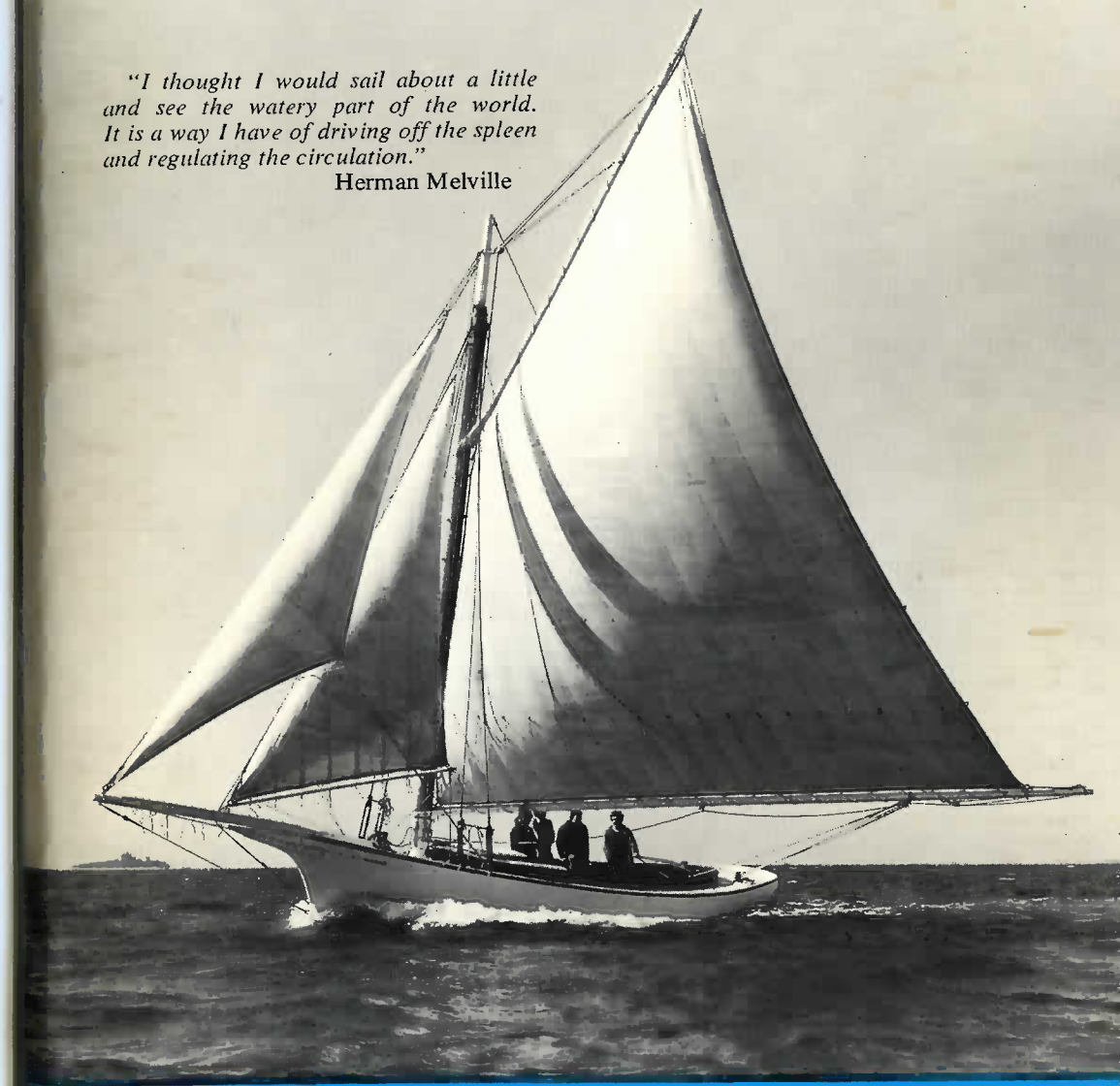
Friendship Sloop Days

"I thought I would sail about a little and see the watery part of the world. It is a way I have of driving off the spleen and regulating the circulation."
Herman Melville



19th Annual Homecoming

Friendship Sloop Society

Friendship, Maine

July 26, 27, 28

1979



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31' Dictator Model
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Displacement 17,500

25' Pemaquid Model
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Dedication



This book is for Ernie...

Ernst Wiegleb is the owner-skipper of "Chrissy", built by Charles Morse in 1912. That makes "Chrissy" a Class A original... and most of us will agree those words also describe Ernie. He's the Treasurer of the Friendship Sloop Society and has been since most of us can remember. His quiet counsel and willing hands have aided many Friendshippers. His rich, colorful intellect makes him a unique friend.

We salute him for his 77 years, his lovely boat, and his dedication to the Society. We wish him fair winds and good sailing.

"Each year to
ancient friendships
adds a ring,
as to an oak"

-James Russell Lowell



Heading home...

We make record of the passing in February, 1979, of Christine Wiegleb, 74, wife of Ernst Wiegleb. It was for her spirit and charm her husband named his Friendship Sloop "Chrissy".

Nona March, 53, died in March, 1979, in Connecticut. A long-time summer resident of Friendship, she was the Society's official spotter and race committee hand. Her quiet charm and efficiency will be missed by the Society.



Philip J. Nichols, 84, died in March 1979. The society and his Round Pond neighbors will remember him as a quiet, talented man who built Sloops named "Surprise", "Secret", "Result", and "Pressure" in the rich tradition of Muscongus Bay.

—Photo by J. Malcolm Barter

Friendship Sloop Society

PRESIDENT
Donald Huston (owner of *"Eagle"*)

VICE PRESIDENT
Alfred Beck (owner of *"Phoenix"*)

SECRETARY
Connie Pratt — Friendship, Maine

HONORARY 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,
Albert Roberts, Betty Roberts, Lincoln Ridgeway

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Elbert Pratt, Randy Danforth

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Donald Duncan

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

OFFICIAL PHOTOGRAPHER
Bill Olsen

OFFICIAL CANNONEER
Al Roberts

Our 1979 cover girl is "Estella A," who for 30 years was a working Matinicus lobsterman, owned by H. J. Ames, and named for his daughter, Mrs. Julia Estella Ames Ripley. "Estella A" is now exhibited at Mystic Seaport Museum, Mystic, Conn.

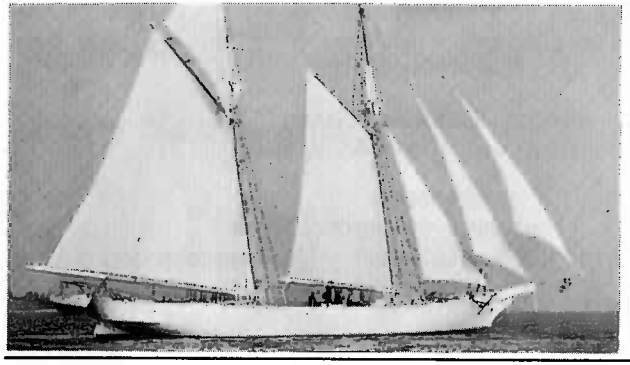
Kenneth Mahler Photo,
Courtesy of Mystic Seaport

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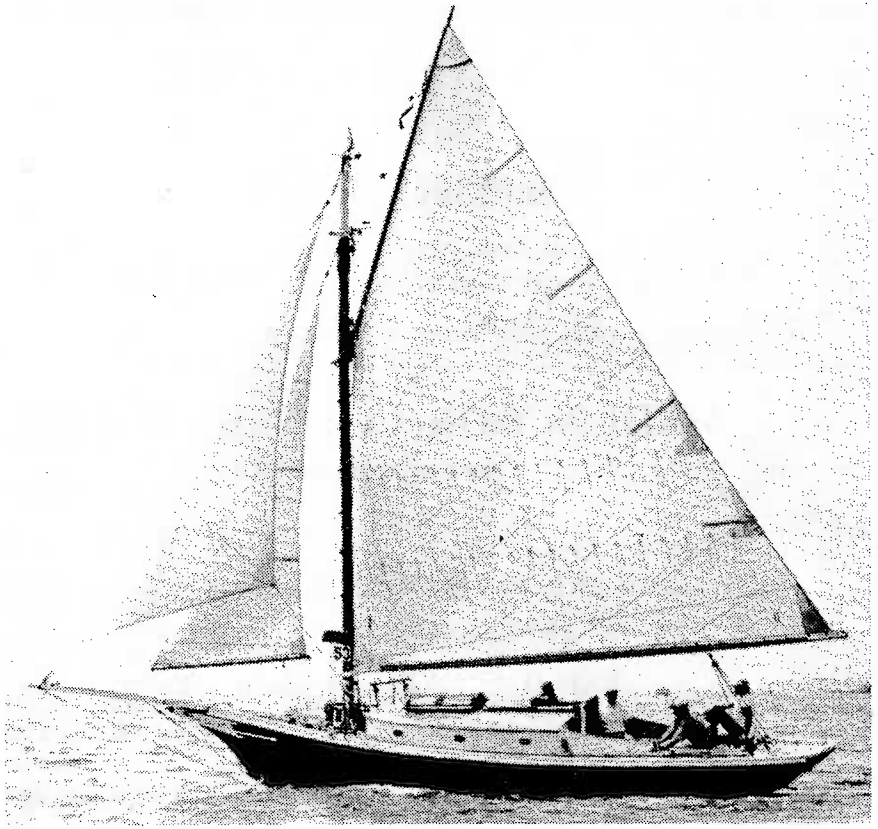


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The President's message...

It's a pleasure for me to welcome you all aboard - new and old skippers, friends and associate members of the Friendship Sloop Society, for this the 19th annual homecoming. Friendship offers us the opportunity to gather each year in good fellowship for three days of gamming and racing equal to any we could have anywhere, and our thanks go to all the hardworking Society members and friends of the Society who make it possible.

Our Society has grown in 19 years and continues to flourish. We must be doing something right. If you own a Friendship, you should be a member of our Society. We're continuing to accept more (and slower) boats.

Yours in Friendship, and for continued good sailing,

President Donald Huston
Owner-Skipper of "Eagle"

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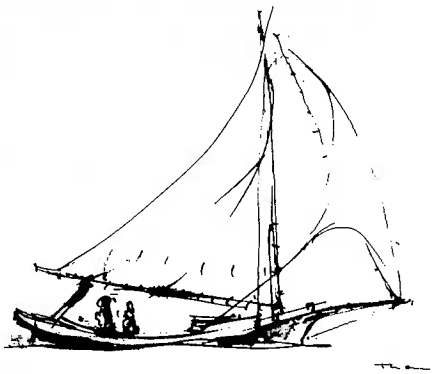
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List of Events



FIRST RACE
THURSDAY, JULY 26

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

SECOND RACE
FRIDAY, JULY 27

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

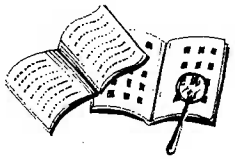
THIRD RACE
SATURDAY, JULY 28

9:00 A. M.	Skippers' Meeting
10:30 A. M.	Parade of Sloops
12:00 Noon	Start of Third Race
12:00 Noon	Lobster meal served continuously until 6:00 P. M. on hillside facing the Harbor.
	Snacks and lobster meals served in several places.
	Information Booth will give full particulars.
7:30 P. M.	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. 25 & 26
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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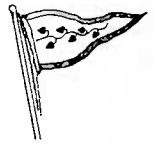
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1969
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Eda Lawry Trophy — EAGLE
Lash Bros. Trophy — ECHO
Palawan Trophy — CHANNEL FEVER
Morrill Trophy — CHANNEL FEVER
Jonah Morse Trophy — EAGLE
Anjacaa Trophy — FRIENDSHIP
Seiler Trophy — CHANCE

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
Siler 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
Anjacaa Trophy — 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

1978
Governor's Cup — RIGHTS OF MAN
Eda Lawry Trophy — DICTATOR
Lash Bros. Trophy — RIGHTS OF MAN
Morrill Trophy — HERITAGE
Bruno & Stillman Trophy — ANNA B
Jonah Morse Trophy — DICTATOR
Anjacaa Trophy — RIGHTS OF MAN
Palawan Trophy — HERITAGE
Herald Jones Trophy — PHOENIX
Jarvis Newman Trophy — SALATIA
Seiler Trophy — SCHOODIC
Gould Grandfather Trophy — SALATIA
Gladiator Trophy — OLLIE M
Nickerson Trophy — TANNIS
White Falcon Trophy — CHRISSY
P. O. Trophy — DOWNEASTER

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.

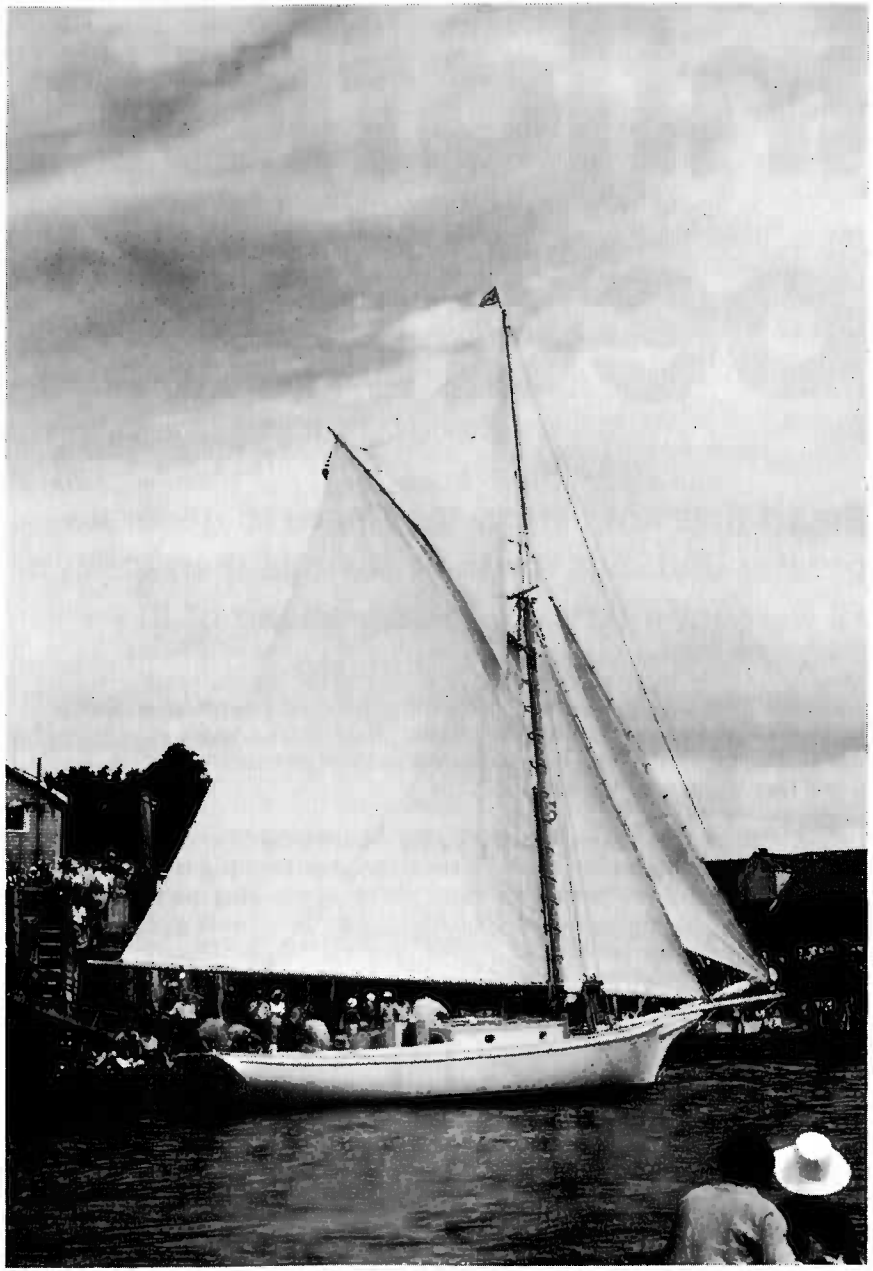
Why? Because the taller wood and metal masts used on newer craft have created the potential hazard of contact with overhead powerlines. This sign acts as a safety warning to the boating public to STEER CLEAR. And since many summer camps located by lakes and ponds have an active sailing and boating program,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



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The much-traveled "Eastward" passes in review during Saturday's Parade of Sloops. That's Capt. Roger Duncan at the wheel.
Photo by Bill Olsen

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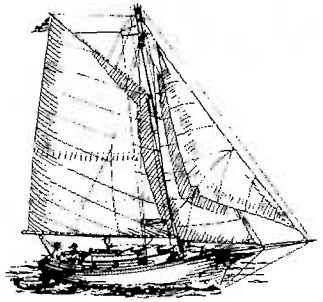
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Classification of Sloops
CLASS A — Originals built 1920 or before.
CLASS B — Replicas built of wood 1921 or after.
CLASS C — Near replicas.
CLASS D — Replicas built of other material than wood.



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	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. Joseph 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.
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.



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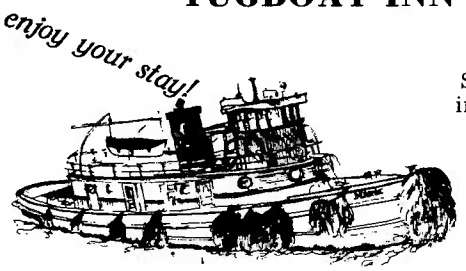
Telephone 832-5241

List of Sloops -



24.	Ancient Mariner (former Tern)	A	Wilbur Morse	25'	H. C. Vibber Waterford, Conn.
26.	*Virginia M*	A	Wilbur Morse 1910	28'	Jaxon Vibber Waterford, Conn.
29.	*Susan*				
31.	White Eagle	A	Wilbur Morse	28'	John deSousa Deltona, Fla.
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 Aitken, 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'a 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.

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List of Sloops -



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.
65.	**Gallant Lady**	A	Morse 1907	33'	James Smith Toronto, Canada
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'	John Arens Milton, 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.
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.
88.	Apogee	D	Bruno & Stillman 1969	30'	H. M. Landemare Toms River, N. J.

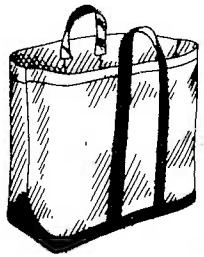
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List of Sloops -

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 Sarasota, Fla.
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'	George W. Kwass Andover, 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 Foust Gorham, Me.
113.	Yankee Pride	D	Bruno & Stillman 1971	30'	James Craig Keyport, N. J.
114.	Pearle (former Solaster)	D	Bruno & Stillman 1971	30'	Morris Goldsmith Huntington, N. Y.
116.	*Tinqua*	D	Bruno & Stillman 1971	30'	Warren A. Locke Milton, Mass.

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List of Sloops -



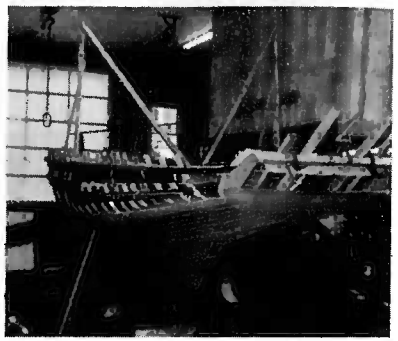
117.	Leading Light	D	Bruno & Stillman 1971	30'	John R. Crumpton, Jr. Oxford, Me.
118.	Wenonah	D	Bruno & Stillman 1971	30'	Richard Sonderegger Marquette, Mich.
123.	Resolute (former Maria)	B	Charles Burnham 1974	28'	Charles Burnham South Essex, Mass.
128.	Schoodic	C	Collemer & Lanning 1972	31'	Bruce Lanning 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.
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.
147.	Anna B	D	Irving Jones Jarvis Newman	31'	Winthrop Bancroft Boothbay Harbor, Me.
149.	Fiddlers Green		R. Jenkins	25'	Roy Jenkins Waterville, 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

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List of Sloops -



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.	Defiance (Springa Leak)		McKie Roth 1973	25'	Morgan Hendry Newark, Del.
161.	Jenny (Damien)	B	Sam Guild 1976	22'	Roland Shepard Brunswick, Me.
162.	Irene	A	C. Morse 1917	38'	John Clarke Vineyard Haven, Mass.
163.	Reward		Wm. Greene		Wm. & Jean Greene Rocklin, Calif.
164.	Jessie May	A	C. Morse 1906	28'	Dennis & Doreen Mayhew St. Clair, Mich.
165.	Reunion (former Skimmer)	B	Niederer 1975	25'	Mr. and Mrs. Joe Oakey Alameda, Calif.
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.
171.	Golden Anchor	D	J. Newman T. Morris 1976	31'	Golden Anchor Inn Bar Harbor, Me.
172.	Fool Star		Sheehan-Drake	25'	Jim Sheehan-Drake Carlisle, Pa.
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.
182.	Charity	C	Apprentice Shop Bath Museum 1978	21'	Mr. & 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.

List of Sloops -

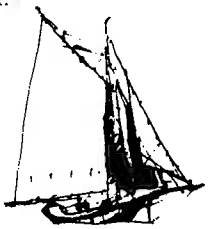


23.	Depression	A	1899	32'	Lloyd Olson Boothbay Harbor, Me.
25.	Sea Duck		Morse Boatyard (Ketch Rig)	25'	Laurence Bershad Marblehead, Mass.
27.	Red Coat	B	Bob McKean Sid Carter	28'	Eric Osborn Bristol, R. I.
28.	Bounty	B	Gannett 1932	22'	Richard Bailey Peekskill, N. Y.
30.	Kidnapped				Restored
33.	Smuggler	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 Roth 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 Dowley 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.	West Indian (Dauphine)		Pamet Harbor Camden, 1951		Richard Faredy Naples, 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.
83.	Perseverance	D	Bruno & Stillman 1969	30'	Dr. Robert Jacobson Stockton, N. J.
84.	Philia		Kennebec Yacht, Inc. 1969	22'	Bruce Myers Yarmouth, Me.

List of Sloops -



188.	Maude		N. Savage 1937	32'	Mr. & Mrs. Geo. R. Axelson Newburyport, Mass.
189.	Tradition	D	Newman 1979		Roger Nehrbass Port Washington, Wisc.
190.	Aikane	D	Newman 1978		H. C. Marden, Jr. Wilmington, Del.
191.	Muscongus	C	Apprentice Shop Bath Museum 1978		Steven McAllister Bath, Me.
192.	Kervin Riggs		Fitashim Boatworks 1977	22'	Steve Williams Roy Bouchard Robinhood, Me.
193.	Lady	B	Harvey Gamage		Mrs. Harvey Gamage South Bristol, Me.
194.	Huckleberry Belle	B	Niederer 1977	25'	Dr. John Nofzinger Florence, Ala.
195.	Princess	A	Wilbur Morse		Joe Richards Smyrna, Del.
196.	Bauneg Beg	C	Apprentice Shop Bath Museum	22'	Mr. & Mrs. John Gruen Stratham, N. H.
197.	Christania	D	Newman & Davis 1978	31'	William S. Davis Five Islands, Me.
198.	Baylady	D	Newman Lanning 1979	31'	Gary B. Mohr Virgin Gorda, BVI
199.	Liberation	D	Newman & Liberation Yachts	31'	Leo P. Thompson, Jr. Hope, R.I.



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

Non-Members

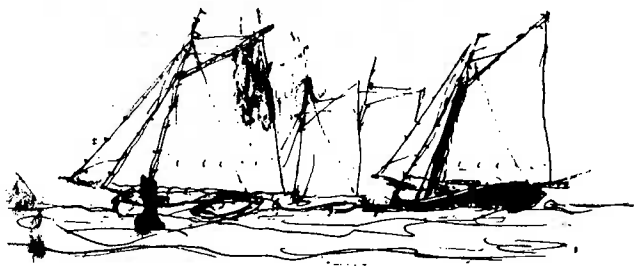
1.	Voyager	A	Charles Morse	30'	John Kippin Ipswich, Mass.
3.	Finette	A	Wilbur Morse 1915	47'	Frank Smith Westfield, Conn.
4.	Golden Eagle	A	A. F. Morse 1910	26'	William Haskell Marblehead, Mass.
12.	Friendship	A	Wilbur Morse 1902	29'	Robert Cavanaugh Compton, R. I.
20.	Moses Swann	A	Morse 1910	30'	
22.	Ellie T	B	John Thorpe 1961	26'	Dwight Foster Newport News, Va.

List of Sloops -

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 Houston, Texas
115.	Kittiwake	D	Bruno & Stillman 1971	30'	Robert Rilling Durham, N. H.
119.	Valhalla	D	Bruno & Stillman 1971	30'	Paul D. Wolfe Pittsburgh, Pa.
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.
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
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.

Non-Members

138.	Red Jacket	B	R. P. Gardner 1973	25'	Christopher Day Islesboro, Me.
140.	Brandywine		McKie Roth 1968		Paul & Fraley Johnson Mark, Dave, Chris Campbell, Calif.
146.	Fiddlehead		Carl Chase Jarvis Newman 1968	25'	Capt. Harry A. Jackson USN (Ret.) Groton, Conn.
148.	Sloop Out of Water				Joe Vinciquerra Andover, Mass.
150.	Woodchips		Deschenes & Willett	25'	E. Thomas Willett Holden, Mass. Jean Deschenes N. Grafton, Mass.
157.	Liberty	D	J. Newman & D. Salter	31'	Dick Salter Manchester, Mass.
166.	Schoodic		Concordia Co. 1967	25'	Dr. Gerald Zel N. Dartmouth, Mass.
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 Manookian New York, N. Y.
173.	Medusa	D	Ferro Cement	25'	Ron Nowell Marshall, Calif.
174.		D	Newman Standish	30'	Arnie Standish & Jill Paperno Port Alberni, B. C.
176.	Trumpeter	A	Chas. Morse	28'	Gale York Jackson, Miss.
177.		D	N. E. Yacht Kirk Rogers	20'	Kirk Rogers New Gloucester, Me.
181.	Surprise	E	Patrick Ahearn 1975	20'	Richard Brownlie Nahant, Mass.



Non-Members



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.
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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The Retired Skippers' Race...



Photo by Jon Laitin,
Courtesy Down East Magazine

"Dirigo" leads!

by J. Malcolm Barter

The handicap rules Race Secretary John Letcher passed out in the ward room of the Maine Maritime Academy's training ship *State of Maine* at Castine, covered both sides of an 11 by 8½-inch sheet of paper, and were full of square root signs and other cabalist data understood only by slide rule sailors and people like Cy Hamlin, our Friendship Sloop Society handicapper.

But for the first time at least there was some advantage given to boats with wooden hulls that don't carry genoa jibs. There was a notation on *Dirigo's* sheet, however, that the mathematicians hadn't got around to figuring the area of her gaff topsail, and therefore she shouldn't carry it. Nothing was said about not carrying the jib topsail.

The race secretary was immediately informed that even with backstays, it's difficult to fly a jib topsail without the support of the gaff topsail; the topmast loops like a coachman's whip as it is with everything properly rigged to strengthen it.

Fortunately, he was a reasonable cuss, but just to be sure it was all right with the other Friendshippers in the race, Jarvis Newman of *Dictator* and Joe Griffin of *Mary Anne* were invited into the act. "Sure, carry your topsails," they said. Both had beaten us before with their bald-headed rigs. Besides, they're good sports.

A bit of explanation is necessary about that very peculiar down east classic — the Maine Retired Skippers' Race. First of all, to qualify a skipper must be at least sixty-five years old and born in the State of Maine, male or female, it makes no difference, although it wasn't until recent years that lady skippers first appeared. Most skippers sail yachts belonging to someone else. A few, like 73-year-old Ernest Sprowl of Searsmont, own the boat they sail; in Ernest's case, of course, *Dirigo*.

Yachts cannot carry spinnakers, drifters, and other special downwind sails on the leeward run. They are allowed, however, to use one whisker pole to wing out a genoa, but it must be hanked on the head stay with the same number of hanks used when going upwind. Of course, for a Friendship Sloop with its barndoor of a gaff-headed mainsail, a downwind run is a blessing. And on *Dirigo,* if we can get that jib topsail wung-out and pulling, we can go like a train of cars.

Another peculiarity of the Retired Skippers' Race in recent years has been the regulation of starting times by the velocity of the wind. There are different colored flags for 9, 12, and 18-knot winds with instructions printed on paper of matching color to tell you when to start.

As it happened we were rated for a 12-knot breeze, and *Dictator,* with Jarvis' father, Captain Laurence Newman, 72, of Manset at the helm, got a two-minute lead before *Mary Anne,* skippered by 78-year-old Carl Simmons of Nobleboro, started. *Dictator* with her lead got well down the bay towards the Islesboro Ledge can, and *Mary Anne* squeaked by us on the port tack soon after the start. But we tacked covered, and overtook her. *Dictator* was now Skipper Sprowl's target.

After rounding the Islesboro can, we gradually gained on *Dictator,* but she rounded the leeward mark just ahead of us and stepped out in front on a close reach as the wind freshened. Our topsails overpowered us a mite, and Ernest had a hard wrestle with the tiller until we rounded the bell buoy off Dice's head for the second lap around. Then the wind steadied, and it was perfect topsail weather on the uphill leg again to the Islesboro Ledge can with a strong ebb tide.

Dictator rounded the can ahead of us, and then seemed to stand still. Captain Newman said later he couldn't get his headsails to draw. Everything was drawing on *Dirigo,* however, and with two of the crew out on the bowsprit, one holding the clubfooted forestaysail (remember only one whisker pole allowed, and that was being put to good use winging out the jib topsail), we headed for the finish with a clear field ahead and most of the fleet of some thirty boats well astern.

Captain Marie Wood in the big yawl *Gitana* gained on us some, and nipped *Dictator* at the finish. A fiberglass job also caught *Mary Anne,* but all three Friendship Sloops were right up there, and *Dirigo* was the first Friendship to win the race since it started 27 years ago.

It was great feeling to receive what the late Ed Earle, former yachting writer of *The Boston Herald,* used to call the "nitro nod" as we went by the Coast Guard buoy tender serving as the race committee boat. And it was an even greater thrill for Captain Ernest Sprowl at ceremonies back on the dock. He was so loaded down with gold and silver trophies he could hardly hold them all.

He received the Henry Whitney Challenge Cup for winning the race. The trophy was donated by the late Frank Hatch and presented by his son, Frank Hatch Jr., who acted as master of ceremonies. Since *Dirigo* had come in last in 1977 and won the clamhod for that distinction, young Frank (who was later the unsuccessful Republican candidate for Governor of Massachusetts), couldn't resist quoting scripture: "The first shall be last and the last shall be first." Then he handed Ernest the R. J. Smith trophy for being the owner of the winning boat, the Revere Bowl from the National Council of Senior Citizens, and the Mace Eaton award for being the first planked wooden boat to finish. When we went into Eaton's dock to take the women folk aboard for the run back across Penobscot Bay to a mooring at Bayside, the young wharfinger on duty summed up the general feeling when he said, "By gawd, it was some good to see a wooden boat finally beat those rich bastids in their fiberglass racing machines."

Somehow we have a feeling the fiberglass boys (they're really not all rich bastids at all) will have something to say about the handicap system before the 28th sailing of the Maine Retired Skippers' Race on August 18.

Be kind of nice, though, if a few more Friendship Sloops were on hand to show 'em it doesn't necessarily have to be a one-shot deal.

Footnote: Crewing for Captain Ernest Sprowl were Harold Wing of Searsmont, Doug Lash of Friendship, Wayne Kimball of Castine (signed on in the ward room of the *State of Maine)* and Mal Barter of Waldoboro. Nancy and Joanne Lash, who usually "man" the foredeck did not make the Castine trip this year. They've been eating crow ever since.

(Editor's Note: Mal Barter retired this year as Down East Magazine's senior editor, and author of that publication's "Letter from Home." He'll still contribute to North by East, another Down East feature. But to most of us he's Helmsman Emeritus in the Friendship fleet, and as tenacious a racing man as we've ever met. You'll see Mal at the helm of "Dirigo" this year.)

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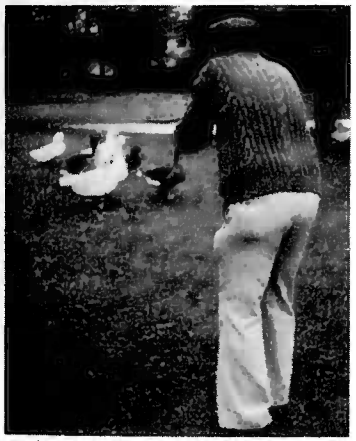
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Lighting his pipe . . .



Swapping lies with tourists . . .

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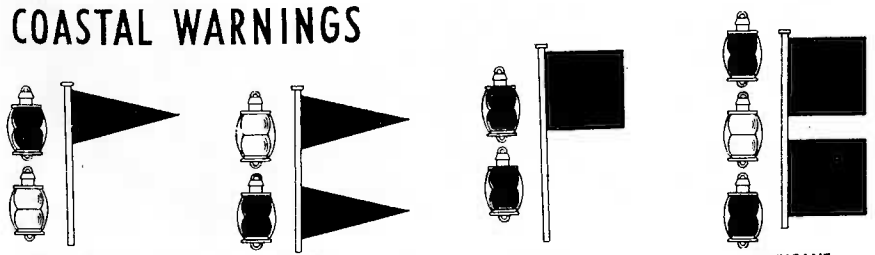
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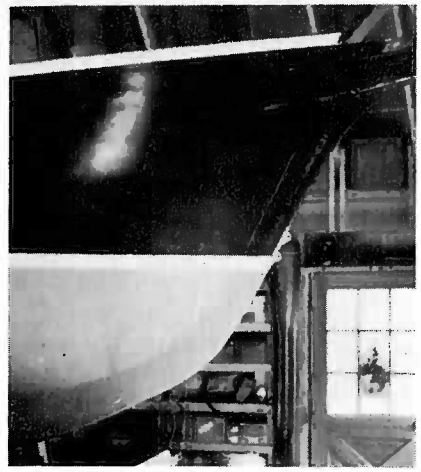
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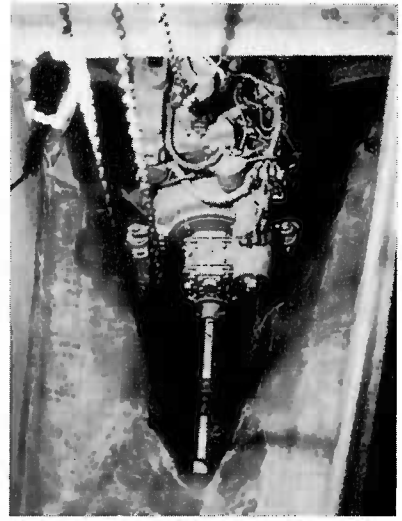
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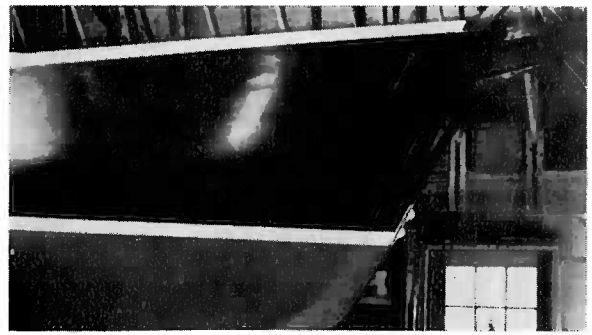




And tinkering with a lovely 31-foot fiberglass Friendship hull he bought from Jarvis Newman at the "Dictator" store down in Southwest Harbor . . .



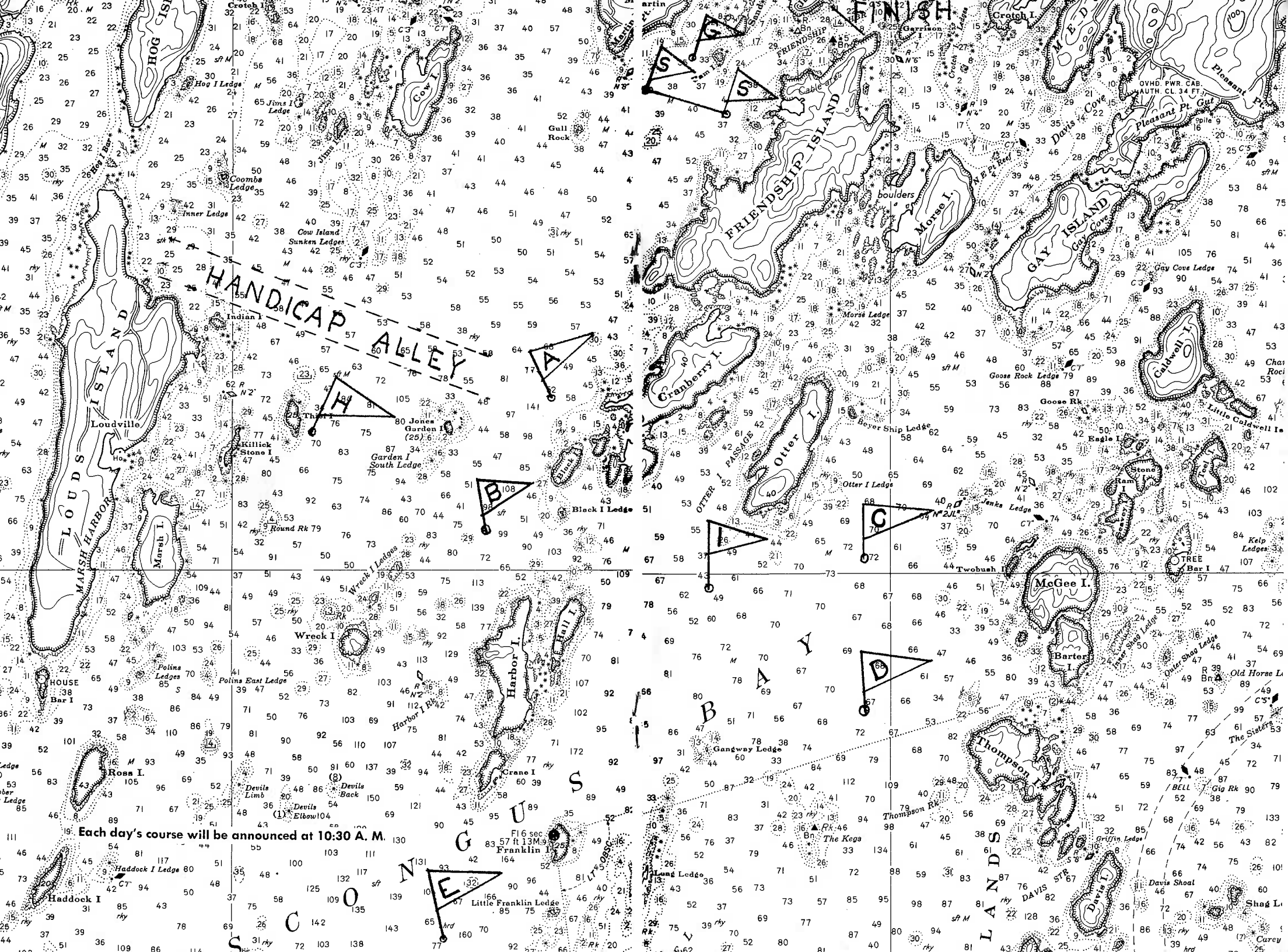
In which he's installing a Westerbeke Diesel . . .

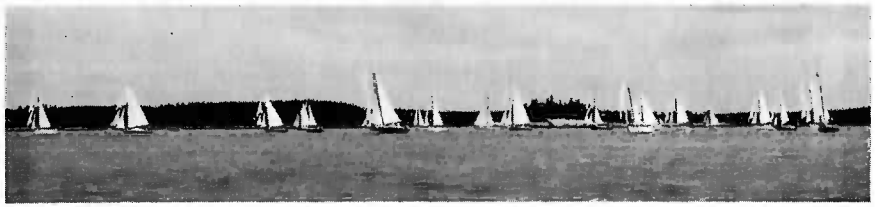


And all of which he says he might call "Independence" when he gets around to launching her . . .

Which won't be for awhile unless the tourists stop dropping by . . .




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Each day's course will be announced at 10:30 A. M.



A bay full of gaff-headers . . . Moments after the start, the Friendship fleet gallops off on one of Bill Danforth's patented tours of Muscongus Bay. Photo by Bill Olsen

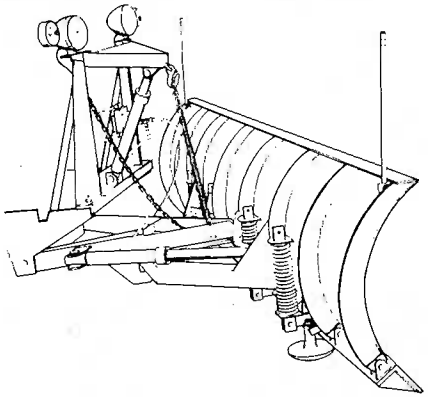
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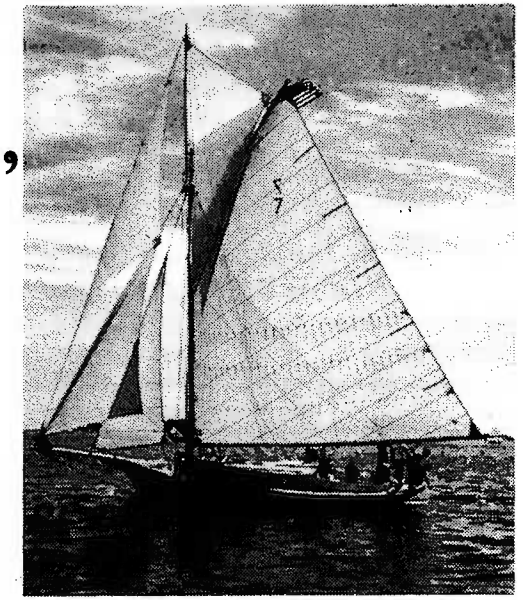
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"Tannis" takes the long way home...



by John and Mary Cronin

Last year we had decided to sail the "Tannis" back to Salem right after the Skippers Banquet, but to our dismay the rains set in and the weather was miserable. We decided to get a good night's sleep and wait for Sunday morning.

We were anxious to get going. Shelley's wedding was scheduled for August 12th and we had a million things to do before the big day. Our only consolation was that they wouldn't start without us for we had the bride aboard!

Sunday morning dawned crystal clear — 10-15 knot winds — a beautiful day! We got under way early, but we were shorthanded for the long sail home. The Captain and First Mate were joined by Shelley, Billy (11 yrs. old), Caroline (10 yrs. old), Jeff (8 yrs. old) and Wayne (7 yrs. old). We could see the Burnhams on "Resolute" heading toward Pemaquid while we sailed straight out and found ourselves averaging about 5 knots. When the wind slackened, we power sailed, but generally maintained 5 knots. We checked our speed and distance periodically of Seguin Light. Our knotometer refused to cooperate, but everything seemed to check out as we went along. Caroline passed around peanut butter and crackers; Billy took the helm for awhile; Jeffrey and Wayne played boats; Shelley "soaked up a few rays"; and the Captain and First Mate straightened out the cabin after a full week in Friendship.

We were about 12 or 15 miles off Portland Light at 1300 hours and found ourselves off Boone Island at sunset. Mount Agamenticus was visible in the background and the whole crew watched the gorgeous sunset. The night was cool, clear and VERY BLACK! There was no moon. It was impossible to see a shore line or the horizon. You could not even see the waves or ripples on the ocean. Stars were visible overhead, but they gave no illumination to the black night — only an indication of which way was "up!"

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Visibility as far as lights were concerned was unlimited. We timed Boone Island with the stopwatch and everything checked out perfectly. We took radio bearings on three positions and checked out within 2/10 of a mile of where we thought we were. By this time, our younger crew was tired, so they bunked down for the night with promises from the Captain that they would be awakened if anything exciting happened.

In the distance, along the shore, we could see lights we thought to be Portsmouth (actually, it was Isles of Shoals) and lights we decided were Isles of Shoals (actually, Cape Ann). Lights ashore were very clear — visibility was still unlimited, and we were (we thought) about 15 miles off Isles of Shoals. Now if you lay a course from Isles of Shoals to the outside of Cape Ann, your true compass course would be 160°. If you lay a true course from Cape Ann to the outside of Cape Cod light, you lay a course of 154°

At this point the working crew was physically and mentally exhausted and continued with the anticipation of reaching Salem before daybreak. We were taking turns sleeping — two hours on, one hour to sleep; two hours on, one hour to sleep. Not enough sleep to keep us fresh, coherent or alert.

We were to realize later that we could NOT possibly have seen Portsmouth for we were too far out to sea. So what we assumed in our exhausted state of mind to be Portsmouth was actually the Isles of Shoals and each set of lights coming up, we moved "back" one set of lights!

At daybreak, we had a landfall and the Captain tried desperately to make the landfall Cape Ann. OH HOW HE TRIED!! It would be impossible to visualize how hard he worked to place that piece of land on the shore of Cape Ann! In examining the charts of Cape Ann, he found Pilgrim Cove. Why couldn't they have a monument like the one at Provincetown? But no monument showed on the chart — just a cove! We had never seen a monument at Cape Ann before — but neither had we seen such white sandy beaches! Beautiful stretches of beaches! Maybe, somehow we were on the inside of Cape Ann? Even the *inside* of Cape Ann is rocky! Who was he kidding?

We found a whistle buoy! HAH! That would prove we were at Cape Ann! We sailed for the buoy — it proved to us one thing — we were not at Cape Ann! Billy insisted that the Captain get a chart of Provincetown — Billy was convinced we were in Provincetown — that we had sailed right by Salem!

We could not believe that we had sailed by Salem — now we had another eight or ten hours of sailing — all the way back! The Captain finally conceded — we were off Cape Cod light. We had to sail back! It was seven A.M.!!! We had another day's sail ahead of us!

We poured ourselves three tall gin and tonics — and turned the "Tannis" over to Bill, Carol, Jeff and Wayne. They knew their way back to Salem from here! We had only about 3 hours of sleep in the past 24 hours and were exhausted. Let them sail back for us — they could do it — and we turned into our bunks!

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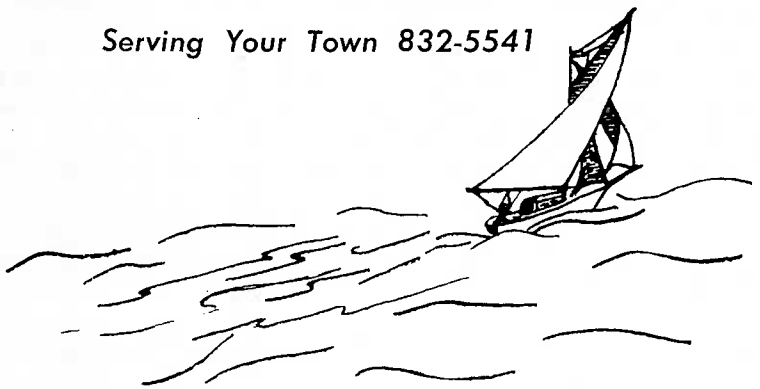
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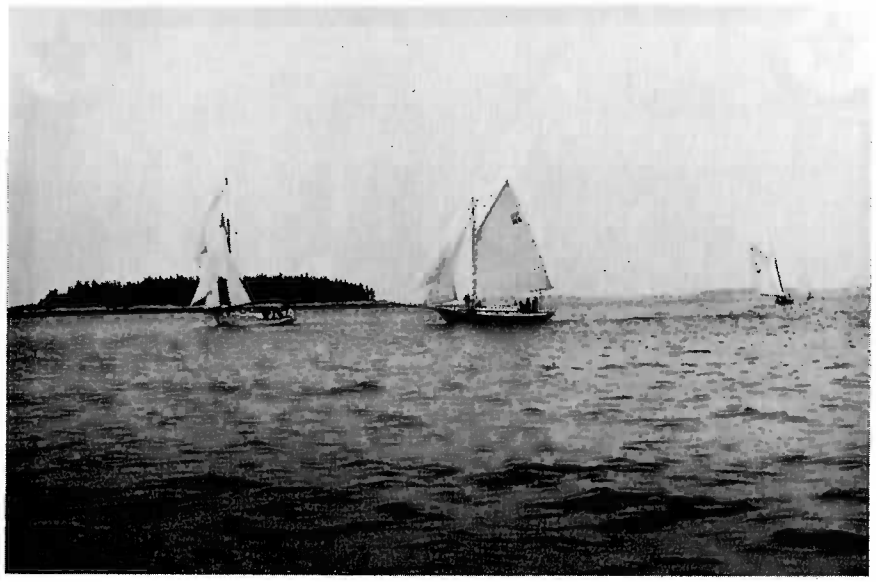
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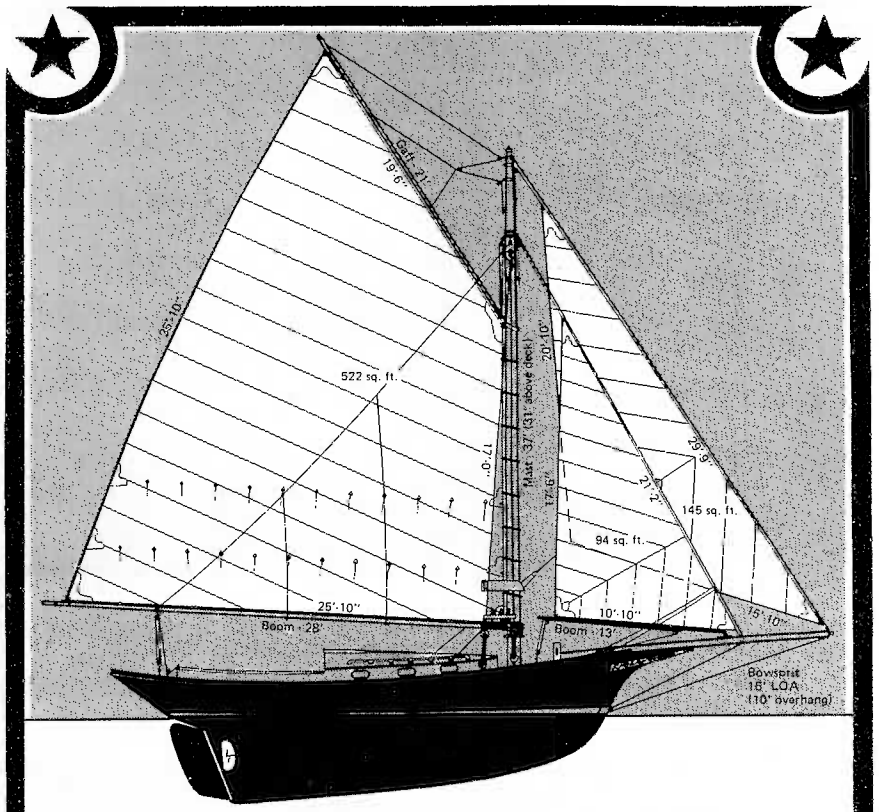




"Phoenix," "Loon," and "Golden Anchor" take the turn just west of Killick Stone and Thief Island, and head for home in Friendship.
Photo by Bill Olsen



Everyone in a little bit of everything turns out to watch the Sloops parade through Friendship Harbor enroute to Saturday's final race.
Photo by Bill Olsen



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"Estella A" bustling along with all plain sail set.
Kenneth Mahler Photo, Mystic Seaport

WANTED!

Oh, they've got "Nellie" the Oyster Sloop, "Annie" the Sandbagger, Noank Smacks, Cowhorns, Herreshoffs, and even a genuine East Boothbay steamer, down at the Mystic Seaport in Mystic, Connecticut.

But to a Friendshipper, the prettiest sight at Mystic Seaport is Rob McLain's 75-year old "Estella A" which he built on Bremen, Long Island, Maine in 1904 for H. J. Ames, a Matinicus lobsterman, who named his boat after his daughter, Mrs. Julia Estella Ames Ripley.

Trouble is, "Estella A" needs some help.

Ships Carpenter Will Ansel, of Mystic Seaport's du Pont Preservation Shipyard, reports "Estella A" to be in excellent health, and to our eyes she certainly looks as good as the day she came out of the reconditioning shed at the Newbert & Wallace yard in Thomaston, Maine in 1971. But she's missing some of those hard-to-find gadgets and gilhickies that will make her look like what she was and is — a working lobsterman. Will reports she has all her sails, spars and standing rigging, and that from his own experience at her helm "she sails like a dream." The restoration task now calls for finding the following:

1. 2 Cyl. 9 hp Knox engine. Note: Had 10 hp Regal later.
2. Shaft, prop, clutch, gas tank, exhaust system, etc.
3. Pot hauler run off engine. Shaft & clutch, bearings, niggerhead.

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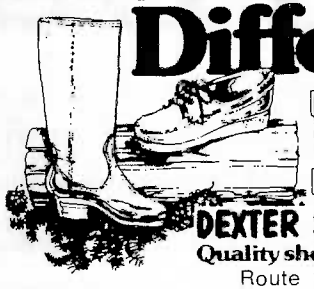
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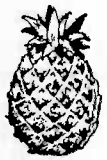


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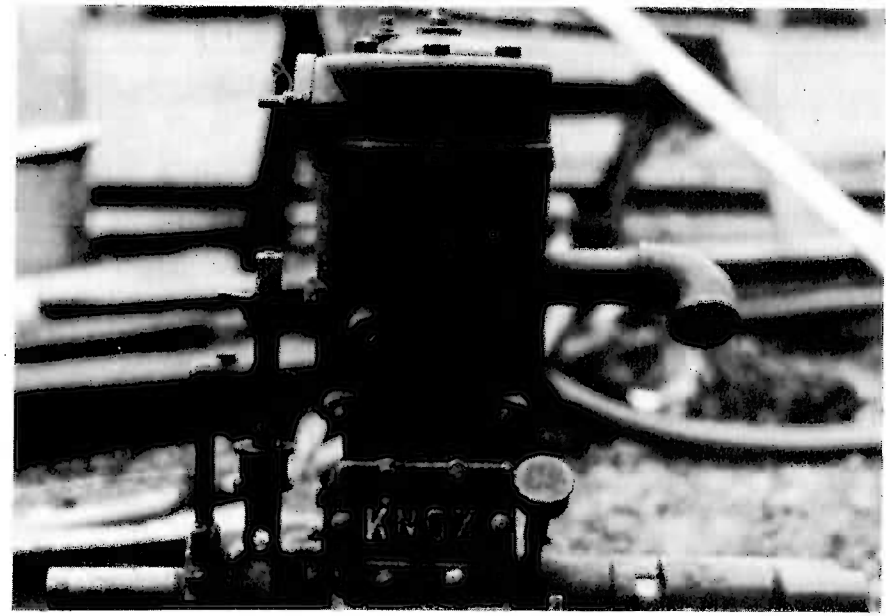
4. Davit with snatch block.
5. Stove in cabin, pipe, deck iron.
6. Anchor & ground tackle.
7. Running lights.
8. Lobster pots, bait barrel, pot buoys (Ames' — original owner — buoys were red and white stripes).
9. Kid boards in cockpit and chafing strips on topsides by davit.

So the call has gone out to Friendshippers who might have some of this 1904-vintage gear, or know of someone who might. It might mean rummaging around in the back of some interesting boat sheds, but no one ever died of doing that. If you get lucky, we'll guarantee delivery to Mystic.

Or you might want to get in touch directly with Willits D. Ansel, Ships Carpenter, Mystic Seaport, Mystic, Conn. 06355.

But whatever, the next time you find yourself hurrying down Interstate 95, or loafing through Long Island Sound, find time to drop in at Mystic, a museum dedicated to America's maritime heritage. They're open year-round, and sailors afoot or afloat are always welcome.

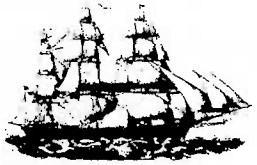
Bruce N. Morang



A Knox one-banger, similar to the two-cylinder Knox that would have been in "Estella." In her later years, "Estella A" also had a 10 hp Regal. *Maynard Bray Photo, Mystic Seaport*

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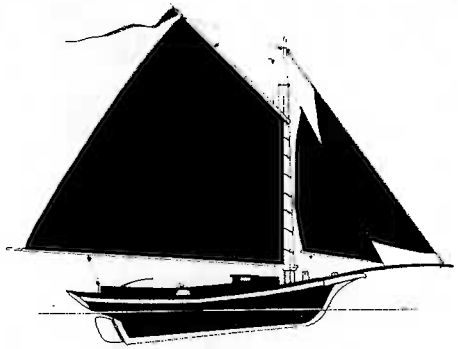
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"Little Eva could've walked to the mooring!"



"It was some cold!"



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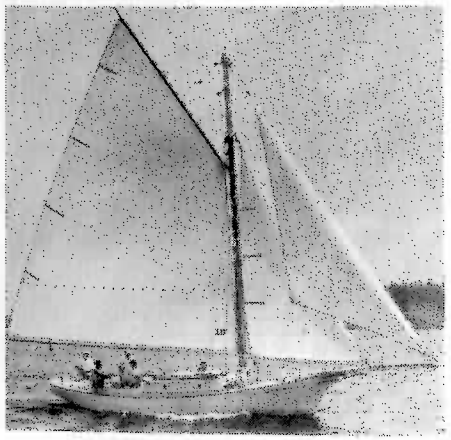
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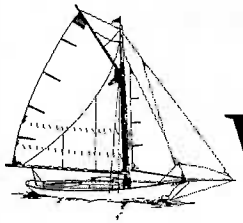
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Who built what?

by Carlton Simmons

Thanks to the organizing of the Friendship Sloop Society there has been an almost unbelievable revival of interest in the classic Friendship Sloop. After the first year's race many old sloops were traced, some still in good enough condition so that by replacing a few pieces of rotted wood here and there, given a couple coats of paint, they were sailing again.

Since then, many new Sloops have been and still are being built. Not only locally, but in boating centers on the South and West Coast as well.

With this revival of interest, it follows that questions have been asked as to how they were built, who built them etc. There are several detailed plans available for those who want them. As to who built the Sloops, there are no records, so we have to rely on word of mouth.

The first boat we know about was built at Bremen, Maine. She was a seventeen-footer, built primarily for rowing to which a mast and sail were added. The mast was removable and was unshipped to stow when not in use. We all know it is easier to sail than to row, as they found out, so the next step was a permanent mast for the next boat built. And to improve sailing qualities a centerboard was added. Centerboards are difficult to keep tight, especially in a wood boat, and also in this case, was taking up valuable cockpit space. To eliminate these problems the next step was to add a deep keel, and thus the prototype of what we now call a Friendship Sloop was born.

Models were made, more boats built, each with an eye to improvement according to the ideas of the builder of which there were many. Sailing qualities were not only in the shape of the hull, but other factors entered into the picture, too. Such as the proper placement of balast, the cut of the sails, and last but not least, the man at the tiller. As to the man at the tiller, Elliot Prior had the reputation of being tops. He seemed to have the uncanny ability to carry full sail in a breeze when others were tucking in one or two reefs.

When Wilbur Morse opened his shop at Friendship Harbor he set up what may have been the first assembly line. He built six boats at once, each workman having a certain job to do and moving from one boat to the next as work progressed. Building this many boats, Wilbur's name soon was known along the coast and it was at this time his boats became known as Friendship Sloops for the very simple reason they were built at Friendship.

So, who built the first "Friendship Sloop?" You just have to give Wilbur the credit.

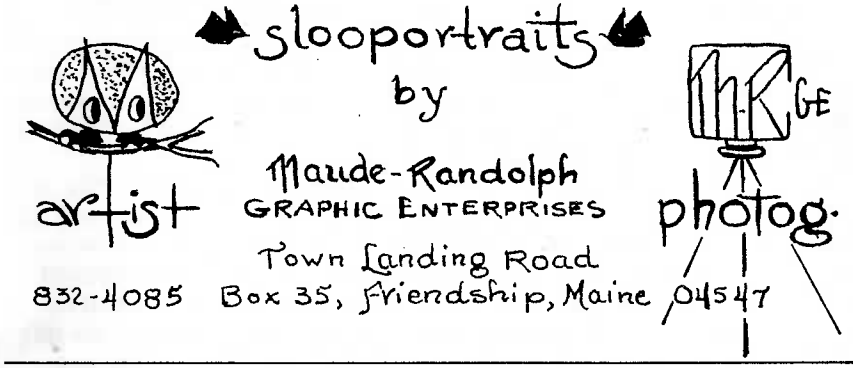
As to who built the first "Sloop?" Who knows? Undoubtedly it was one of the Carters or McClains at Bremen, Maine.

Carlton Morse has a beautiful half model and photos of a Sloop built by Warren Morse at Morse Island way back when. This was a Yacht by the way.

S. H. Weston & Sons Co.

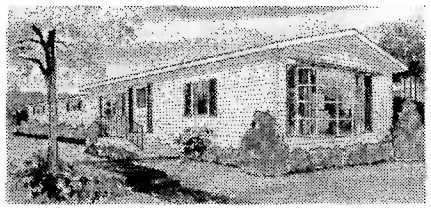
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Bennett Noble

Noah's way!

Let me say at the outset it is not my style to push myself into company or circumstances I have not earned. But as we sit here in Friendship Harbor swapping lies, and waiting for wind among the traditions of Charles and Wilbur Morse and Rob McLean, what is the harm of invoking Genesis, and specifically Noah?

Noah, you will recall, had a good job and worked hard at it for most of his 600 years. I have always admired good jobs and hard work. But I feel the real bond between Noah and me, and most Friendshippers, would have been the fact Noah was an "approximate" shipbuilder, and (even more so) an "approximate" sailor. Those are virtues most of us have worked hard all our lives to achieve and sustain. Those are virtues that would have made us very welcome in Noah's boat yard, and even aboard with him and Shem, Ham and Japheth and all the rest.

Noah's whole life, it seems, was devoted to approximations. You will recall The Architect sent him a rather loose set of specifications to build the Ark. What The Architect wanted was a vessel made of gopher wood, 300 cubits l.o.a., with a beam of 50 cubits, and a depth from feel to rail cap of 30 cubits. The rig to drive her was left up to Noah, but something tells me she might have been gaff-headed, with grand tops and whatnot. At any rate let us assume so.

The Architect further specified the vessel have three deck levels, and access for boarding to be through a door in the side (port or starboard left to the option of the builder), similar to the old side-loading Portland ferry, I presume.

What interests me and set me to thinking about Noah's chore is that a cubit is "approximately" 18 inches. Now, if you slowly multiply 300 times 18 inches, you come up with a vessel that lays out to about 5400 inches, or approximately 450 feet from stem to sternpost. That's quite a project, and Noah must have been grateful The Architect gave him 600 years to finish her off.

Now, we have this marvelously adept and chosen man striding purposefully up and down his boat yard laying down (or lofting up) the lines of his creation using the classically approximate measure of the distance from the tip of his elbow to the tip of his middle finger: ergo, one cubit, or "approximately" 18 inches, from the Latin "cubitum," the elbow. Further, The Book says Noah lived to sail that vessel in 15 cubits of water, and with quite a crowd of moveable ballast aboard, from here to Ararat, a voyage of 150 days! Rather brings to mind the sight of John Cronin taking "Tannis" out harbor bound for Cow Island Ledge!

Whatever. The pity of it all is that we do not use the ancient cubit anymore. Approximation has fallen on bad times. Congress is pushing us toward the metric system. True, such units of measure as "foot" and "pace" persist despite Congress and the fact your foot and your stride (pace) are different than mine. The classic "fathom" persists, also, although it began with us as the distance between the extremities of a man's outstretched arms. We now accept the fathom to be "approximately" six feet, and we call it six feet on our nautical charts. One "mile" we still observe is derived from the Roman "mille," or one thousand Roman paces. And it matters not that Romans (apparently) took giant strides, or that you and I would only walk 4588.9 feet of the required 5280 in one thousand strides.

The other mile we observe, of course, is a nautical distance of 6076.-1033 feet. That's an interpolative distance, mostly, to accommodate the navigational concept of 60 nautical miles for each degree of latitude sailed. Besides, it is convenient for us sailors to talk so; it heightens the mystery surrounding our trade; it makes us suitably different; and we like that. And the Devil take Congress and that platinum-iridium bar, displayed in the Pavilion de Bretuil at Sevres, that someone claims is the standard length of something called a "meter!"

But I would not want to leave this pleasant company without challenging you with Noah's grandest approximation, that of gathering about us two of every kind to share the voyage . . .

Which two Congressmen would you vote for?

Which two Selectmen?

Should we merely muster the League of Women Voters on Al's dock and choose two at random? Or should we insist on the luxury of being very careful?

Enough. Let us go sailing.

(None of the foregoing should be construed (even approximately) to refer in any way to how or why John Chase built his "Noah's Ark." Besides, John Chase has never grounded out on Ararat.)



"Rights of Man" and "Heritage" spar for position off Loud's Island.
Photo by Bill Olsen



The start of a hard day at the office.

Listening to the Gospel according to Bill Danforth... the daily, pre-race skippers' meeting.

—Photo by Bill Olsen



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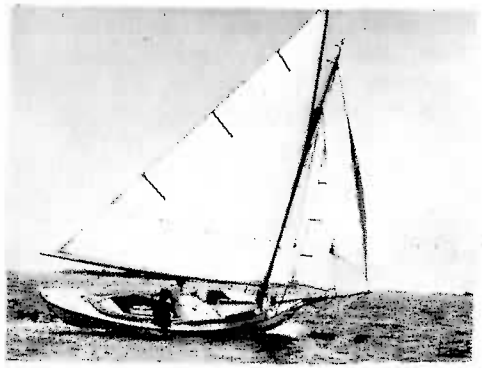
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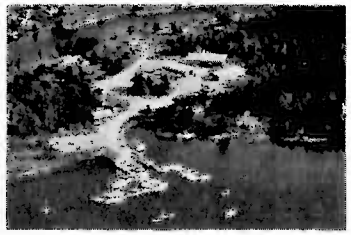
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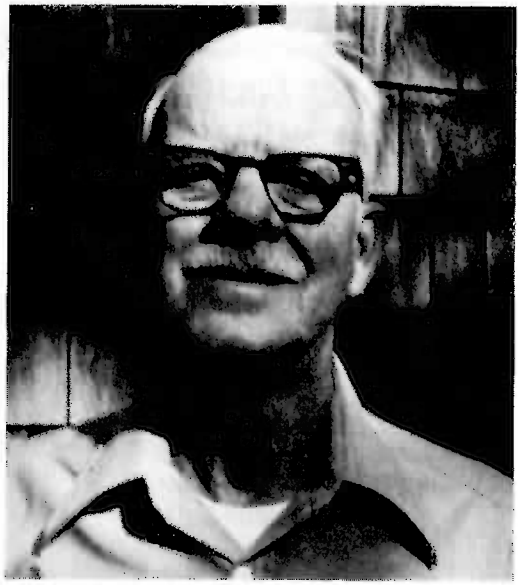
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The Voice



Meet Everett Walker...

Most people who have read this annual Sloop book and followed its call to the shores of Muscongus Bay on the last weekend in July have heard "The Voice." It is aired on only three days of the year and is used to bring the thrills and excitement of the Friendship Sloop Races to those shorebound souls who have no way of getting out onto the course.

"The Voice," clear and jovial, welcomes the spectators to Friendship and provides a rundown of each day's events, with information on the availability of essential comforts, for all within earshot. It exudes cheery confidence as it discusses the characteristics of the Friendship sloops, gives bits of information about particular sloops, their owners and families, lists formidable statistics during the Saturday Parade of Sloops, and demonstrates enthusiastic enjoyment as two or more boats fight it out in the last few yards to the finish. How often we have heard the phrase booming over the loudspeakers, "Isn't that a beautiful sight!" "The Voice" imparts a color to the day's events which makes them memorable for all who come to the regatta.

Do you know "The Voice"? Would you recognize its owner? Probably not, though many of you have rubbed elbows with him as he has gone to and from his lookout from which he oversees the events at the harbor. White-haired, slight, this distinguished-looking gentleman, now retired and living in Friendship, has been carrying out this duty faithfully for 15 years. His name is Everett Walker.

Thanks, Ev, for a job well done. We look forward to many more years with you at the microphone making Sloop Days brighter and more enjoyable for all of us.

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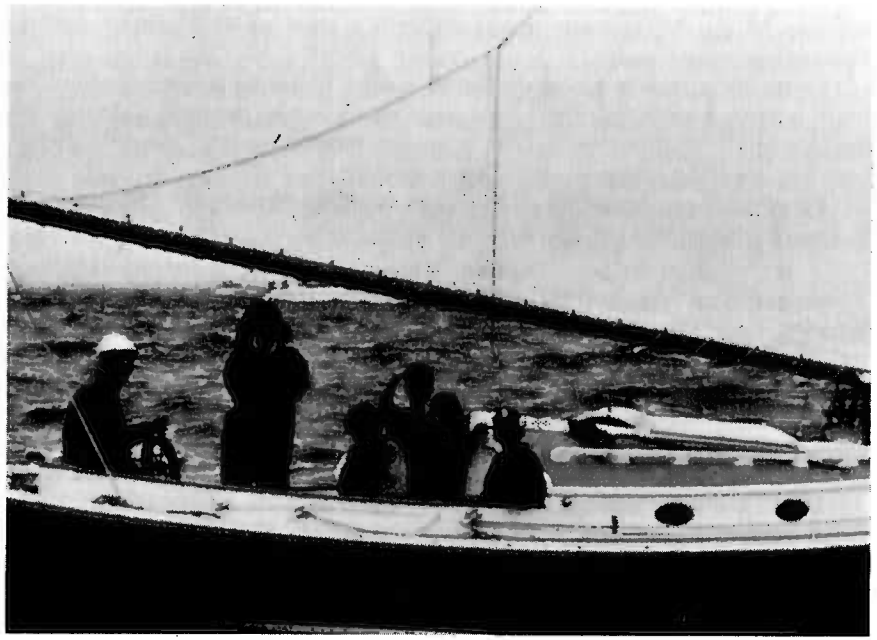
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Indentured to "Resolute"



by Charlie Burnham, et al

In the spring of '69 I found Chapelle's book *American Small Sailing Craft*. That previous year a relative had proposed buying a boat together Something about "Partnerships are poor ships" was keeping the project in abeyance. I had always admired schooners, and in Chapelle's book was a nice "one-master." Building a boat would be an honorable way out of the partnership!

With complete secrecy, great confidence, and no knowledge, I quickly scaled down the *Pemaquid* lines to 22.5 feet and in January, 1970 started to build "for use that summer." Bob Gardner, who happened to be at Bartlett's mill when I picked up the keel, thought I might be a little optimistic about the time schedule. He was building a seemingly enormous 30' boat on lines from someone (!) named Phil Nichols (now known to me as the dean of amateur boat builders). I was more than a little surprised to think that there were other "one-masted schooners"; and what about this group called the Friendship Sloop Society? We soon met other members, including John Chase and Jack Kippin, respectively building and rebuilding sloops.

My neighbor, Dana Story, heard about the project, and with his advice, we were able to launch the "Maria" in '71 — just in time to get to Friendship for the year of the FOG! Luckily, the family went in the car. To avoid any repeats with the FOG the next year, five of us, including Ted, 7; Harold, 5; and Deb, 2, sailed to Cuttyhunk and the Elizabeth Islands. The boat was too small!

We then started the *"Resolute"* and returned to Cuttyhunk in a 28.5 footer. The second time it was easier. In '74 we defied the elements and ventured east to Casco Bay and Jewell Island. The water was warm, there was no FOG! Maine was great, and since then we've "come back" to Friendship every year.

Quite by accident we have found a way of living together where we must put up with each other. We have more bunks per unit volume than the "Tannis"! On the trip to and from Friendship we tend toward "gypsyism not pirating, despite our flag and cannon.

To make more sense out of this story, included below are unexpurgated comments by others in the crew.

Maine Thieves

We left Star Island, Isles of Shoals. We sailed towards Cape Porpoise. When we ported it was low tide, so we kids decided to dig some clams on the flats. We dug; well, Ted (the oldest) dug with a clam fork. We also dug with a plastic salad spoon (which I broke in the end). We got about a half bucket of clams. We rowed back to the *Resolute,* had supper, and went to town. Then we came back to the mother ship, listened to the radio, and went to sleep.

While we were asleep, the sea gulls came and ate all the clams; every, single one! They left the shells all over the decks. They also left their calling cards. We woke up in the morning to find the mess and unfortunately CLEAN IT UP!

Debbie

When You Least Expect It

I remember saying, "Hey, Ted" and then I was in the water pushing my foot against the boat so I wouldn't get caught in the propeller. We were going the wrong way through the Cape Cod canal and it was night. My mother came out of the cabin saying, "Harold? Harold!" She looked behind the boat and saw me swimming with a cushion someone had thrown me. I said, "Don't worry about me, Mum, I'll be all right . . ." The boat went by, turned around, and picked me up. I was cold! When you're on a boat, you must be always alert. Things happen when you least expect it.

Harold

Exploring Jewell Island

That afternoon we shoved off from the mother ship at a fast pace toward the end of that boxy little cove with its small cliffs on one side and trees growing right down to meet the sea on the other two. When the keel hit the gravel beach, we bailed out. Between us we carried a shovel and a small box containing the bounty of the previous cruise around the Cape of Cod. Quickly we made for the cover of the trees and came upon what seemed to be some sort of jeep trail, one of the many we found criss-crossing the island. We proceeded in a somewhat southerly direction along the trail until we stopped to examine a decrepit old house which we believed

was officers' quarters. After we had explored that from attic to cellar and found nothing of any value to ship or crew, we set upon the trail again. Soon we came to the wreckage of a mess hall with the remnants of a grand piano. From this we salvaged a few souvenirs.

From there we pushed onward into the depths of the jungle of trees and black flies heading southerly again until we came upon a jail. When we went in we found it in shambles, as is most everything on that island, but the bars over the windows were still intact. It is most interesting to look out upon the world from barred windows. Gaining nothing from the jail but that thought, we proceeded to one of the towers and climbed it. Looking out over the island and the sea, we decided to head toward a cement structure, south of the tower. As we came closer to it, we found it was an ammunition bunker. When we entered, we were enveloped in darkness. We turned on our flashlights and let our eyes adjust. The bunker was a maze of passages and concealed booy traps. We came across a ladder. Climbing it, we found that we were in a small look-out, or fire direction center for what was probably an 18" gun judging by the hole that was its emplacement.

From here we went across the Island, heading for what must have been the main living place for most of the men installed there. In this area we found showers, toilets, sinks, etc., that had all been smashed to remove the copper fittings. Also, I think I should mention that on this side of the island is quite a patch of raspberries, if you like having fresh raspberries in your pancakes.

We found a fit place for our treasure, the location of which I am forbidden to divulge. I will say that if you visit Jewell Island, somewhere buried among the bunkers, towers, mess halls, trees, and jeep trails is a small box containing the boundy of the Friendship sloop *Resolute* of Essex.

Ted

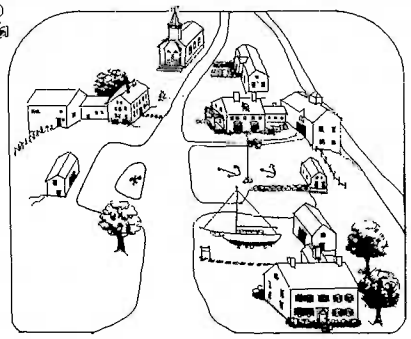
Clarification of "Comments"

Most of the neighbors were understanding. It was the sawdust all over the house, the plans under the living room rug with the furniture piled in one corner most of the time, and a yard that looked like "Tobacco Road" all of the time that I couldn't handle. A consolation was meeting all those wonderful friends and sharing so many "mug-ups" during the building.

Since launching we've had many beautiful trips and some hair-raising moments as well (see Harold). Traveling with all those kids and cousins gives me a headache just thinking about it. But knowing they'll always remember makes it worth the effort. I bring plenty of munchies for them, hide "surprises," buy lots of books at all age levels to read aloud, and also stash away snorkel gear, fishing lines, games, puzzles, etc. The only way they sign their "papers" is to threaten them with no shore trips for movies or ice cream. They argue a lot, but give in eventually. How else can one be an official pirate? We haven't yet had a full-fledged mutiny, despite Captain Bligh. So join us in the next trip. We have a good time, make a lot of noise, and look forward to "coming home" again.

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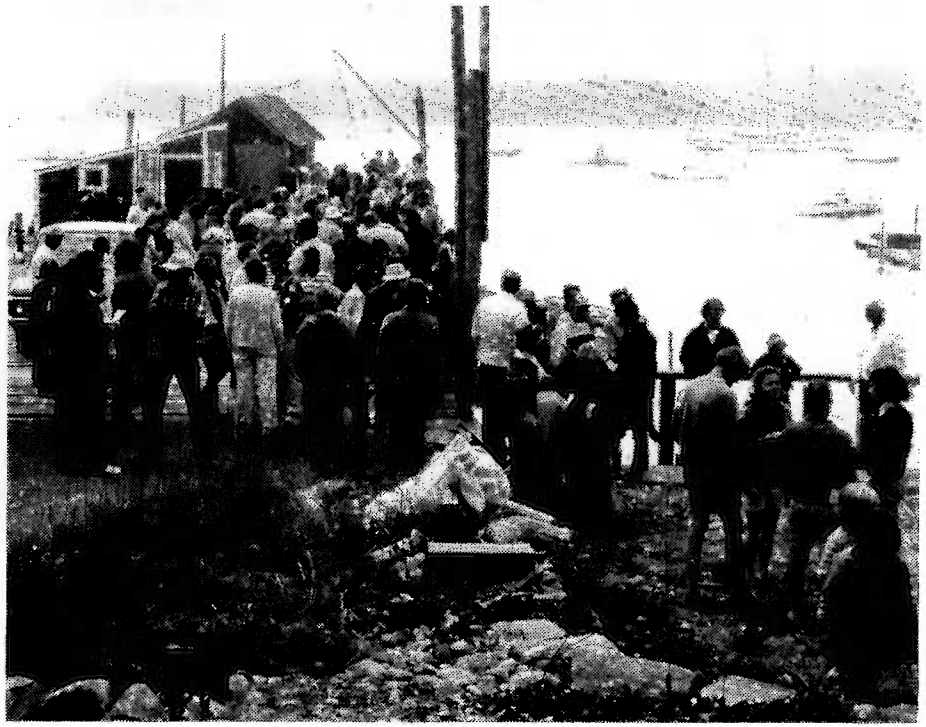
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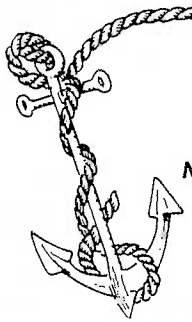
You can't race unless you gam. And you can't gam unless you get down to Al's dock on time. "Gamming" is defined in Noble's Dictionary as "Swapping lies with a straight face".

—Photo by Bill Olsen

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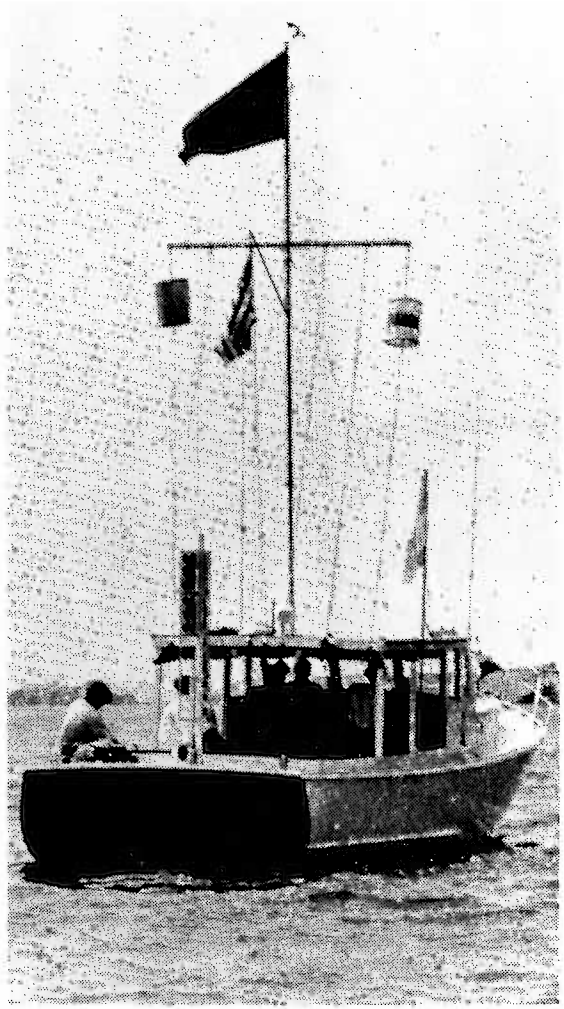
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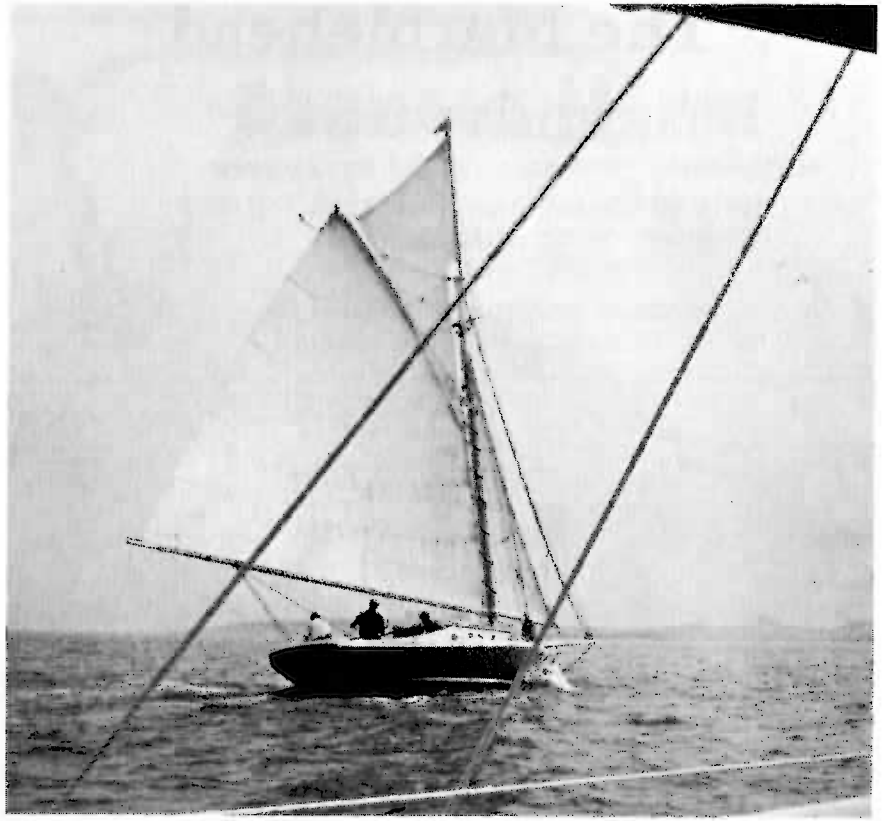
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The Marblehead rendevous...



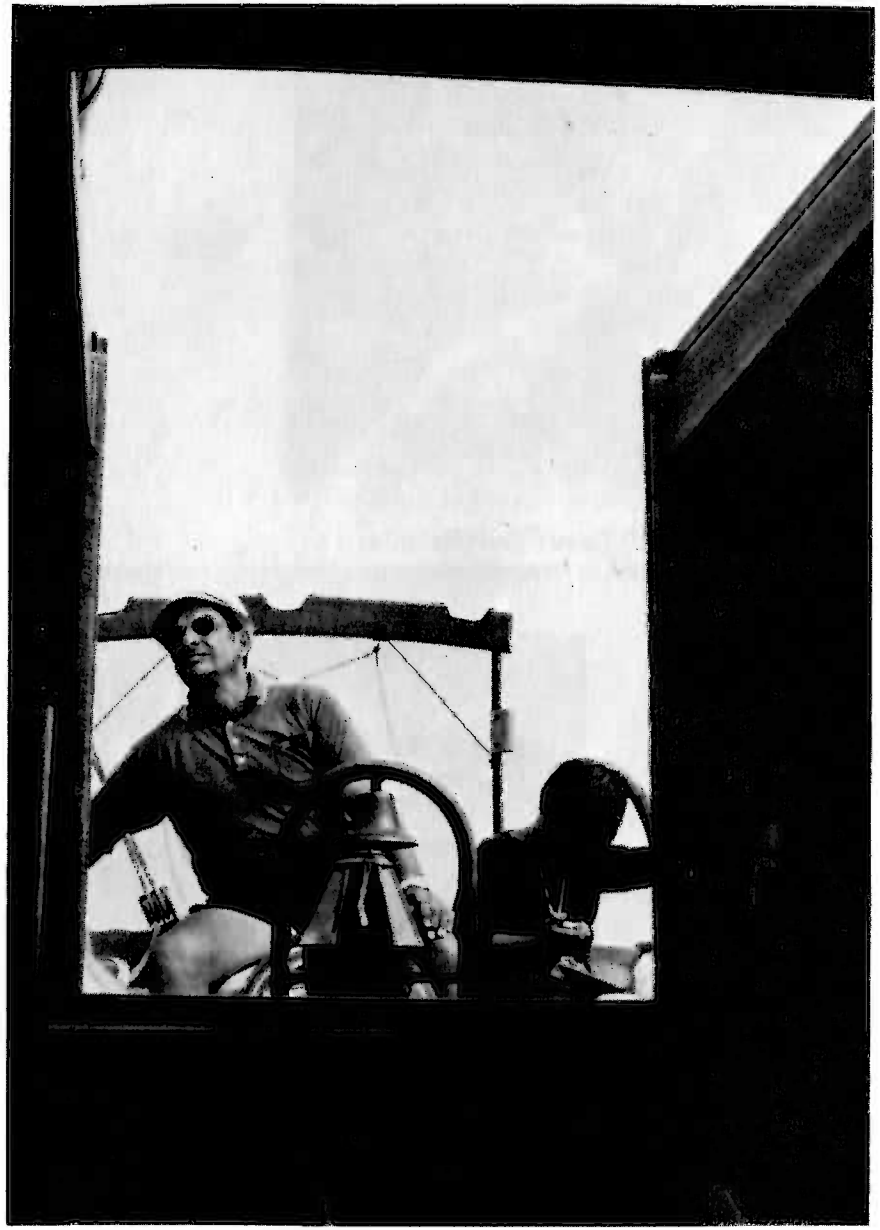
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Commodore Don Huston fetching Marblehead aboard his Class A "Eagle."
(Photo courtesy of Bob Triplett, Marblehead Reporter)

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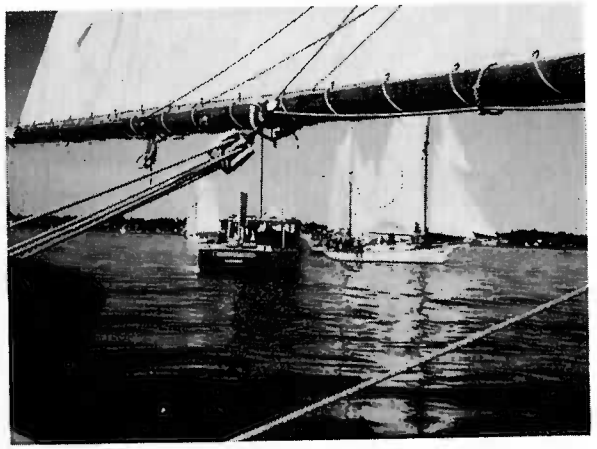
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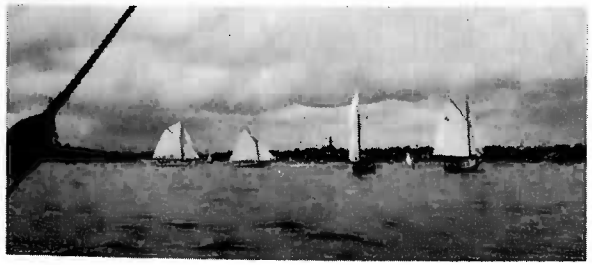
Captain Al Beck concentrates on the competition while Tad the Tactician checks the watch aboard "Phoenix."
(Photo courtesy of Bob Triplett, Marblehead Reporter)



The crew of "Tannis" putting in a hard day at the office.



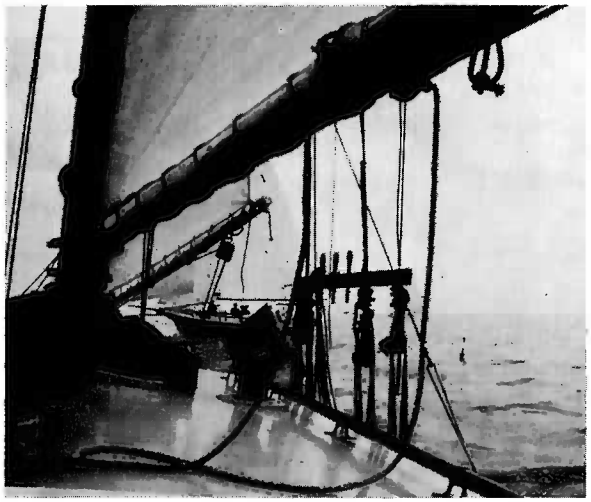
Corinthian's launch tries to set a line in soft going.



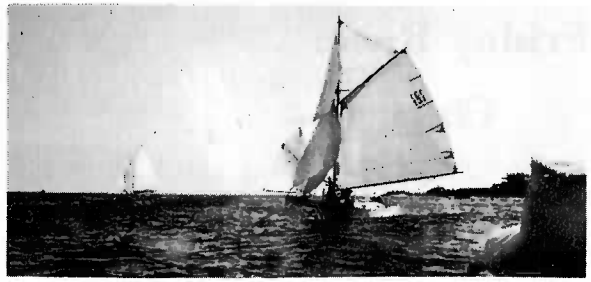
Vintage gaff-headers rendezvous in ancient Marblehead each August.



Much-traveled "Schoodic" always comes west for the fun.



John Kippin's "Voyager" tacks across "Tannis." He made it!



John Chase's "Noah's Ark" comes flying home.

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Class B —

Class C —

Class D —

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Class B —

Class C —

Class D —

Saturday Race:

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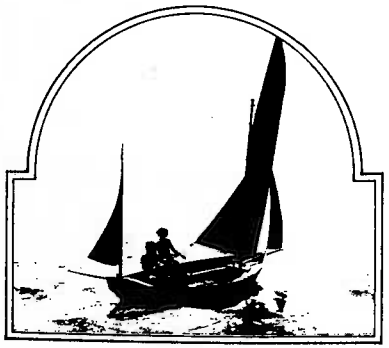


Ernst Wiegleb, Treasurer
Friendship Sloop Society
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Please enroll me as a member of the Friendship Sloop Society.
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(All memberships include Society privileges, annual reports, and automobile decal for current year.)

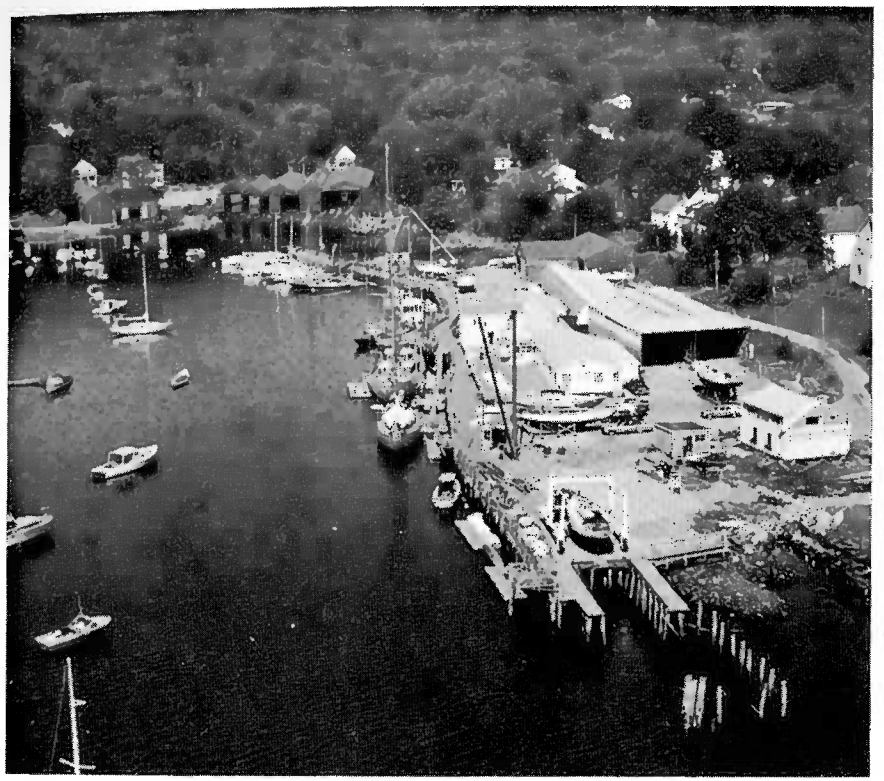


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