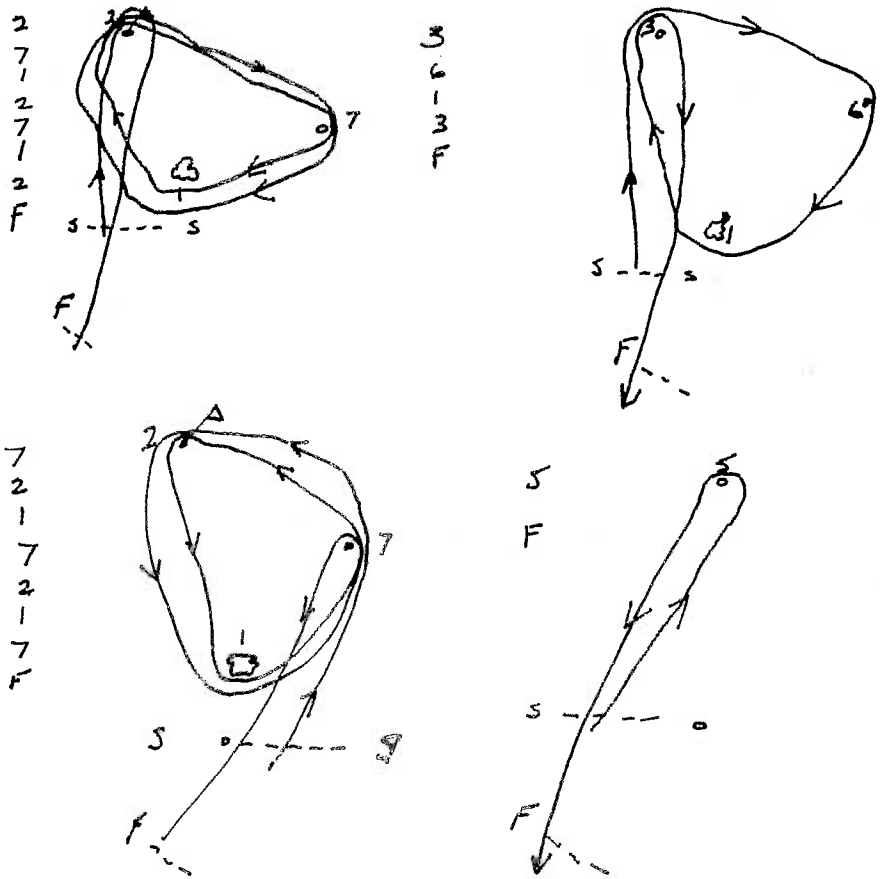
The marks to be used for the courses are as follows:

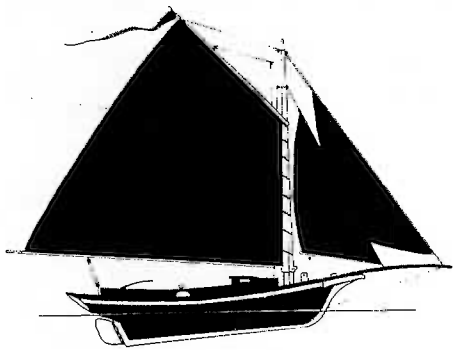
Start: A line extending either easterly or westerly from N 8 at Martins Point.

1. Gull Rock
2. Movable buoy in the general vicinity where shown
3. N 2 Harbor Island Rock
4. C 1 Western Egg Rock
5. RB Nun Haddock Island Kelp Ledge
6. N 2 Northerly of Killock Stone Island
7. C 3 Cow Island Sunken Ledge

Finish — In usual location in Harbor Channel.

The following are sample courses that might or might not be used. Please note how they are to be sailed.





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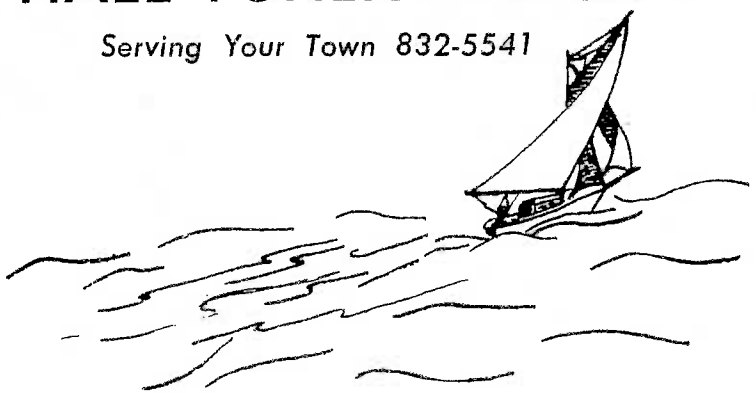


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Schoodic And Her 9000 Miles

(Editor's note: One of the remarkable dividends of Friendshipping is getting acquainted with inventive, adventuresome free spirits such as Bruce Lanning, builder, owner, skipper and superintendent of "Schoodic," a 31-foot Class C Sloop from Winter Harbor, Maine. Here, in teasing understatement is how and why Capt. Lanning has logged 9000 miles with "Schoodic" since she was launched in April, 1973.)

by Bruce Lanning

The Friendship Sloop had captured my thoughts many years ago, not because of her rig, but because of her hull shape, her deep, long keel, wide beam and heavy construction. It was what I wanted as a deep-sea cruising boat of moderate proportions, and something I could build and cruise economically.

I found "Schoodic" from an ad in the National Fisherman in 1970. She had been started in Camden, Maine, by the late Elmer Collemer in 1968. She had no transom, no decking, no cutwater and she hadn't been caulked. I brought her home to Winter Harbor and over a period of three years of part-time work I completed her and launched her in April, 1973. (The basic finish work was to the sketches of designer Geerd N. Hendel.) "Schoodic's" long, straight keel, deep bilges and forefoot showed me she was built to go to sea and stay there.

"Schoodic" is designed to cruise with two people very comfortably. She has two full berths forward, and two settee berths aft. Other accommodations include a three-burner alcohol stove with oven (soon to be converted to propane); a refrigerator that works off the main engine, which is a 42 hp Gray Marine gas engine. She has enclosed head and galley, and carries 60 gallons of fresh water in three tanks, and 35 gallons of fuel in two tanks. Electronics consist of VHF telephone, H.F. telephone, Loran, a 60 fathom depth finder, and radio direction finder.

We spent the first summer (1973) cruising the Maine coast and racing at Friendship. In 1974 we again sailed at Friendship, and then visited Marblehead for the regatta there, and Provincetown. We then sailed back down east to the Bay of Fundy, the Reversing Falls and St. John River in St. John, New Brunswick. You have to arrive at Reversing Falls plus or minus 15 minutes of slack water or it's quite impossible to navigate this waterway. Even at slack water you encounter whirlpools and many counter currents. You must have a reliable engine!

In 1975, we again visited Friendship and Marblehead, and took part in the Bicentennial re-enactment of General Benedict Arnold's expedition to the Kennebec (from Massachusetts).

In 1976 and 1977 we sailed at Friendship and again went west to Marblehead. For Marblehead trips we normally leave Winter Harbor on a Monday or a Tuesday and take our time sailing the coast for the Saturday-Sunday races of the Corinthian Yacht Club. We depart Marblehead on Monday morning, steering a course for Cape Ann, and then to a point just southeast of Monhegan. From there it's about a 12 to 14 hour run back to Winter Harbor. We have made this trip four times and each trip has been interesting. I recall being "investigated" by three 90-foot blue whales 20

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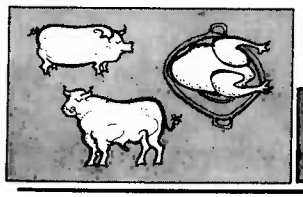
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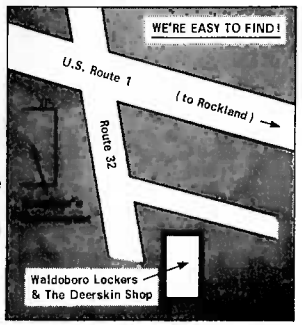
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miles SSE of Monhegan Island. My crew on that trip was Ed Goodale, an expert on whales and an Arctic explorer. He was with Admiral Byrd in the Antarctic in the 1920s.

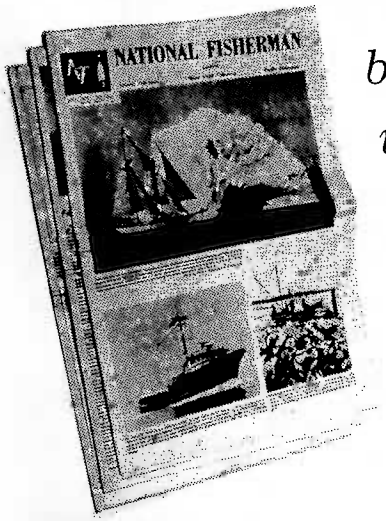
In the winter of 1976-1977 we went south, leaving home in October, and traveling via the Cape Cod Canal, Long Island Sound, outside to Norfolk, Virginia, the inland waterway to Fort Lauderdale, arriving November 25. We spent the winter cruising the Florida Keys and the Abaco Islands in the northern Bahamas. We turned for home in the spring, and arrived back at Winter Harbor on May 14. We found some things out the hard way on this trip. Crossing the Gulf Stream from Florida to the Grand Bahamas puts you in a beam current often as fast as five-plus knots, and that's a test of navigation. So's coming into New York Harbor from the south at night with many ships, buoys and lights, and only a 1964 chart aboard!

"Schoodic" has been a perfect boat for us. She performs as expected and has never let us down in fair weather or foul. If I had it to do over again, I'm sure there'd be some minor changes, but her layout leaves little to be desired in a 31-foot boat. She is heavy and consequently not a racing machine, but when the going gets tough, give me a heavy, long-keeled boat any day!

In the winter, "Schoodic" is hauled out on the shore at Winter Harbor right near our house and boat yard. Her captain usually spends the winter building or finishing a work or pleasure boat. This winter we are completing a "Dictator" hull (from Jarvis Newman), for Capt. Gerald Purslow of Hancock Point, Maine. This will be Number 145, "Deliverance," and she will be at Friendship this season.

If all goes well, "Schoodic" and her crew will be in Bahamian waters for the winter of 1978-79.

(For those who wish more information on Bruce Lanning and "Schoodic" we refer them to the April, 1974 issue of National Fisherman, and Jean Holstein's article about this Winter Harbor Friendshipper.)



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Friendship in the Spring, 1885

Written by Pierce Oliver Wotton (1871-1959)
and submitted by his daughter, Julia Wotton Fell

Spring always came to Meduncook bringing a clean odor of tar so that even now, a generation later, that pungent smell switches on a mental association with brown fields beginning to change to green, shores freed of their icy coverings, and mild and softened winds from off the sea.

Even more definitely does that scent revive an intense feeling that we, on that part of the coast of Maine, had been released from the restraints of winter and now we were about to embark on the perennial adventure of going to the sea and wrestling from it our livelihood for another year. The annual gamble as the fisherman matches his skill and wit against the winds and the fish was again to be staged. So we all faced it with hope and cheer.

Fishing craft swing free in the harbor where they have been ice-bound all winter. Skippers are picking their crews for the season. Nets are again taken from storage and re-tarred. The Captain of the "Pride of the Port," our nearest neighbor, has set up an immense tar-kettle behind his house. It is nearly five feet in diameter and when heated, is more than half full of hot, melted tar. Into this the nets 100 feet long and 25 feet wide (or deep) are dipped and then spread on the field beside the road. Captain Parsons has more than a score of them and when they are all spread and drying the smell of the tar is strong all along the road and even up to our house. His crew is helping. They are a cheery lot ready to swap greetings with passing neighbors — never hurried but steadily busy. If there are holes in the nets from the ravages of sharks last season, they must be repaired, so some of the crew quickest with the needles are knitting areas of new meshes into the holes some of which are large enough to drive a horse through. New nets knit in the winter by the lame members of the Morse family are added to the "Pride's" equipment but must first have their baptism in the great kettle. It is no light task to lift a big net drenched and dripping with hot tar out of the kettle and spread it on the grass.

Codfish trawls, coiled in tubs made by sawing flour barrels in two in the middle, are overhauled; lost hooks and broken gangings replaced. New ones are added. These trawls are strings of heavy cod-line half a mile long to which a hook is attached by a two-foot ganging, or lighter line, at intervals of six feet.

On wharves at the harbor and on the sloping fields beside it, other skippers and their crews are busy at the same tasks. The tar scent pervades the whole village. The whole community has suddenly become alive, busy, earnest, expectant, anxious to be away down the channel, over the horizon rim, off to the banks. Boys on errands pause and linger to watch the preparations, longing for that time, which to them seems so remotely distant, when they can proudly count themselves among the chosen crews and can sail away after the cod, swordfish, mackerel or herring.

My father and my older brother were of this superior clan called by the sea, but I was doomed to the dull and tedious task of staying at home and being farmer. It would be my stint to plough, harrow and furrow, plant

the seed, hoe the garden and wring from the somewhat stony but fertile soil the vegetables for our summer table, the many bushels of potatoes, dried beans and cabbage that must be ready for storage in our cellar for the coming winter. Not for me would be the free and easy life on board the trim "Pride" as she ploughed the seas to the codbanks, pursued the mackerel from Cape Hatteras all along the Atlantic coast to the Gulf of St. Lawrence.

Youth and the need of "a man to run the farm" barred me from those swift runs to port carrying a good haul of fish to the markets in the great harbors of Norfolk, New York or Boston. The delight of swinging to long strings of nets off the Jersey Shore or Block Island under the soft June moonlight while huge and brightly lighted steamers went "chiseling" up and down the coast or through the Sound were not to be mine. How I longed for the strange sights of the big ports, the big sailing ships whose spars were too tall to pass under the Brooklyn Bridge, whose queer figureheads and long jibbooms overhung South Street on the New York waterfront.

Is it any wonder that I hated the hoe to which I would be tied and the prosaic chores to which I was sentenced? The gates to the great annual adventure were closed to us youths left to wrestle with the soil and weeds. It was humiliating, but our time would surely come and we would sail away with those proud and hopeful crews to Cashes, Georges or the Western Banks.

What tales they told as they worked around the tar kettles overhauling their gear! Then at night when they gathered in Cook's grocery store sitting around the stove smoking and whittling, how stirring the stories of their adventures, of shipwreck and disaster, of narrow escape from being listed among those "lost at sea," of the great tragedy when 50 sail of vessels from the Maine and Massachusetts coasts were caught in a gale in the "bend" of Prince Edwards Island and foundered or were driven ashore and wrecked.

There was the epic of the "Ocean Belle" that "came home stern first" from the Grand Banks 1,000 miles to Gloucester in a succession of gales with her decks buried in huge seas and all the cod livers her crew had saved were fed to the ocean to prevent her from foundering. My uncle was skipper of that little craft and I never wearied of the smallest detail of that long homeward drift of the gallant little boat and the brave and skillful men who brought her and her catch of fish safely to port at last.

If you could have heard those stories, you would never wonder why youth harkens and answers to the pull of the sea. Surely it is a grand and independent life that anyone may be proud and happy to live. What if you fail and end your days in a dory swamped in a gale? It's no worse than to stay at home and die in bed dreaming of the hero you might have been. The epitaph "lost at sea" on many gravestones in our cemetery certainly is to be preferred to "died of rheumatism at the age of 96."

P.S. Dad became a newspaperman and never did get to sea, but he owned a Friendship Sloop and sailed her with great delight in Muscongus Bay.

Advice to a very young sailor . . .

Mr. Justin Wiegleb
RFD 1
Friendship, Maine



Justin Wiegleb

Dear Justin,

Your mother has written me suggesting you are now old enough to begin your education to become a sailor. It is to her everlasting credit she turned to me and not your father to induct you into the fraternity. We must honor her always for that decision.

I want you to understand I have nothing against your father that would stand up in court. It is true he is a sailor of sorts; but it is also true he is a professional fisherman, a lobsterman . . . and the owner of a fiberglass stinkpot. And that, my boy, is a powerful indictment, redolent with provable crimes. Therefore, your mother's decision to educate you to sailing is particularly commendable.

So it is I offer you, your father on the one hand, and the Reverend Homer Melvin Shellenberger, Jr. on the other, as examples of what kind of sailor you can be. Both represent extremes of behavior. Your father is a yachtsman turned fisherman, a rather expensive regression and a waste of good talent. Conversely, the Rev. Shellenberger is a spiritual advisor turned into what we call a strayed sailor. He abandoned good teaching, for instance, and now ships aboard "Eagle," a sloop steered with a wheel! That's the Nahant boat that no longer can visit Kittery by vote of that community's Chamber of Commerce. Think of it!

Somewhere between the intellectual shoals represented by those two "sailors" we must chart your proper course. To do that, I intend to discuss with you The Boat and Its Parts; The Captain and Others; and, finally, Swearing. And so . . .

The Boat and Its Parts

The boat you can see from your living room window, way down there on the riverbank, is your Grandfather's Friendship Sloop *"Chrissy."* It is a superior boat, a thoroughly lovely form and shape in or out of the



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water. Conversely, that hulk you bump into when you go out the back door is a stinkpot. The former "sails"; the latter makes noises and bothers lobsters. Note *"Chrissy"* has a mast, a unique device from which we can hang sails and gain motive power (almost always). However, note "Artful Dodger" (a singularly apt name for your father's stinkpot) has no mast . . . not even a bowsprit, and a remarkably homely stern. It is from appreciation of these subtle differences we fondly call *"Chrissy"* The Boat. What your father comes to call *"Artful Dodger"* will be covered in Swearing, but rest assured it won't be called The Boat.

The Boat has four basic parts: the bow, the stern, the port side and the starboard side. The bow is the pointy end; the stern is the other end. Now, when you stand on *"Chrissy's"* deck facing the bow (or pointy end) you are looking "forward." That which is behind you is the stern or "aft." Thinking this over you will see this makes powerful sense. If that which is forward is before you, that which is behind you will come after you, most particularly if your Grandfather has fastened the boat properly. For God's sake, don't turn around! Just stand there for a minute and digest all this fore and aft business.

Once those parts are mastered, you can proceed to comprehension of port and starboard. Again facing forward, the port side is on your left, starboard on your right. The terms are ancient and immutable, and you must accept them and learn them. Of the two, port is more conversant. A man wears his wedding ring and his wristwatch on his left, or port side. He carries his wallet in his left rearside pocket (or nautically, portside just abaft the beam). I suspect you may be a bit young yet for any of those appliances, but perhaps your mother could hang a pot buoy on your left wrist to remind you of that lesson. And if by any chance she has erred and raised you as a lefthander (in which case all appliances are reversed) we'll apply for a federal grant and convert you.

The Captain and Others

This may come as quite a shock to you, but your Grandfather is Captain of The Boat. You may take him for granted when you're ashore, swipe his tools, or trifle with his newspaper . . . but from the moment he climbs over *"Chrissy's"* starboard side he is The Captain, a term synonomous with the acts and pronouncements of God. You may have trouble accepting your Grandfather in this context, but you must. It may be true that your Grandfather's thunder and lightning are not nearly as impressive as God's; but on the other hand, does God know how to start *"Chrissy's"* engine? Indeed not! Could God figure out how to unwrap *"Chrissy's"* topsail from the jackstay? I am inclinded to doubt He could. But your Grandfather can, and that is why he is The Captain. The only other higher authority you are likely to meet in your lifetime is your Grandmother.

As for The Others . . . well, they are quite identifiable. Most of those you see aboard *"Chrissy"* are your uncles, all known quantities, but occasionally The Captain invites decent folks along. Usually the crew is made up of grunts, gophers, lumpers, side boys, cabin boys, tailers, movable ballast and beer drinkers. Then, of course, there is The Helmsman. He's the one with the funny hat, the worried look and the special sandwiches. He is a loathsome lout, given to senseless attacks on innocent dinghies and photographers. Just remember you tolerate The Helmsman; but you jump when The Captain speaks.

Swearing

You cannot become a sailor unless you learn to swear. Now, I'm not talking about your idle, behind-the-woodshed cursing. I'm talking about pluperfect swearing, the intricate art of expressing oneself succinctly and directly to the point. Word choice is the trick. A sailor uses words aboard he does not (and should not) use ashore, and each expletive is so set in the mind as to be instantly available when the proper occasion arises. For instance, there is a word invoked when you miss the mooring on the first try. Another expression is instantly recalled when the halyard fouls; still another is brought to mouth when *"Chrissy's"* handicap is announced. The word choices are not uttered carelessly or quietly. Rather, they are given marvelous timbre, resonance and meaningful emphasis. Further, a truly good sailor should be able to swear for five minutes without once repeating himself! To acquire these skills you must become a careful listener; and nowhere in the Friendship fleet will you find better listening than aboard *"Chrissy."*

And that brings us back to your father. I have been working with him for many years. He is a half-decent seaman by now and as good a lobsterman as you'll ever be able to afford . . . but he doesn't swear right. Maybe he has a deviated septum or a warped glotis. Whatever . . . I just don't know where I failed him. We'll just have to wait to see what he comes up with the first time he runs *"Artful Dodger"* up onto a kelp ledge. It will be interesting to compare his production with, say, your mother's when he tells her he's run aground.

Now, what I've given you here, Justin, is enough schooling to get you aboard The Boat, and that's all you need for the moment. Don't worry about the technical aspects such as where *"Chrissy's"* six halyards are belayed, and why the throat and the peak must be raised together. The physical act of sailing is no more complicated than riding a bicycle . . . and (as with a bike) you'll probably have to fall off a few times before you get the hang of it.

There's more, of course. Tacking on headers, which sandwiches have the mayonnaise . . . it's fussy business. But for now, just carry your pot buoy around in your left hand, be kind to your Grandfather, and practice your swearing.

Expectantly,
Bennett Noble



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The Boat And Its Parts

People ask, and we try to explain, about Friendships and their many parts. So, listen up . . .

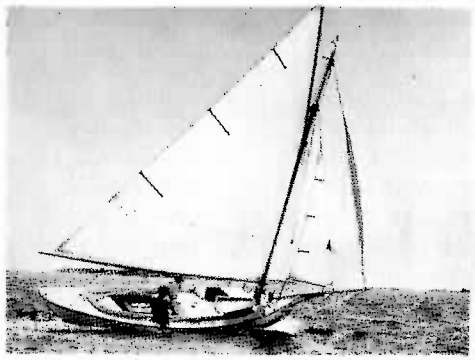
The largest sail is the mainsail (spoken "mains'l"); the triangular sail on top of it is the main topsail (spoken "main tops'l"); the three sails forward of the mast are (from the mast outward) the jib staysail, jib and jib topsail. That's about as many sails as you can crowd on a Friendship. Some Sloops carry only three sails: the main, jib staysail and jib; others fly combinations of from two to five. Report any Sloop with more than five sails to Bill Danforth.

The gentlemen visible on board: At left is the Helmsman, then there's the Sandwich Retriever; the Lookout for Photographers; and the Moveable Ballast. The gentleman climbing the mast is the Captain, who is not in his usual place, but the gaff jaws are hung up on the whatsis and there's only 10 seconds left before the starting gun goes boom. And all these years you thought we were having fun, Mother!

(Photo by Red Boutilier)

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A Dream For Sale . . .

A Stoneham, Massachusetts man has had his dream come true... and now that dream is for sale.

Jason Davidson, a telephone company engineer by profession, and an immensely talented woodcarver by inclination, has completed construction of a handsome 27-foot Friendship Sloop, a dream that began 11 years ago when he laid down her lines on pieces of plywood on his garage floor.

She's the "Marie-Ann" and from her carved transom, along her mahogany-capped sheer, to the tip of her bowsprit she is a thoroughbred Friendship, a direct descendant of the unique lobster sloops that came from the famous builders of Friendship, Maine at the turn of the century. Davidson's creation is properly labeled a Pemaquid Sloop, from lines published by Howard Chapelle, the noted Smithsonian marine architect and historian. In the lexicon of boat design, Pemaquid signifies a sloop just slightly (and subtly) different from the "original" Friendships laid down by Wilbur and Charles Morse in Friendship. Pemaquid, afterall, is just across Muscongus Bay from Friendship.

But why build a Friendship... and in Stoneham?

"Well, we wanted to build a boat.... but not just any kind of a boat," sayd Jason Davidson. "A Friendship seemed to meet our taste, and the 27-foot lines specified by Chapelle seemed to be what we could loft on the garage floor."

"Not just any kind of a boat" aptly fits the challenge of constructing a Friendship, and Davidson's unique assortment of talents. He and his son began the big job 11 years ago. His son,

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however, was fated to die of leukemia, shortly after the job began, and into the vacuum left by that tragedy stepped Jason Davidson's son-in-law, John Mulkerron, a Stoneham pharmacist. Work resumed again.

"Marie-Ann's" lines were lofted (laid out) on pieces of plywood on the floor of Davidson's garage. The principal chore, however, was to find wood adequate for her keel, frames and ribs. "We went to see a fellow by the name of Lester Gates in New Hampshire, and he told us to go look for the right tree. We eventually found it, a good white oak on the edge of a swamp. Others had passed it up because it looked impossible to get and haul to a mill, and from it we got what we needed... planks two inches thick by 18 feet in length. It was a first class tree!"

With the proper wood at hand, and lines painstakingly perfect, the project then moved to the backyard of Davidson's Robin Hood Road home. There, two men who had never fashioned a boat before, but who had immense integrity and an equal measure of patience, began the task of fashioning a handsome replica of one of this country's prettiest hulls.

As time passed, Davidson thought ahead to the boat's mast, boom, topmoast, gaff and bowsprit. Good wood for spars was just as hard to come by as timber for the full. But Davidson's unique woodcarving talent has made him somewhat of an expert in appraising wood. His eye struck on "scrap" wood "dismissed from service" many years ago when the U.S. Navy reconstructed the venerable U.S.S. Constitution". And that's how "Marie-Ann" comes to have such straight-grained spars!

At every step of construction, in every filip of design, Davidson's integrity and talent with tools shines through. "Marie-Ann" is a triumph of "pretty" detail, careful joinery, excellent craftsmanship. One has merely to stand back and drink in the boat from the outside , or sit in her snug cabin and run his hands over her teak sole, to know "Marie-Ann" was a labor of love for Davidson and Mulkerron.

Of course, a boat is never "finished" until she sits on the ways ready to be launched. But "Marie-Ann" needs a new owner before that day comes. She is for sale.

But why sell a dream that has been growing for 11 years?

Davidson's answer is as honest as his creation is pretty: "I'm no sailor," he says. "I come from a seafaring family... my uncle skippered the famous racing schooner 'Blluenose'. But I just don't get along well on the water. The thrill of this project has been in building her, and my pride will be complete when the right guy comes along and buys her and tows her away to be launched."

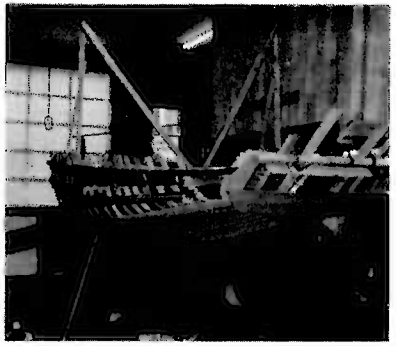
Whoever this "right guy" turns out to be, and whatever price he negotiates with her builders, he will acquire a first-class, fully found vessel capable of sailing anywhere in the world, and most



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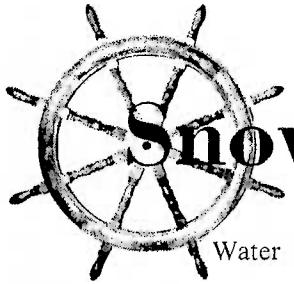
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particularly to the annual gathering of the Friendship clan on Muscongus Bay. That's when devotees from up and down the coast bring their Friendships "home" for three days of racing and gamming on the bay where the breed was invented.

This "right guy" will get (along with "Marie-Ann's" classic hull), such niceties as Merriman blocks and fittings, Edson steering, monel tanks, a classic Shipmate stove, roller reefing, a four-cylinder Palmer engine, stainless steel rigging, mast hoops covered carefully with leather... and a hatful of gadgets and gilhickies that prove Davidson and Mulkerron are genuine marlinspike seamen as well as expert shipwrights.

From trailboards to transom, "Marie-Ann" is ready. She sits on her cradle on the lawn of Davidson's home waiting for the "right guy" to drive down Robin Hood Road and claim her.

Jason Davidson wants you to believe he will dismiss his dream as realized, as happily finished. But whoever takes her down to the sea will take with her a large measure of Jason Davidson's heart and integrity. She's quite a boat.

b.n.m.

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"Can-Do" Couldn't . . .

Those of us who sail the waters of Salem Sound and Gloucester have fond and now sad memories of the 42-foot harbor tug "Can-Do" and her skipper, Captain Frank Quirk. Few people who have been in those waters missed Capt. Frank's hearty welcome or his doughty little vessel.

But during the Great Storm this past February 6 and 7, "Can-Do," Captain Frank and four other crewmen were lost at sea off Marblehead in the 70-knot winds and 20-foot seas that belted our coast.

Typical of Captain Frank and "Can-Do," it was a mercy mission, a search and rescue operation, that doomed the vessel. Salem Harbor and Salem Sound were Frank's "turf," "Can-Do's" beat, and when word was flashed the 682-foot Greek tanker, "Global Hope" was powerless and aground in the outer harbor, "Can-Do" and her crew of five set out to find her. Those of us with marine crystals in our scanners heard every suspenseful word of that search, although much of that ship-to-shore communication was in the remarkably calm, flat, matter-of-fact way of sailors with a job to do.

Near the end, late on Monday evening as hurricane force winds and blinding snow made a nightmare of Salem Harbor, a wave crashed through "Can-Do's" windshield, cutting a crewman and apparently shorting out most of the vessel's electronics, including her radar, and crippling her engines. Captain Frank maintained some contact with shore units for several hours after that with a battery-powered portable radio, and from our interpretation of his signals, he set an anchor and tried to ride out the storm.

But no one knows what ultimately happened. Sailors can only speculate that one last wave ripped at "Can-Do" and capsized her, throwing her crew to the mercy of the Atlantic. The merciful part of the story is that no one could survive more than minutes in that cold maelstrom.

Everyone had their own real or imagined crisis in that Great Storm. But it occurs to us Captain Frank and the "Can-Do" taught us all a lesson: our inconvenience, or aggravation was as nothing.

In the end, "Can-Do" couldn't . . . but she still tried. You don't have to be a sailor to get the message she left behind.

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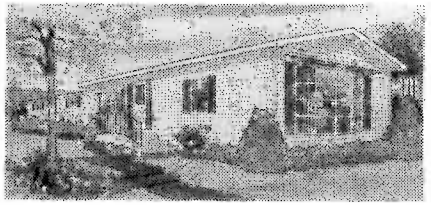
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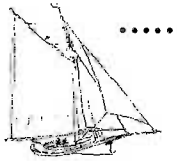
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Friendship Sloop Society
Friendship, Maine 04547

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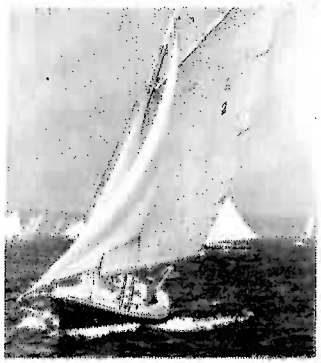
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As the annual pageant called Friendship Sloop Days has grown, so too have the number of friendly volunteers who work many hours to make our July regattas safe and happy experiences.

One of the groups that "just grow'd" to match the Society's growth is a bunch of Maine ham radio operators who annually set up shop ashore and on the water to fill the big communications gap that used to exist when our 50-boat fleet spread itself all over Muscongus Bay for three days of racing.

Radio communications to most of us is all glowing tubes and ether, but to these avid hobbyists precise communications are a happy way of life. So, you'll see all manner of rigs back up on the hill, helping in the public address announcer's booth, on board the Race Committee's "White Falcon," and posted all along the course to keep an accurate check on the progress of each race, and to relay boat numbers back to home port. These radio men and women bring with them an almost casual expertise, but their function serves very vital purposes . . . not the least of which is a reassuring measure of safety to us sailors, and the promise of quick help when help is needed.

So, when you see power boats at our turning marks and at other strategic spots along our courses, look for international code flag "R" (brilliant yellow cross on a red field) flying from the signal halyard. That flag marks one of the Friendship Sloop Society's volunteer radio boats, boats which are in contact with Race Committee Chairman Bill Danforth, Al Roberts' wharf, and the United States Coast Guard. They're our eyes and ears.

That's Friendship . . . and we say thank you!



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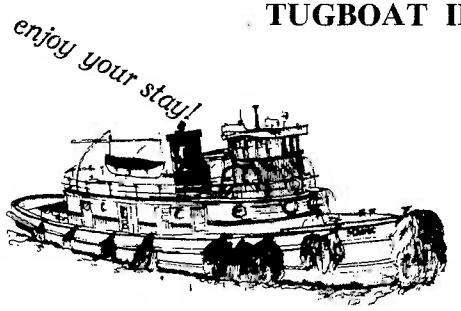
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1967
Governor's Trophy — DIRIGO
Eda Lawry Trophy — not awarded, race called for fog
Lash Bros. Trophy — not awarded, race called for fog
Palawan Trophy — CHANNEL FEVER
Morrill Trophy — EASTWARD (presented for finishing in fog)
Jonah D. Morse Trophy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

1976
Governor's Trophy — LOON
Eda Lawry Trophy — DICTATOR
Lash Brothers Trophy — TANNIS
Morrill Trophy — GYPSY
Bruno & Stillman Trophy — ANNA B
Jonah Morse Trophy — DICTATOR
Anjacaa Trophy — LOON
Palawan Trophy — HERITAGE
Class D Trophy — ANNA B
Jarvis Newman Trophy — SALATIA
Seiler Trophy — EASTWARD
Gould Grandfather Trophy — TANNIS
Gladiator Trophy — DEPARTURE
Nickerson Trophy — DAVID MAJOR
Danforth Trophy — EASTWARD
P. O. Trophy — DEPARTURE

1977
Governor's Cup — EAGLE
Eda Lawry Trophy — EAGLE
Lash Brothers Trophy — NOAHSARK
Morrill Trophy — CHARITY
Bruno & Stillman Trophy — ANNA B
Jonah Morse Trophy — EAGLE
AnjacaaTrophy—LOON
Palawan Trophy — CHARITY
Herald Jones Trophy — ANNA B
Jarvis Newman Trophy — DIANA
Seiler Trophy — TANNIS
Gould Grandfather Trophy — MORNING STAR
Gladiator Trophy — APOGEE
Nickerson Trophy — EDELWEISS
White Falcon Trophy — CHRISSY
P. O. Trophy — LOON

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