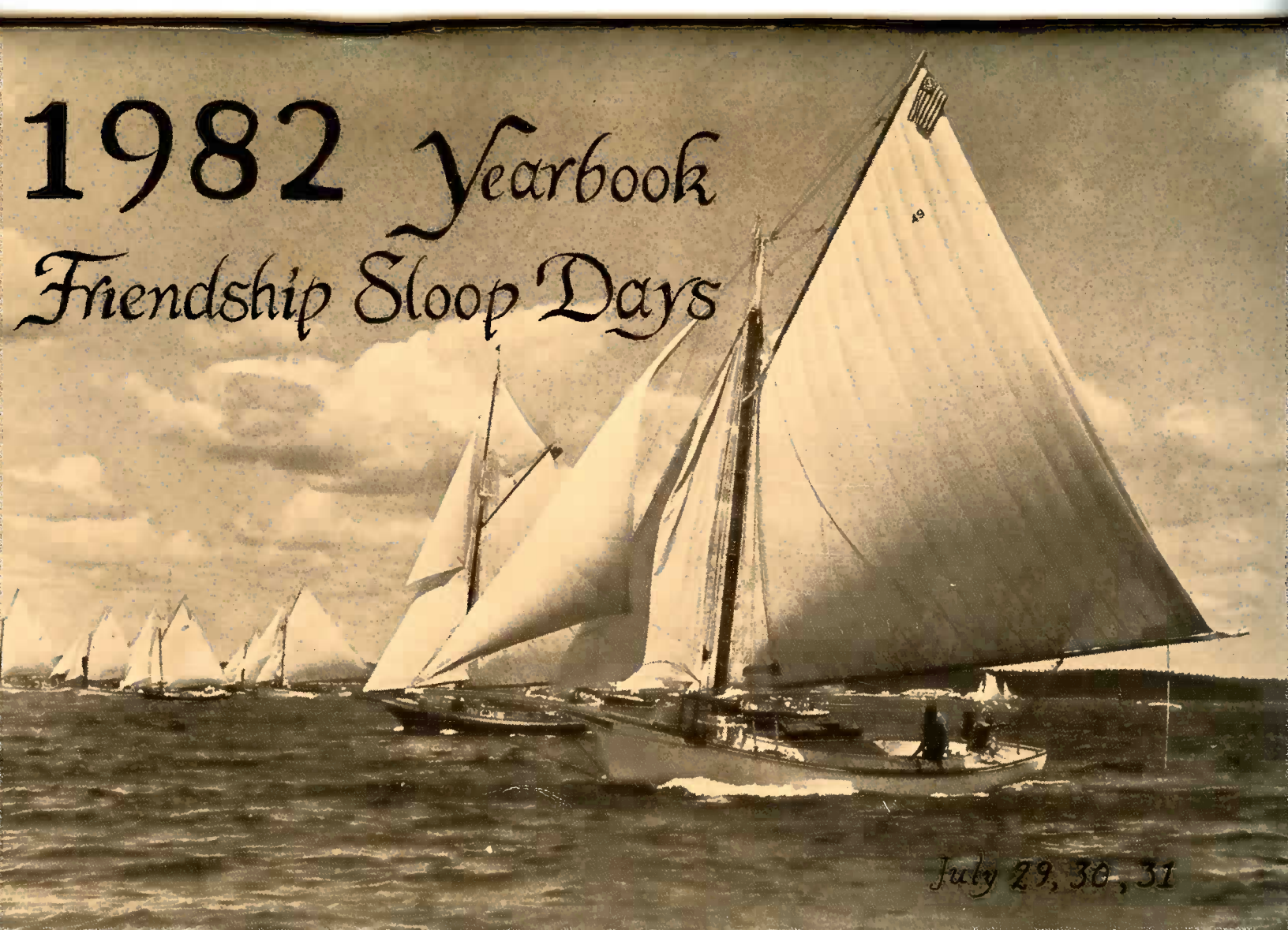
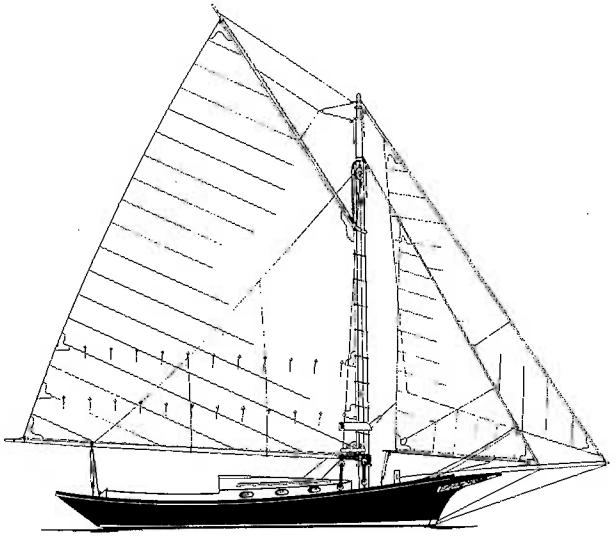

1982 Yearbook
Friendship Sloop Days
July 29, 30, 31

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FRIENDSHIP SLOOPS

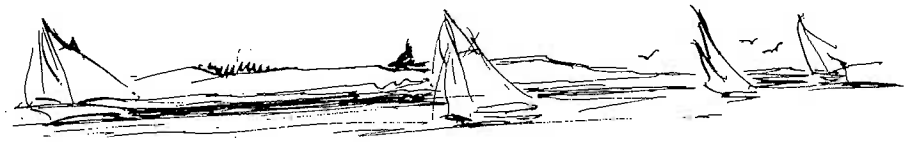
Tiny ships under majestic sails
Scattered over miles of rocky sea,
Like speckled islands they float;
Cups of grace with arrowed bows.

Crossing winds blow steadily on,
The Friendship Sloops glide by,
Topsails luffing — gently waving,
Masts erect and halyards taut.

The race itself is won — and lost,
A sport of will against the sea;
And like the Salmon going home,
Those dainty craft are here at last.

Proud captains guide them at the helm.
Precision crews stand ready — yet
In winds and rain — more often fog,
The folks in Friendship cheer them on.

Linda Bartlett
June 1982



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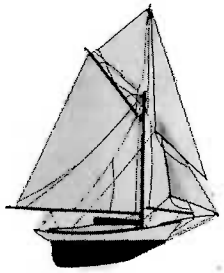
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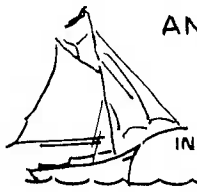


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Friendship Sloop Society

22nd Annual Homecoming

Friendship, Maine — July 29, 30, 31, 1982

WEDNESDAY, July 28 — 7 p.m.
Skipper's Meeting on Friendship Marine Wharf

THURSDAY, July 29
9:30 a.m. - Skipper's Meeting
12:00 noon - Starting Time of First Race

FRIDAY, July 30
9:30 a.m. - Skipper's Meeting
12:00 noon - Starting Time of Second Race
6:00 p.m. - Chicken Barbecue on hill at harbor
7:30 p.m. - Movie Premiere - Hahn Comm. Center

SATURDAY, July 31
9:30 a.m. - Skipper's Meeting
10:30-11:30 a.m. - Parade of Sloops
12:00 noon - Starting Time of Third Race
Approx. 6:00 (Race permitting) Awards Presentation on lawn in front of Cannoneer's House
Approx. 6:30 Friendship Sloop Community Dinner
Lobster or Chicken On hill overlooking the harbor

All are invited

Cover photo: "At the Start" - Race in Friendship in 1981.
Courtesy Robert Lucas, the Courier Gazette.

Printed by Lakeside Printing, Rockland, Maine

FRIENDSHIP SLOOP SOCIETY

PRESIDENT
Alfred Beck (owner of "Phoenix")

VICE PRESIDENT
William Hadlock (owner of "Heritage")

SECRETARY
Caroline Zuber
Friendship, Maine

HONORARY SECRETARY
Betty Roberts, Friendship, Maine

TREASURER
Ernst Wiegleb (owner of "Chrissy")

HISTORIAN
Betty Roberts, Friendship, Maine

HONORARY PRESIDENT
Bernard MacKenzie (owner of "Voyager")

HONORARY MEMBERS
Cyrus Hamlin, William Danforth, John Gould
Albert Roberts, Betty Roberts

Committees

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Leo Campbell, Bill Johnston
Bruce Lanning, Elbert Pratt
Robert Rex

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Cyrus Hamlin

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Bill Zuber

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Sue Mueller, Connie Pratt

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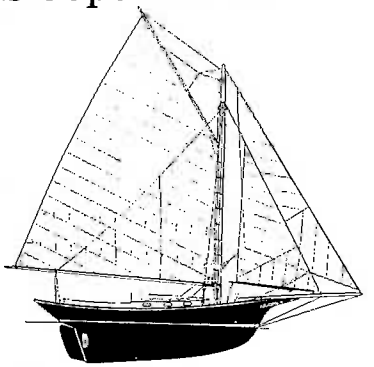
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Michele Janes

OFFICIAL PIPER
Donald Duncan

OFFICIAL CANNONEER
Elbert Pratt

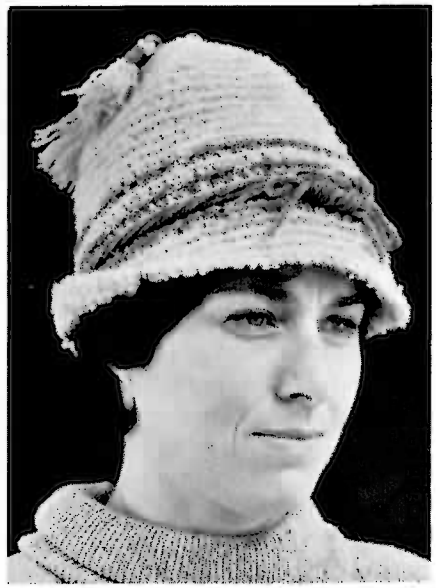
Friendship Sloops For Sale

22' wood	1976
25' glass	1978
25' wood	1965
25' glass	1980
30' wood	1972
30' glass	1969
30' wood	1965
30' wood	1968
31' glass	1979
31' glass	1976
31' glass	1978
31' glass	1978
33' wood	1939



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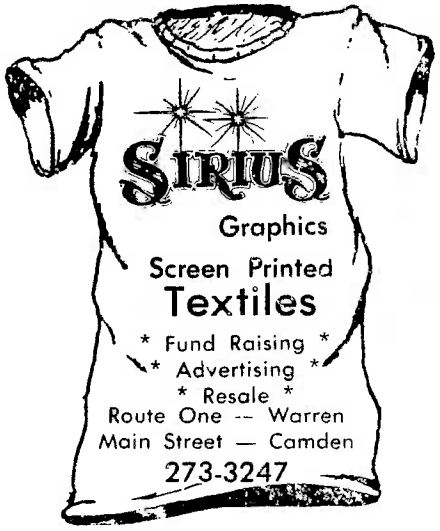
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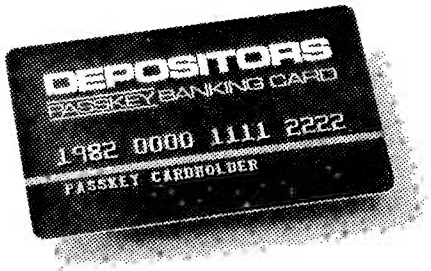
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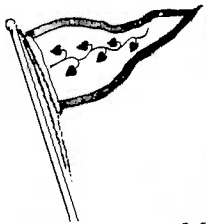


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IN MEMORIAM

Lincoln Ridgway

Everett R. Walker

Honorary Member Lincoln Ridgway of Marblehead, Massachusetts, died last August just before the event which he had enthusiastically supported over the years — the Friendship Race Weekend held at the Corinthian Yacht Club. Those Friendship Sloop owners in attendance paid tribute to his memory with a floral wreath upon the waters and continued the events as Linc wished. His long-time efforts in behalf of the Society will never be forgotten, and other members will continue the tradition which he began.

The "Voice of Friendship", Everett R. Walker, died last winter in Friendship. For many years he announced the races and the results over the loudspeakers set up at the harbor during Friendship Sloop Days, and his wealth of information about Friendship and the sloops was enjoyed by thousands of people over the years.

As with the sloops which are no longer sailing, they are gone. . . but not forgotten.



Dedication

The 1982 Friendship Sloop Yearbook is dedicated to a perfectly matched pair — Connie and Elbert Pratt.

Sloop Society supporters from its very inception, they have put in countless hours of observing from the bridge of the committee boat, driven many miles to participate in offseason meetings, and cheerfully welcomed visitors who mistook the enormous Logan-Pratt red "cottage" as the Friendship Yacht Club.

Connie has worn many hats, race committee, Sloop Society secretary, scholarship shop chairman, and gourmet chef for untold numbers of picnic lunches served aboard the race committee boat.

Elbert, a member of the race committee since the beginning of the races in Friendship, dresses his flag pole with appropriate messages to the Friendship sloop fleet and recognizes each arrival and departure with a salute from his own private cannon.

Connie and Elbert have achieved one of their goals in life as they are now permanent residents of Friendship, living on the original homestead in a new "Restalrig." The color and the size of their home has changed but not the warm "Welcome to Friendship" expressed by these two very special people.

S.B.A.



Elbert Pratt in 1961 on deck of the Committee Boat (Palawan) with George Owen and Carlton Simmons.

(Photo by Dick Watson)

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A Dream That Became A Reality

A landmark is gone but not from our memories. This spring the old town hall was torn down. It was the library's home for 22 years. There are some of us who will remember it for other things. For years it was the place where many of our social events took place, as well as our town meetings and before it was the library's home it housed a drug store and later a grocery store. However, this is to be about our library and how it started.

The library's first home was upstairs over a ladies hat shop known as "Jessie Lash's Emporium". Mrs. Lash was the grandmother of the Lash family and rented the upstairs to the town first for $20.00 and later for $25.00. Old town records show the town raised $35.00 to support the library. This building was located between the small house now owned by the Archie Wallaces and Marie Lash's. Years later it was moved across and down the road and is owned today by the James Weavers.

A plaque at the library says in 1915 (some remember it as being earlier) a Mr. William Howe started the library with books donated from his own library. He may be remembered as the one time owner of Otter's Island. Other folks became interested and donated time and money.

I was fortunate to have known and talked with Agnes Lash Burns (Jessie Lash's daughter) and she remembered tending the library for 50 cents per afternoon.

It was at this time that Josephine Morse Lawry (Wilbur Morse's daughter) became a trustee and treasurer for the library. Her interest in the library was carried on by her daughter Eda Lawry and when Miss Lawry died the library received the Morse Trust Fund.

The Library remained up over the hat shop until 1925 when it was moved to larger quarters, again upstairs in what used to be a school house, once across from the Advent Church. The library then occupied a large sunny room, equipped with stacks for a collection of several thousand books, a desk for the librarian and chairs and table for readers. There was a wood stove for heat. It was open on Saturday afternoons from 2-4 pm and some of us remember Genie Bramhall who served the town for many years as the librarian there, not only tending the library but also acting as its janitor. Town records of the 1930's state the town now appropriated $100.00 for the support of the library and the state sent $10.00. The librarian was paid $1.00 for the afternoon!

It was there that I had spent many pleasant Saturday afternoons, so when I heard the librarian, at that time Dorothy Russell, was retiring I applied for the job. It was then 1958. The town now appropriated $200.00 and the state $20.00 and the salary was still $1.00 an afternoon.

Soon after I became librarian the library was moved again. Its third home was the front part of the Armstrong Memorial Hall where Ray Winchenpaw's grocery store used to be. It then was necessary to move approximately 3,000 books and remodel the grocery store. Ellen Hall, then one of the trustees, supervised both the remodeling and moving of

the books. Mrs. Hall continued to serve as trustee along with Wilma Burns and the late Laura Jameson. The three were a great help during those early years of settling the library in its new home.

Here it remained until January of this year. From the beginning we planned it to be a gathering place for friends who could visit while finding something to read. Naturally there were times when one had to be strict — when younger readers instead of doing their homework came only to socialize. Rearranging the furniture discouraged this practice.

The library because of its central location soon became an information center. We like to think we did help and the lost ones soon found their way. I especially remember one time, on a cold winter evening about closing time, Nancy Penniman and I were taken by surprise to have a young couple come in seeking a place to spend the night. They were from Alaska! They said they'd heard about Friendship and her sloops and decided to come. We had no choice but to send them to Moodys!

We have been told for a small town we have a wonderful collection of books and magazines. One visitor from England remarked how surprised he was to find the ''London Illustrated News'' in our small library. A summer reader gives us this subscription.

After the new town hall was built the old hall was only used to house the library. The old hall now needed major repairs and although various ways to save it were considered it was always decided it would cost too much to maintain. Could the town afford a new building? There were friends of the library serving on the building committee who thought it could and at a special town meeting a dream became a reality.

Welcome to our new home — The Friendship Armstrong Memorial Library.

Phyllis McFarland

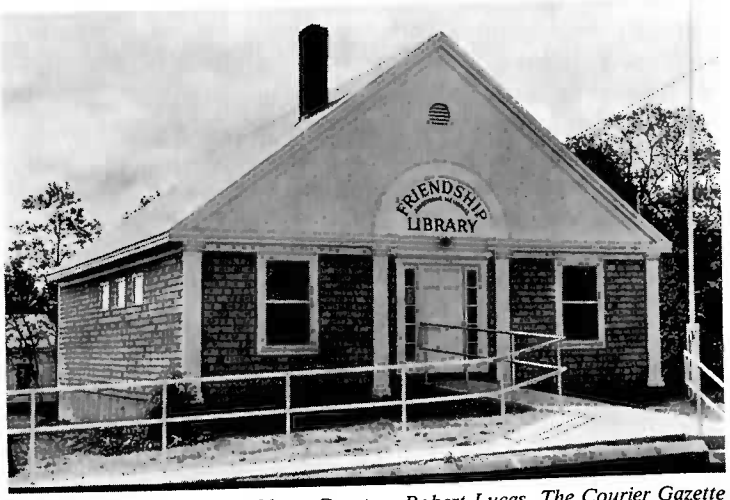


Photo Courtesy Robert Lucas, The Courier Gazette

Autobiography of a Friendship Sloop



Alexander "Bug" McLain
Sloop builder on Bremen Long Island, Me.
Photo Courtesy Boutilier Photos

I guess when you get to be 80 years old you have a right to ramble on about things that have happened to you during your lifetime. When I was born over on Bremen Long Island in March of 1902, there were more than fifteen others like me waiting for the right tide and weather to be launched. My builder, "Bug" McLain (named Alexander by his parents) worked right along with his father and brothers on the island. He had built me extra heavy and deep for my owner, Daniel Simmons from up to Waldoboro. Daniel had paid $450 for me, and started me right off fishing and hauling lobsters. I didn't have an engine until I was nine years old. That engine was so big, and took up so much room in my hold, that they took away my document because I wasn't big enough!

When I was a teenager, the Great War came along and I didn't have much work. After the war ended, I was sold and the new owner put in a smaller engine and got my papers back. I was still fishing offshore and doing some smacking, but the times were changing. I could still sail some fast, and kept my lines pretty trim. I got another new owner and he took me south to the Chesapeake, I think it was. He thought that I needed some work done, so he re-planked me with cypress and fixed up my cabin. I wasn't working much, just sailing and cruising along the coast. I must have still kept my looks, because lots of folks kept taking pictures of me.

That sure is funny sailing country down there. There is hardly any water deep enough for me (I draw over six feet) and there are no rocks. Talk about boats! I never saw so many all crowded into that part of the ocean. Instead of working all week and resting on Sunday, like up in Maine, I rested all week and maybe got to sail on the weekend.

I must say that all my owners took good care of me. They each tried to keep me as best they could, but age has a way of making that pretty hard. Finally, when I was 65 years old, my owner put a ''For Sale'' sign on me because he was going to get married and wouldn't have any time to keep me sailing.

I was sure some lucky! Not just one but two families bought me. One of my new owners had a boatyard, and the first thing you know he had me up on his railway and looked me over real good. I got poked and patched and painted and then — I heard that I was going to be sailing home to Maine! You can bet I was some happy to be coming home in my 65th year.

Well, I had to sail from New Jersey to Friendship and back again with all kinds of gear and people aboard. I hated to sail away from Maine again, but I was getting good care and my new owners really loved me. When they bought me I had a different name, but they had found out my real name and age when they were in Maine, and they were happy that I was 65 years old and something they called a "Class A". They did some serious repairs on my cabin sides, put in a diesel engine, and we sailed home again in 1970. That was an easier trip, because I now had a new topsail and I could really show my stuff. When we got back to New Jersey my families sailed me whenever they could, but I really didn't like all the boats and sand and shallow ocean down there. The best news came when I was 71 years old (that's quite a coincidence, because that's my official Friendship Sloop Society number!). One of my families was moving to Maine — to Friendship! I was going to sail back home — and stay.

Well, that was some trip. We got started late in the fall and ran into one of those hurricanes. It stayed off-shore, but those seas were some big. I was sure glad that "Bug" McLain had built me as stoutly as he had, because I really needed to be strong. Both of my owners were aboard, and they were sure pleased with me, too. It seemed to take us forever to get home, but it really was only 10 days. I spent that first winter in Maine in the water on one of the rivers. I had forgotten how cold Maine winters can get, after being south for so long. Spring finally arrived and my owner came and sailed me to my new Maine summer island. I was going to be moored in the anchorage at Hurricane Island in Penobscot Bay. Everywhere I sailed, people would come down to the wharf and talk to my owner. I was surprised at how many people around the islands remembered me and who had built me.

It hardly seems possible that my families have owned me for fifteen years now. They gave me a big birthday party when I turned 75, and carved my name and my homeport on some beautiful transom boards. As you get older you appreciate those things that make you look good. Two years ago that cantankerous, smelly diesel engine finally froze up and died. It made me feel like a youngster again to not have an engine. I could sail the way I sailed when I was first built, and that granite ballast from the quarry on Hurricane didn't make a racket and smell bad. My owners had such fun sailing me without an engine — but it was hard to get places on time with no wind. I even had to accept a tow in order to get to Friendship to race last year. I guess an engine is a necessary evil, and the new diesel seems to work better and certainly smells better. My owners aren't getting younger, either, and neither they nor I can work as easily as we did as youngsters.

I tell you, it's great fun to be eighty years young, to be a Friendship Sloop, and best of all — to be able to sail in Muscongus Bay, see your birthplace, and be back in your hometown in your old age.

GLADIATOR, #71



Gladiator #71 overtaking Chrissy #18

Photo Courtesy Boutilier Photos

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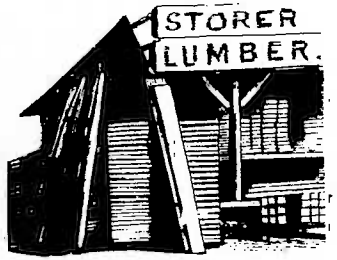
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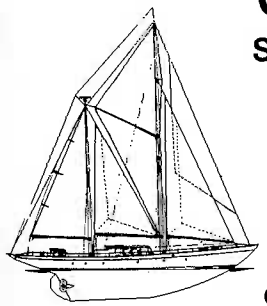
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Born in Maine. Raised in Port Washington (Wisconsin), she's an American classic, she's Tradition.

A shapely lady, breathtakingly beautiful in a rather old fashioned way, caused a lot of talk around the Port Washington harbor this summer. Her name is Tradition, and she is a sailboat, a replica Friendship sloop of the kind designed as a workboat for east coast fishermen at the turn of the century. Four years in the making, the sailboat was mostly built by hand, the result of a love affair between a man and a dream.

"I'd been thinking about the boat a few years before I decided to build her," said Tradition's owner and builder, Roger Nehrbass of Port Washington (Wisconsin) who admitted that back then he was not sure exactly what he was looking for, only that he would recognize it when he saw it.

"I saw the sail plan in the July, 1975 issue of SAILING Magazine and fell in love with her," he said. "I love the look of her. . .her lines."

Nehrbass and his wife Donna got a first hand look at Friendship sloops in 1976 when they visited Friendship, Maine, birthplace of the traditional American designed workboat. While there they attended the Friendship Days festival and saw the sloops under sail.

The boats were available either fully built or ready to finish as bare fiberglass hulls. Since Nehrbass was determined to build as much of the boat as possible himself, he opted for the bare hull. He bought a hull from builder Jarvis Newman of Southwest Harbor, Maine.

The dark green hull was made in a mold taken off a wood Friendship sloop named Dictator, built in 1904. In July of 1977, with a cradle he built to hold it, Nehrbass drove to Maine with a friend hauling a rented trailer and van to pick up the hull.

"I had no idea what a bare hull was. There was no ballast, no deck, nothing," he said. "All I had was a big, empty hole."

After the hull was parked next to his home on Noridge Trail, the first thing Nehrbass did was prepare the ballast with his two sons. This was done by melting 4,000 pounds of Smith Bros. gill net sinkers in their backyard, turning them into 50 pound pigs. Even in her ballast Tradition was true to her fishing boat heritage and the four year labor of love had begun.

Boatbuilding was not new to Nehrbass, who had owned a 22-foot fiberglass sailboat he built from a kit. That boat was destroyed in the infamous storm of 1977.

"Even so," said Nehrbass, "building this boat was the biggest challenge I ever took on. "I knew it would take a long time, but I never realized it would take four years."

Nehrbass has an engineering degree and works for the Wisconsin Gas Company, but woodworking has been his hobby for years.

"I love wood," he said. "I like to pick up a piece of wood, look at it, turn it over in my hands and wonder what I can make from it. But it has to be something useful."

Nehrbass's love for wood is obvious on Tradition, which is a showcase of native woods, splendidly joined, formed and finished. Her deck is made of varnished Douglas fir with black walnut trim. Inside, the hull is lined with maple, trimmed with cherry. The sole, or cabin floor, is of hickory and walnut.

The spars were made from white spruce timbers selected by Nehrbass in an Upper Michigan forest. "We just picked out the tallest, straightest tree for the main mast," he said, "and others for the gaff and boom." The bowsprit, which measures 16 feet in overall length, is made of Douglas fir.

Nehrbass designed the interior of the boat which includes four berths, a galley and a head. The first winter he did as much prefabricated cabinetry in his workshop on the second floor of the garage as he could. "Some parts were finished three years before they were ever installed," he said.

Most of the hardware on Tradition is bronze, while some is brass. Much of the hardware was also designed and made by Nehrbass or friends of his who are machinists.

"As a workboat, she's not meant to be a refined yacht, so things can look crude and still be very much in place," he said, adding that whenever he had to make something for the boat he would comment: "That's the way they did things traditionally."

The phrase was to resurface later when it came time to choose a name for the boat. Nehrbass recalled he was looking for a name that was not in present use on any boat in the harbor and not a registered name for any other Friendship sloop. He liked the name Tradition and so did the family.

The work progressed steadily on the boat as it took form next to the garage. Nehrbass estimates that he put in a total of 4,500 to 5,000 man hours on the boat. He said that while he did get discouraged and disgusted at times there was only one major setback.

The setback involved the method chosen to build the deck. Nehrbass had decided to use the W.E.S.T. (wood epoxy saturation technique) system. While everyone, including the experts who developed the system, claimed the process should work in theory, it did not in practice and the deck cracked. All the epoxy had to be removed by hand with small tools, a slow and painstaking undertaking. The deck then had to be redone. "Redoing the deck was the biggest setback," said Nehrbass. "Without that delay we might have launched a year earlier."

Tradition was launched on July 16, 1981 — exactly four years and one day from the time her bare hull began its trek from New England.

Wherever she is, on a trailer or in the water, Tradition is a traffic stopper. She measures 31 feet in length on deck with an overall length of 43 feet including her bowsprit. Her beam is 11 feet and she weighs 17,000 pounds. Gaff rigged, she carries 760 square feet of working sail. Both her traditional lines and her unusual rigging cause comments and questions in the harbor.

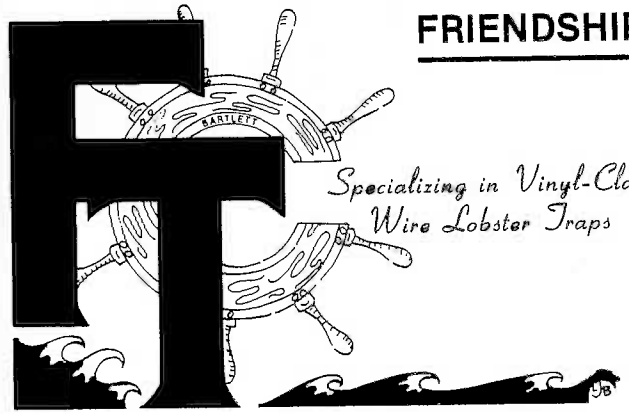
"What is it?" was a question frequently heard, according to Nehrbass. "A lot of people said she was the best looking boat in the harbor. She is a distinctive looking boat. You can see the power of the sails," he continued. "She's a good sailor. She's not slow. I made believers out of a lot of people this summer."

Four years is a large chunk out of anyone's life. Was building Tradition worth it? The answer was a thoughtful "Yes."

"It gave me a chance to show off my abilities and talent — like an artist shows off his paintings. Boatbuilding can be called an art form."

Some might even call it love.

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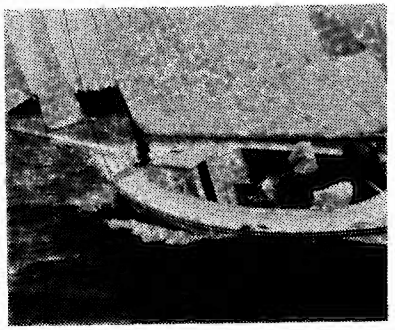
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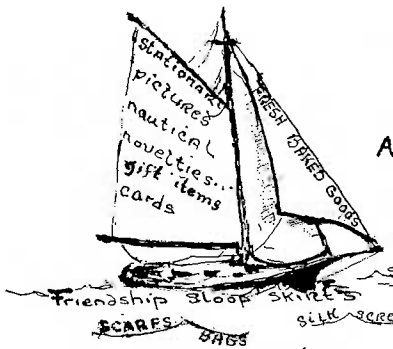
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First on Thursday:
Class A: Chance
Class B: Noah's Ark
Class C: Heritage
Class D: Phoenix

First on Friday:
Class A: Chance
Class B: Sarah Mead
Class C: Heritage
Class D: Salatia

Saturday Winners:

Class A:
Eda Lawry Trophy: Chrissy
2nd Place: Gladiator
3rd Place: Eagle

Class B:
Lash Brothers Trophy: Resolute
2nd Place: Noah's Ark
3rd Place: Rights of Man

Class C:
G. B. Morrill Trophy: Heritage
2nd Place: Ragtime Annie
3rd Place: Schoodic

Class D:
Bruno & Stillman Trophy: Phoenix
2nd Place: Salatia
3rd Place: Liberty

Jonah Morse Trophy: Chrissy
Overall A

Anjacaa Trophy: Noah's Ark
Overall B

Palawan Trophy: Heritage
Overall C

Herald Jones Trophy: Phoenix
Overall D

Governor's Trophy: Noah's Ark
Overall A & B

Jarvis Newman Trophy:Salatia
Overall Pemaquid

W. S. Danforth Trophy: Freedom
Middle of Fleet

Seiler Trophy: Salatia
Friendliest Friendship

Gould Grandfather Trophy:
Ragtime Annie

Gladiator Trophy: Calypso

Nickerson Trophy: Loon

Post Office Trophy (P.O.T.):
Ray of Hope
Curator for leading all other sloops around wrong buoy on Thursday.

Owner/Builder/Skipper
Trophy: Resolute

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Island Hopping

by Betty Roberts

For the last 21 years the fleet of Friendship Sloops has sailed around and tacked between the islands of Muscongus Bay. Thirteen of these picturesque isles which extend six miles to sea belong to the Town of Friendship. If in going ashore at Friendship you are lucky enough to join some old timer sitting on a lobster trap on the end of a wharf you would probably learn a great deal about these islands. Perhaps you open the conversation with a comment about the cold winter you had in Boston. Your new friend would respond; "Huh! Cold you say — I remember when I was living on Harbor Island it was so cold it froze the Friendship Harbor so far down that the Portland to Rockland boat had to leave freight at New Harbor. There was plenty of ice! We never got off Harbor Island for three months because of it. Yes, Sir, Harbor Island was a great place, but come a northerly wind you couldn't keep your boat in the harbor — had to take it to Otter Island deep cove for protection. Randall Davis built the "three bear house" on the island and when you see it you will understand how it got its name. Mr. Parson kept sheep there for a long time. I went lobstering while I lived there, and believe it or not I was paid 7 cents apiece for each lobster."

"Nearby is Cranberry Island. Here there were many beautiful houses, and a good school. One of the homes was moved off the island onto a big barge and floated to Friendship, moved ashore and half way up the hill from the wharves to a spot it still remains. The old folks say even the chimney was moved intact and the lady of the house cooked on the stove as it floated across the bay. The only mishap was the well fell overboard into the harbor, and they never could get all the salt out of it again."

"Speaking of ice — a Friendship lobsterman remembers being aboard his father's boat when he was a boy. They were anchored in the deep cove of Otter Island. Les dug clams and wanted to sell them so he put his clams on a sled and pulled them the length of Otter Island, across the ice to Friendship Long Island, down the length of that isle, across the harbor ice, and onto the mainland. Then he peddled the clams along the shore for sixteen cents a quart."

"Garrison Island is named for the stockade that was built in 1750 when the Indians were a threat. By 1755 there were 22 families living in the fort. Farming and fishing were done in the area, but at night all returned to the protection of the stockade. In 1757 the Massachusetts Assembly recruited and paid subsistence of 10 men to man the garrison. The next year a grandson of Gov. Bradford of Mass. rescued an Indian who had fallen through the ice in Friendship Harbor. Mr. Bradford figured the grateful Indian would leave his family alone in case of a raid. Not so. A group of Indians later attacked the Bradford homestead killing Mr. and Mrs. Bradford. Two sons were abducted and taken to Canada. Sarah, a daughter, grabbed her baby sister and hid under the bed until

she thought the Indians had left. Then she ran for the garrison clutching the baby. The retreating Indians saw her and gave chase. Sarah made the gate of the garrison, and was pulled inside just as a tomahawk pierced her side. She did recover from her wound, and became grandmother to a good many Friendshippers. Then in 1765 the Indians made their last raid on the garrison capturing eight men, but not the fort. There is only an old cemetery on the island now linking the past to the present."

"Sarah Bradford married John Davis and they built a house on Friendship Long Island, and had 12 or 13 children. One day John took his 12 year old son fishing, and never returned. It was believed they were pressed into the British navy. Poor Sarah was faced with raising the family alone. One morning she had nothing for breakfast so she loaded her little boat with 3 bushel of corn and rowed to the mill at Goose River to have it ground. Then she rowed all the way back to the island to make breakfast for her family."

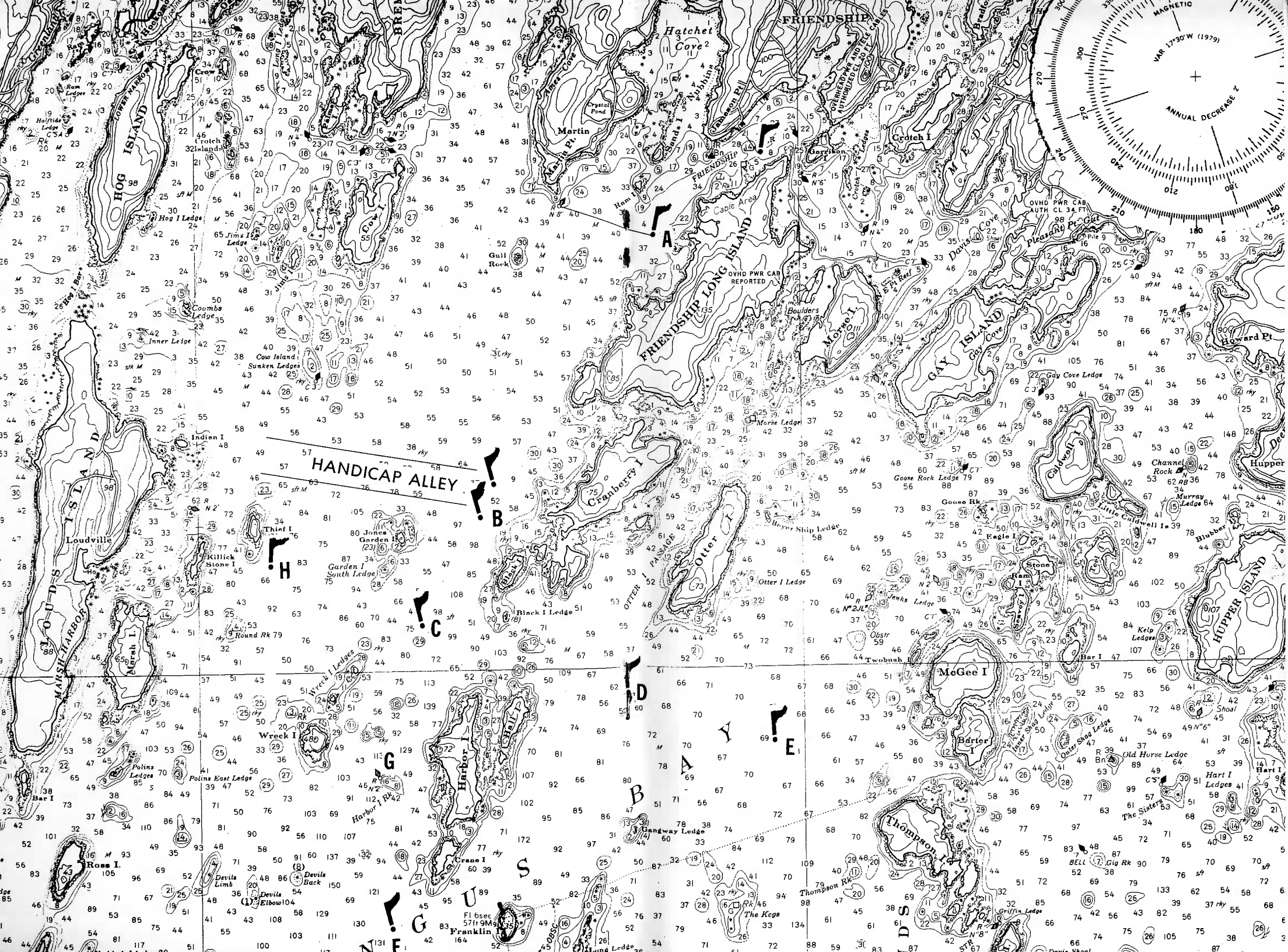
"General Henry Knox felt he had title to Sarah's land, and one day appeared at her door on the island to take possesion. Sarah produced a birch bark deed received from the Indians. Knox wanted to argue the point, and would not leave. Sarah reached for a pan of boiling potatoes, and threw them at Knox. She must have made her point as he departed and never bothered her again. Later the island had a grist mill that was run by Sarah's son Robert. Robert always claimed he would kill a Britisher to avenge his father's fate. One day his chance came — he killed one for his father and one for himself, and then he died."

"Friendship Long Island boasted of 2 stores. One delivered groceries by horse and buggy all over the island. The other had molasses, vinegar, flour by the barrel, candy, yard goods, tin meat, ribbons, hair tonic, ax handles, rubber boots, etc. People came from surrounding islands to trade. Also there was a school for 40 children, a Post Office, 2 lobster pounds, and a quarry with boarding house, cook house, and blacksmith shop. The quarry was a busy place with 143 people living in the boarding house and working the quarry. Grants Tomb and Prospect Bridge, both in New York, were made with the granite from this quarry."

"Many of the islanders were carpenters, and you might like to know how they sawed their wood. They used to "whip saw" the planks. To do this bend down a birch, put a saw on the end, let the birch fly up and it would cut the wood."

"Morse Island was originally Carver Island. Seems there was a Carver girl that married John de Morse and they settled on the island about 1760 changing the name to Morse. This John de Morse was one of the ancestors of Jonah Morse that built the Friendship Sloops, but that gets into another whole story."

"The northeast point of this island is where the Morses built their house, and it is said this same site was once the camp of some Indians. In digging a well John de Morse discovered Indian remains so he dug his well in another spot. John bought the land from Gen. Waldo and the price was to — clear 4 acres in two months, and on the 29th of Sept. each year pay Gen. Waldo 2 peppercorns if demanded."


HANDICAP ALLEY
FRIENDSHIP LONG ISLAND
HOG ISLAND
MUSCONGUS BAY
MARSH HARBOR
GAY ISLAND
HUPPER ISLAND
MEDUNCOOK
Loudville
Martin Pt
Hatchet Cove
Crotch I
Garrison I
Cranberry I
Otter I
McGee I
Barter I
Thompson I
Ross I
Wreck I
Harbor I
Crane I
Franklin I
Gull Rock
Morse I
Howard Pt
Caldwell I
Hart I
Bar I
Indian I
Thief I
Killick Stone I
Marsh I
Stone I
Eagle I
Ram I
Cow I
Sand I
Nubbin
Crotch Islands
Coombs Ledge
Inner Ledge
Cow Island Sunken Ledges
Jims Ledge
Hog I Ledge
Egg I Bar
Ram Ledge
Halfmile Ledge
Jones Garden
Garden I South Ledge
Round Rk
Polins Ledges
Polins East Ledge
Devils Limb
Devils Back
Devils Elbow
Wreck I Ledges
Harbor I Rk
Crystal Pond
Ames Cove
Martin Pt Ledge
Ram I Ledge
Crotch Ledges
Cable Area
OVHD PWR CAB REPORTED
OVHD PWR CAB AUTH CL 34 FT
OVERHEAD PWR CABLE AUTHORIZED CL 200 FT
Boulders
Morse Ledge
Goose Rock Ledge
Goose Rk
Beaver Ship Ledge
Otter I Ledge
Black I Ledge
Twobush
Obstr
Kelp Ledges
Gay Cove Ledge
Davis Cove
Pleasant Pt
Channel Rock
Murray Ledge
Blubber
Old Horse Ledge
Outer Shag Ledge
Inner Shag Ledge
The Sisters
Gangway Ledge
Thompson Rk
The Kegs
Griffin Ledge
Davis Shoal
Fl 6sec 57ft 9M
A
B
C
D
E
F
G
H
MAGNETIC
VAR 17°30'W (1979)
ANNUAL DECREASE 2'

"John's three sons (Cornelius, Oliver and Edward) built 2 wharves and a fish house, and operated 2 dry fish plants sending a boat load of dry fish to the New York market every week. From 1830-1836 this was the largest operation east of Gloucester. The fish house was a three story building. The first floor was where the fish were washed and salted, the second floor had the stored fish, tubs, dories, and gear. The third floor had a higher ceiling, and was used for building boats. It was from this same third floor that Warren Morse built Friendship Sloops. Can you imagine lowering a Friendship Sloop from a third floor, and having to make a 90 degree turn at the bottom?"

"The Morse men were hard working. One winter they walked over the ice daily to Port Clyde to build a store. They kept sheep and one day while they were away timber wolves killed all of them. When they planted gardens they planted one for themselves and one for the Indians."

"It is believed that in the 16th century there was a French mission on this island."

"Well, sir, I see you getting itchy to get your Friendship Sloop off the mooring, and I could go on forever, but I got to haul traps. Let me just ask you, did you see the light on Franklin? That marks the entrance to the St. George River. Weymouth, fresh from England sailed up there in 1605, but that's another story I'll tell you another time. Have a fair wind, and win the race today."

1982 Friendship Sloop Society Calendar 1982

July 24, 25 - Rendezvous Portland, Maine - 350 Celebration
July 29, 30, 31 - Friendship Sloop Days
August 21, 22 - Friendship Sloop Races, Corinthian Y.C., Marblehead
November 22 - Annual Meeting

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Friendship Sloops

by Andrew Pease

Friendship, Maine, like many other towns along this state's rocky coast has depended greatly on the sea for a living. Since it became a town in 1807, the most important resource this town has had is its aqueous surroundings. The sea has provided a way of transportation, a form of employment, and a source of food for the people of Friendship and the other communities in its vicinity. To show how important the relationship is between the sea and the people of this area — of the 8100 fishermen that were fishing the coast of Maine in 1800, 1000 of them were from Muscongus Bay, where Friendship is located. This means that almost one-eighth of the fishermen in the state were located in approximately one-twentieth of the coast. This is pretty strong evidence for showing the importance of the sea to the inhabitants of Friendship and the islands directly off her coast. In order to work efficiently in this type of environment, the fishermen needed a boat that would be able to take them out to their fishing grounds, get the job done, and then bring them back safely. The Friendship Sloop was just the design to enable these fishermen to do these things.

In the 1850's, the men of Muscongus Bay had been using large dories and "Muscongus Bay boats" to fish in. The Muscongus Bay boats were lapstraked sailboats with a clipper bow, a gaff rig, a large cockpit, and a centerboard. The lapstrake planking enabled the fishermen to beach the boats without having to worry about them drying out in the sun and then leaking when put back in the water. They were approximately 26 feet in length with an 8 foot beam, and a 2¼ foot draft (with the centerboard up). Along with the centerboard, these boats had a single headsail known as a "jumbo", which provided the fisherman a vessel that could be easily maneuvered among the ledges that they fished close to shore.

Because of a fishing slump in the late 1800's, offshore fishing became more popular. The fishermen in the Friendship region found a need to change the boat design they were using. The Muscongus Bay boats were just not large enough to provide the stability needed to withstand the rough weather in offshore fishing. After observing many boat designs, they found one that would be suitable for their purposes. This boat design was known as the "Gloucester sloop boat" and had been developed as a replacement for the uneconomical schooners that had fished the Georges Banks during the fishing slump. These boats were usually about 45 feet in length and except for the difference in size, looked fairly similar to the Muscongus Bay boats above the waterline.

This page sponsored by Norman G. DeWeir

Even though the fishermen had found a design that would adequately meet the demands of offshore fishing, the cost of building these Gloucester sloops were beyond their means. So, in order to design a less expensive Gloucester sloop, they merely took the Gloucester design and cut down the dimensions. This new model has come to be known as the "Friendship Sloop", and was so named because there were so many of them built in the town of Friendship. They were also built on the islands and in towns near Friendship, but not in the numbers that were produced in Friendship, itself. Most of these sloops were built by fishermen during the winter when fishing was hard because of the weather, to be fished in during the summer months, and then sold in the fall to another, less experienced fisherman. This enabled them to keep busy ashore when the seas would not permit them to fish. Most of these sloops were 35 to 40 feet in length. Their main purpose was to provide a sturdy and safe boat that was fast enough for the fisherman to get his catch to market. They were also used for taking out parties on picnics and carrying light cargo back and forth to the neighboring islands.

All of the Friendship sloops, also referred to as the "Maine sloop boat" in their early years, were built from wood, of which much was native. Oak was usually used for the keel, stem, and other structural pieces. This was brought to them via scow from Wiscasset. They used oak because it could be easily steamed to form and held fastenings very well. This is important for these boats would be fishing in rough seas. Pine was used for planking and decking. It was hauled down from the pine forests to the coast by oxen. This wood was good for planking because the boards were long and didn't need to be steamed, which enabled the builder to produce the boats much faster. Pine also has the fine quality of coming together well after being in the water. This meant that the sloops would not leak very much or require much caulking. The spars were made from spruce. They would find good long, straight trees and shape them into a mast, boom, and gaff. Spruce was used because it is a sturdy wood and will not snap in heavy winds as easily as other woods might under similar stress.

The sails of the Friendship sloop were made from canvas. They were cheap, durable, and many times outlasted the boat. In order to design and cut the sails to size, the canvas was stretched out on ice ponds. These ponds were very useful because many of the boats were built in the winter, so they provided the space and etching surface on which the sail design could be drawn and cut. After cutting the strips, the women took them to their homes where they sewed the pieces together with their own sewing machines.

Roger Duncan (owner of the 31' Friendship sloop "Eastward") has described these sloops as a "fusion of form and function". These boats are definitely both. "Friendships" are probably not only one of the most beautiful boats ever designed, but were very suitable for the demands placed upon them by the fishermen of Muscongus Bay. First of all, these sloops have a high, sharp clipper bow which helps to keep the cockpit dry. This was important because these boats didn't have self-bailing

cockpits as they do today. The water would either have to float in the cockpit or be let slip into the bilge where it would have to be bailed. The fishermen didn't need this water in their boats for it would add weight which would slow them down and also make the boats not quite as seaworthy. Besides breaking waves for the sake of a dry cockpit, the sharp bow, by slicing through the waves, allowed the boat to slide along in the water, which helped increase the boat's potential for more speed.

Secondly, these boats were larger than the Muscongus Bay boats that were originally used. The increase in length helped to stop the pitching of the boat in rough seas, and the wide beam, which was usually about 1/3 the overall length, kept the boat from rolling. The beam also afforded these men a large, flat working area. They could carry their seining nets, lobster traps, and bait without having to worry about losing any of it overboard.

The keel also played a significant role in keeping these sloops on their feet in heavy gales. The weight that the keel gave to the bottom of the hull kept these boats from rocking too much in the waves. It also was a major factor in the increase of speed that the boats gained over the Muscongus Bay boats. This is because, with the use of a keel instead of a centerboard, the sloops could now carry a larger set of sails.

Another characteristic that made these boats faster was the design of the hull itself. This was a modified version of the Gloucester sloop "Fedonia", which was designed by Edward Burgess. This design had a "cutaway underbody" that allowed the boat to flow through the water better than did the old working boats.

Friendship Sloops are also known for being low waisted. The rail line from the bow to stern reaches a low at the cabin and then rises thereafter. This feature was a great help to the fishermen because it meant that they didn't have to haul the heavy traps and nets high in the air before pulling them aboard. It was very convenient, especially when some of the lobstermen hauled an average of 60 traps a day.

One of the best design ideas drawn into the plans for the Friendship sloop is the positioning of the mast. By moving the mast forward, so that it was placed 1/5 of the overall length from the bow, the ease of handling was much enhanced. It was customary for many of these fishermen to own their own boat, so they usually went out by themselves. By placing the mast forward, the fishermen could control the boat with just one sail: the mainsail. This meant that coming up to a trap or net, they could just let out the mainsheet and work on the trap or net without worrying about controlling the boat too.

Along with the mast, the sail plan was suited to these working vessels. The sails were designed so that the sloops could be sailed in almost any weather. In the summer, when the winds were fair, many of the sloops carried topsails. They were used to increase the sail area so that in light winds, the sloops wouldn't lose any speed. On the other hand, during the rough winter months, the sail area could be reduced, through the use of the reefing, so that the boats weren't thrown around as much.

The final aspect of these Friendship sloops that made them so well adapted to their environment, is the fact that they were fairly inexpensive. The fishermen on the waters of Muscongus Bay were not wealthy, but, in fact, were striving to keep food on the table for their families. On the average, these men earned between $100 - $175 in a good year. This was little even in those years, and many of the fishermen had to have gardens that they grew as a supplement to feed the family. The boats that they built cost them between $350 and $700, depending on what they used for wood and other materials.

As for whom should be given credit for the creation of the Friendship sloop design, there is much controversy. Most of the people in the vicinity of Friendship give the credit to a man named Wilbur Morse. After having fished the banks off Newfoundland as a teen, he decided to build boats that would be suitable for the fishermen near his home on the islands off the coast from Friendship. In 1874, he built his first Friendship sloop. It was 19 feet long and was built on Bremen Long Island. He continued building these sloops for half a century, until 1924. During that time span, it is estimated that he produced between 400 and 500 Friendship sloops. These were not all built on Bremen Long Island, though. In 1882, he and his brother, Jonah, moved to Friendship, where they set up shop on an upper level of a barn. This may seem a unique place to build a boat, and it was, but their major concern was to find a place for shelter — then they would figure a way to get the boat out of the barn and down to the harborside for launching.

Unlike the other builders of that time, Morse built sloops in mass production. He employed about 10 men all the time, at a daily salary of $2, and always had at least two boats being built at the same time. While one of the boats was being finished, the other boat was being started. Between 1901 and 1903, Wilbur Morse's boat yard was producing approximately one boat every two weeks. As mentioned earlier, this large scale production of the vessels in Friendship is the reason for their being called "Friendship sloops". Morse found that by selling the boats in quantity, he could charge a low price, and therefore entice the local fishermen to buy his boats instead of building their own.

Although Wilbur Morse built many Friendship sloops, he was not the only person in the area to be building this design. While he and Jonah were working in Friendship, men such as the Carters, Priors, Collamores, and the McLain family - father and brothers - were building on Bremen Long Island. Many of these men don't feel that they have received due credit for their work. They wish that the boats had not been called "Friendship" sloops, but should have been given a name that better describes the region where these boats were built. In 1900, for example, there were 22 Friendship sloops built on Bremen Long Island, which shows that Wilbur Morse's shop in Friendship was not the only place where these craft were built in quantity.

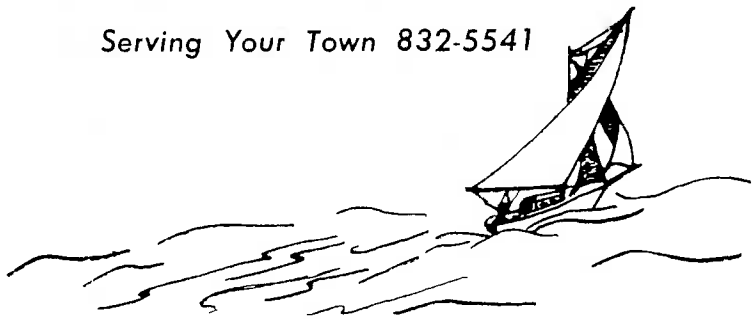
The reason for so many of these builders being located on the islands is two-fold. First, many of them were born there on the island, so it may have seemed natural for them to stay there and work as their families had. Secondly, because they were fishermen, they wanted to be able to get to their fishing grounds fast. By living on these islands they could catch the early morning wind before the fishermen on the mainland, and therefore get their catch to market more quickly so as to get the best prices for their fish and lobsters.

Friendship sloops were used as working boats until 1915, the year that the marine engine became widely used. Even Wilbur Morse, who had built so many of these beautiful sloops began to slow down his mass production of sailing boats and started to build the now more efficient powerboats. He did, however, put a few engines in the Friendship sloops, two-cycle Knox engines from Rockland, but they just weren't as efficient as the modern powerboats and many were left on the beach to rot in the sun.

It wasn't until the early 1960's that the Friendship sloop saw a revival in its use — not as working boats this time, but as pleasure craft. So fast, able, and beautiful were these sloops that in 1960, after having won a Boston Power Squadron race with his Friendship sloop "Voyager",a man named Bernard MacKenzie decided it would be a good idea to have an annual "Homecoming" at the place of their birth in Friendship. It was a very popular idea and in the spring of 1961, the "Friendship Sloop Society" was founded and that summer the first regatta was held.

Since that summer the number of sloops in the society has increased from 26 in 1962 to 214 in 1982. Almost none of these boats look exactly

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alike because, as yachts, they are fitted with the gear that meets the needs of each owner. The biggest change from the original design is the size of the sloops. Most of the new Friendships are about 25 feet long, although they range in size from 15 feet to 38 feet in length. Another big change is the material from which these sloops are built. In 1969, Jarvis Newman, a small boat builder, decided to build sloops out of fiberglass because maintenance and material costs were too high for wooden boats. He built a fiberglass replica of the 25 foot "Pemaquid" design of Abdon Carter. Soon after, many others were following suit. There are still some men who build Friendship sloops out of wood, and from original plans.

To truly gain a grasp of the beauty and heritage of these Friendship sloops, one must venture down to Friendship on the last weekend in July and see these boats in action. A harbor filled with nearly 50 of these handsome traditional sailing vessels dressed in full sail is definitely a sight to behold. These Friendship sloops are living artifacts of an era in which vessels of sail were used as working boats. They are just as adaptable to the demands placed on them today as they were when they had to haul lobster traps and nets.

Ed. Note: This article was written as a term paper by a young man who has just graduated from the University of Maine at Orono. He has spent summers in Friendship and hopefully will be back from his honeymoon in time to watch the sloops again this year. Incidently, his professor gave him an "A".

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FRIENDSHIP SLOOP SOCIETY



Join Us...

The Friendship Sloop Society welcomes any interested person to become a member. Members receive all letters and publications of the Society, a membership card, and a window decal. The dues are payable annually, and have not been increased since the formation of the Society. We welcome your interest, and hope that you will support the purpose of the Friendship Sloop Society. The by-laws state "The purpose of this Society shall be to encourage the building and sailing of Friendship Sloops, and to provide a medium for owners and friends to meet and enjoy each other around a common interest." If you share in this interest, please complete the membership application below.

Complete and send to: Secretary
Friendship Sloop Society
Friendship, Maine 04547

Name _____

Mailing Address _____

Date: _____

Type of Membership: Amount enclosed: _____

Sloop Owner	$10.00 ( )	Joint	$15.00 ( )
Associate	$10.00 ( )	Cooperative (no vote)	$ 5.00 ( )



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Letters, we get letters. . .

From Edmonds, Washington came two letters from new co-owners of a 25' Friendship Sloop, the "AMIE". Hal and Pauline Hanson with Perry Lovelace bought the sloop last year. Hal writes:

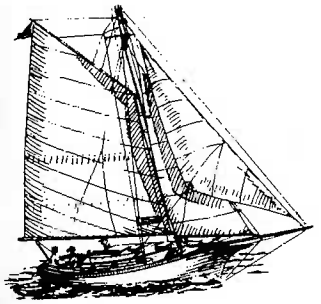
"This boat was built from the information in Chapelle's *American Small Sailing Craft*. (Pemaquid, ex. Florida). Bob Holcomb of Ketchican, Alaska, built her in 1978 of red (western) cedar on oak, with Douglas fir for heavy timbers. The top two strakes are Alaska yellow cedar as is the shear shelf. Spars are Sitka spruce, and the cabin and cockpit are oak.

Holcomb sailed the boat in S.E. Alaska before sailing to Seattle in 1979 with his wife and 4 year old son. As he is living in Spokane, he was unable to get to sail his boat. We saw it at the Wooden Boat Show on Lake Union in Seattle and made a deal. Pleased to have it."

We are pleased to welcome a new member sloop, #213, the AMIE.

From Green Cove Springs, Florida, members Marjorie and Carlton Wilder wrote of being selected for jury duty last fall. Since they live aboard their Friendship sloop, the "COMESIN" #40, moored off their lot on the St. John's River about 20 miles south of Jacksonville, they decided to sail up to the city and stay at the marina while performing their civic duties. Since Friendship Sloops are relatively rare in Florida, Marjorie was quite startled to see not one, but two Friendship sloops entering the river. They were #208 "FriendShip" and #209 "Friend Ship" on their way south to the Caribbean for the winter. Capt. Hank Warjonen had them built last year and plans to charter them from various ports, ultimately in St. Thomas, U.S. Virgin Islands.

Wonder what sloop news will be in the mailbox today?



List of Member Friendship Sloops

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

No. & Name	*Class*	*Built By*	*Length*	*Present Owner*
2 Dictator	A	Robert McLain 1904	31'	Jarvis & Sue Newman Manset, ME
5 Content	B	Stuart M. Ford 1961	25'	Robert Edwards Naples, FL
6 Eastward	B	James Chadwick 1956	32'	Roger & Mary Duncan East Boothbay, ME
9 Amity	A	Wilbur Morse 1900	30'	James R. Wiggins Brooklin, ME
16 Retriever	B	Gannet 1942	22'	John & Clarice Rice Scituate, MA
18 Chrissy	A	Charles Morse 1912	30'	Ernst Wiegleb Pleasant Point, ME
21 Wilbur Morse	B	Carlton Simmons 1947	30'	Karl Keiser & Thomas Olson Cundy's Harbor, ME
22 Ellie T	B	John Thorpe 1961	25'	John Collins, IV East Hampton, NY
24 Ancient Mariner	A	Wilbur Morse Circa 1900	25'	Holt & Virginia Vibber Waterford, CT
27 Sarah E	B	Robert B. McKean 1939	25'	Eldon & Elizabeth Homsey Wilmington, DE
37 Chance	A	Wilbur Morse 1916	31'	Alan Goldstein Winter Harbor, ME
40 Comesin	B	Irvin Jones 1962	32'	Mr. & Mrs. Carlton Wilder Green Cove Springs, FL
42 Selkie	C	Carlton Simmons J. P. Hennings 1963	26'	Albert McDougall Byfield, MA
43 Gypsy	C	Judson Crouse 1939	23'	Bob & Jane Lash Orland, ME
44 Sazerac	A	Wilbur Morse 1913	33'	D. Aitken, Woodside, CA R. Barth, Alna, ME R. Snyder, Whitefield, ME D. Stover, Alna, ME
45 Flying Jib	B	W. S. Carter 1937	30'	Kevin Crowley Newburyport, MA

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50	Heritage	C	Elmer Collemer Murray Peterson 1962	29'	Bill & Barbara Hadlock South Freeport, ME
52	Rights of Man	B	Lash Bros. 1965	30'	Philip Cronin Cambridge, MA
53	Eagle	A	Wilbur Morse 1915	31'	Donald Huston Nahant, MA
56	Iocaste	A	Charles Morse 1907	33'	Charles Currier, Jr. Washington, D.C.
57	Old Baldy	B	J. S. Rockefeller 1965	25'	Rev. Frank West Garrison, NY
59	Sarah Mead	B	Newbert & Wallace 1963	30'	Ted & Consuelo Hanks Jefferson, ME
61	Windward	B	J. S. Rockefeller 1966		Ruth & David Westphal Northeast Harbor, ME
64	Amicitia	B	Lash Bros. 1965	33'	Jeff & Susan Pontiff Plymouth, MA
66	Venture	A	Morse 1912	27'	R. Stevens Kleinschmidt Pittsfield, ME
68	Robin L	B	James Hall 1967	25'	Patrick & Robin Farrin Boothbay, ME
70	Symbolon	B	Roger Morse 1967	30'	Christopher Beebe Branford, CT
71	Gladiator	A	Alexander McLain 1902	32'	William Zuber Friendship, ME Stuart Hancock Manasquan, NJ
75	Omaha	A	Morse 1901	35'	C. F. Hansel, Jr. Cranford, NJ
82	Morning Star	A	Albion Morse 1912	28'	Robert Wolff Cambridge, NY
84	Philia		Kennebeck Yacht 1969	22'	Richard Condon Atkinson, NH
90	Salatia	D	Jarvis Newman 1969	25'	Cyrus, Jed, Cynthia & Miff Lauriat Southwest Harbor, ME
91	Phoenix	D	Bruno & Stillman 1970	30'	Anne & Alfred Beck Exeter, NH
92	Puffin	B	Basil Day & James Rockefeller 1970	25'	K. S. Axelson Waldoboro, ME
93	Anna R	B	Kenneth Rich 1970	25'	Kenneth & Anna Rich New London, NH
94	Diana	D	Jarvis Newman & James Rockefeller 1970	25'	Ebenezer Gay Hingham, MA
95	Westwind	A	Morse 1902	40'	Herbert Crocker Wakefield, MA
96	Voyager	B	Lash Bros. 1965	32'	Bernard MacKenzie Scituate, MA
101	Minerva	D	Bruno & Stillman 1971	30'	David Hotelling Freeport, ME

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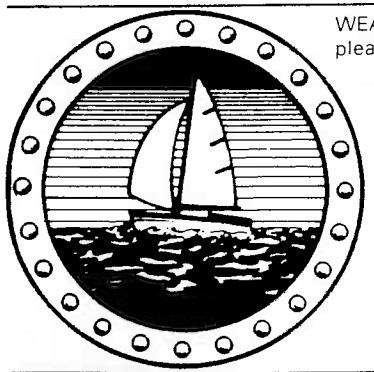
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105	At Last	D	Bruno & Stillman 1971	30'	George Kwass Andover, MA
106	Hold Tight	D	Jarvis Newman 1970	25'	John & Brigette Cassidy Bangor, ME
107	Magi	D	Passamaquoddy & Bill Johnston 1970	22'	Bill & Maggie Johnston Northeast Harbor, ME
109	Petrel	B	G. Couper 1933	31'	Michael Brown Dorchester, MA
112	Secret	B	Philip Nichols 1971	27'	Robert & Elizabeth Monk Burlington, MA
113	Yankee Pride	D	Bruno & Stillman 1971	30'	James & Peg Craig Keyport, NJ
115	Kittiwake	D	Bruno & Stillman 1971	30'	Gardner & Sandy Mason Killingworth, CT
117	Leading Light	D	Bruno & Stillman 1971	30'	John & Eve Crumpton Oxford, ME
118	Wenonah	D	Bruno & Stillman 1971	30'	Scott & Beth Newsham Pasadena, MD
122	Ray of Hope		Nash & Coffin 1971	25'	William & Catherine Payne Monhegan Island, ME
123	Resolute	B	Chas. Burnham 1973	28'	Charles & Maria Burnham Essex, MA
125	Billy Budd		Al Paquette 1970	25'	Fred & Anne Holbrook Rochester, MA
128	Schoodic	C	Collemer & Lanning 1972	31'	Bruce & Mary Lanning Winter Harbor, ME
130	Narwhal	D	Jarvis Newman 1972	25'	Jim Rosenbaum Milwaukee, WI
131	Noahsark	B	John Chase 1972	30'	John & Miriam Chase Lynnfield, MA
135	Green Pepper	D	Jarvis Newman Tom Morris 1973	25'	Harper Sibley Miami, Fl
139	Covenant	D	Jarvis Newman Tom Morris 1973	25'	Douglas & Michelle Jacoby Marblehead, MA
141	Renascence	B	James H. Hall 1975	25'	Malcolm & Lucy Myers Deerfield, NH
142	Albatross	D	Peter Archbold 1976	21'	Stephen & Annette Locke Rochester, NY
146	Fiddle Head	D	Jarvis Newman Carl Chase 1968-1970	25'	Harry & Rebecca Jackson Groton, CT
149	Fiddler's Green	B	R. Jenkins 1978	25'	Roy Jenkins Waterville, ME
152	Ollie M.	B	Kent Murphy 1977	32'	Kent F. & Olive G. Murphy Swampscott, MA
154	Muscongus	A	Albion Morse 1909	28'	Albert & Jimmy Lindquist Wilton, CT



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155	Queequeg	D	Jarvis Newman Tom Morris 1975	25'	Marc Roman Riviera Beach, FL
157	Liberty	D	Jarvis Newman Dick Salter 1975-80	31'	Alice & Dick Salter Manchester, MA
159	Pacific Child	D	Bruno & Stillman 1969	30'	John & Doreen Nosworthy San Diego, CA
160	Defiance		McKie Roth 1973	23'	Morgan & Vita Hendry Wilmingham, DE
162	Irene	A	C. Morse 1917	38'	John & Mary Clarke Vineyard Haven, MA
163	Reward	C	William Greene 1975	25'	William & Jean Greene Rocklin, CA
164		A	C. Morse 1906	28'	Doreen & Dennis Mayhew St. Clair, MI
167	Freedom	B	Ralph Stanley 1976	28'	Richard & Helen Dudman Ellsworth, ME
168	Loon	B	Newbert & Wallace Hugh Jacob & Sons 1974	30'	Hugh and Ruth Jacob Bath, ME
171	Golden Anchor	D	Jarvis Newman Tom Morris 1976	31'	Lorenzo Creamer, Pres. Golden Anchor Inn Bar Harbor, ME
172	Fool Star	B	Jim Drake 1981	25'	Jim Drake and Ann Sheehan-Drake Carlisle, PA
175	Edelweiss	C	David Major	15'	David Major Westminster West, VT
178	Essential	D	Jarvis Newman Carl Chase 1977	25'	Robert Stein Huntington, NY
180	Banshee	D	Jarvis Newman John Wojcik 1978	25'	John & Carole Wojcik Norwell, MA
182	Charity	C	Apprentice Shop Bath, ME 1977	22'	Leo & Sue Campbell Reading, MA
183	Silver Heels	D	Jarvis Newman Tom Morris 1978	25'	Ed & Karen Carroll Ft. Collins, CO
184	Perseverance	B	W. Simms 1963	27'	William & Elizabeth Reed Higganum, CT
185	Calypso	B	J. Philip Ham 1968-1978	27'	J. Philip & Beverly Ham Holden, MA
186	Ragtime Annie	C	Bolger & Apollonio 1975	27'	Barry & Judy Stoodley Unity, ME
187	Peregrine	B	Ralph Stanley 1977	27'	Peter Blanchard, III Short Hills, NJ
189	Tradition	D	Jarvis Newman Roger Nehrbass 1977-81	31'	Roger & Donna Nehrbass Port Washington, WI

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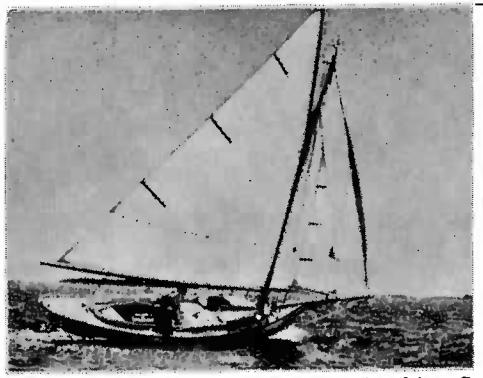
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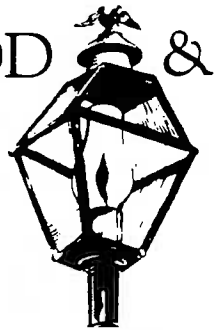
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190	Aikane	D	Jarvis Newman Carl Chase 1978	31'	H. C. Marden, Jr. Wilmington, DE
191	Bauneg Beg	C	Apprentice Shop Bath, ME 1978	22'	John & Nancy Oliver-Gruen No. Berwick, ME
196	Endeavor	B	Ralph Stanley 1979	27'	Shaw Mudge Harrington, ME
197	Christania		Jarvis Newman William Davis 1978	31'	William Davis Five Islands, ME
201	Endeavor	D	Jarvis Newman James Genthner 1978	31'	James Genthner Fairhaven, MA
202	Arrival	D	Jarvis Newman Robert Niedrach 1979-81	31'	Robert & Anne Niedrach Amherst, NH
205	Daystar	C	Richard Mosher Under Construction	28'	Richard & Sally Mosher Kalamazoo, MI
206	Mary Eliza	D	Jarvis Newman Carl Chase 1979	31'	Wyndham Clarke Washington, D.C.
210	John-B	D	Elio Oliva 1974	23'	Al Perrin Canandaigua, NY
211	Ansa	B	James Hamilton 1981	27'	James & Ann Hamilton Andover, MA
212	Achates		Nick Roth 1980	22'	Richard Leigh Nashville TN
213	Amie	B	Bob Holcomb 1978	25'	Hal & Pauline Hanson Perry Lovelace Edmonds, WA
214	Gaivota	D	Jarvis Newman Malcolm Pettegrow 1982	31'	John & Barbara Bush Cotuit, MA

Sloops that are Gone but not Forgotten...

8	Banshee	55	Right Bower	111	Amos Swann
17	Jolly Bucaneer	78	Emmie B	116	Tinqua
29	Susan	108	Loon		



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1. Voyager
3. Finette
4. Golden Eagle
7. Tannis
10. Mary Ann
11. Shulamite
12. Friendship
13. Easting
14. Vigor
15. Vida Mia
19. Black Jack
20. Moses Swann
23. Depression
25. Sea Duck
26. Virginia M.
27. Red Coat
28. Bounty
30. Kidnapped
32. Nomad
33. Smuggler
34. Pal O'Mine
35. Mary C.
36. MarGin
38. Eleazar
39. Downeaster
41. Snafu
46. Dirigo
47. Galatea
48. Channel Fever
49. Surprise
51. (No Name)
54. Echo
58. Tern
60. Old Salt
62. Columbia
63. Kochab
65. Gallant Lady
67. Hieronymous
69. Coast O'Maine
72. Temptress
73. West Indian
74. Patience
76. Packet
77. Beagle
79. Nimbus
80. Headway
81. Regardless
83. Perseverance
85. Ann Francis
86. Allegiance
87. Eagle
88. Apogee
89. Avior
97. Gannet
98. Down East
99. Buccaneer
100. Morning Watch
102. Agustus
103. Solaster
104. Cockle
110. Amistad
114. Pearle
119. Valhalla
121. Island Trader
124. Callipygous
126. Whim
127. Lucy S.
129. Gisella R.
132. Vogel Frei
133. Independence
134. Four Sons
136. Squirrel
137. Friendship
138. Red Jacket
140. Brandywine
143. Matelot
144. Ribbit
145. Deliverance
147. Anna B.
148. Sloop out of water
150. Woodchips
151. Departure
153. Angelus
156. Departure
(former Laperouse)
158. Eva R.
161. Jenny
165. Reunion
(former Skimmer)
166. Schoodic
169. Defiance
170. Lady of the Wind
173. Medusa
174.
176. Trumpeter
177.
179. Celene
181. Surprise
188. Maude
192. Kervin Riggs
193. Lady
194. Huckleberry Belle
195. Princess
198. Baylady
199. Liberation
200. New Venture
203. Aurora
204. Marie-Ann
207. Lanette-M
208. FriendShip
209. Friend Ship

The Friendship Sloop Society lists of members and non-members are maintained by Secretary Caroline Zuber in Friendship. Any corrections, errors or omissions to these lists should be promptly brought to her attention.

Trophy Update

The Race Committee and Executive Committee of the Friendship Sloop Society have voted to make some changes in the trophies awarded in Friendship. There will be three trophies awarded to the first three sloops overall in the Friendship Regatta, regardless of class designation.

The Governor's Trophy, originally awarded to only Class A and B sloops, will now be presented to the first overall sloop.

A new trophy, the President's Trophy, will be awarded to the second overall sloop. This trophy was donated to the Society by Matt Spaulding of Northeast Marine Insurance Company in recognition of the Presidents of the Friendship Sloop Society and their efforts in founding and leading the Society over the years.

Third place overall winner will receive the Seiler Homecoming Trophy. It was becoming very difficult to determine the "Friendliest Friendship" since most all who come to Friendship to race exhibit that trait. The winner will now have to race and be friendly, too!

These three trophies will be awarded in addition to the traditional trophies for winners in each class. All trophies will be presented on the lawn in front of the Pratt's porch overlooking the harbor at approximately 6 p.m. after Saturday's race, followed by the lobster and chicken dinner. All are welcome — sloop owners, crew members, friends, townspeople, visitors. Hope to see you there!

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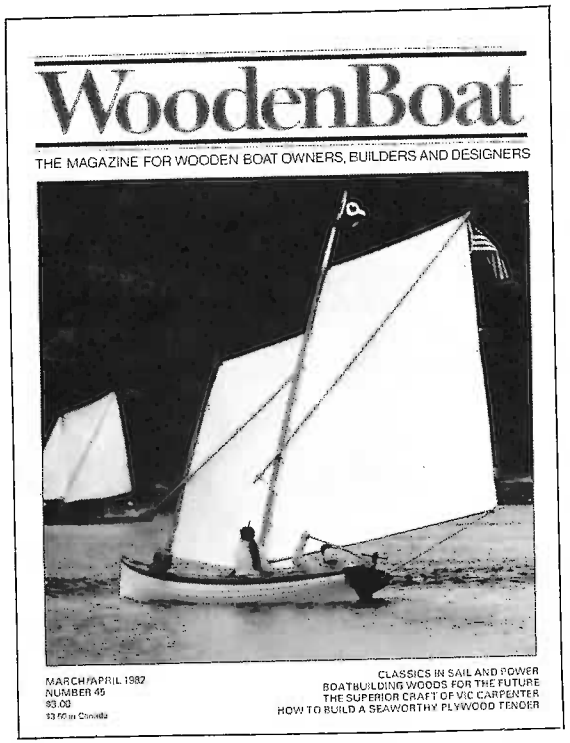
1982 Trophy Winners

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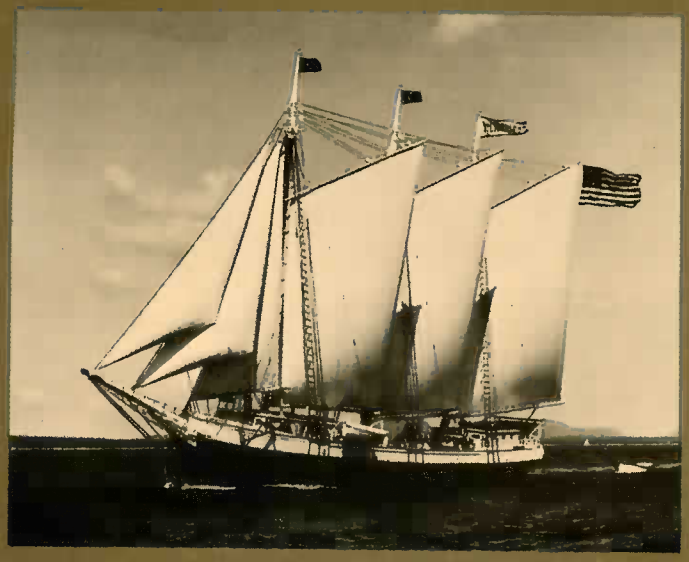
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