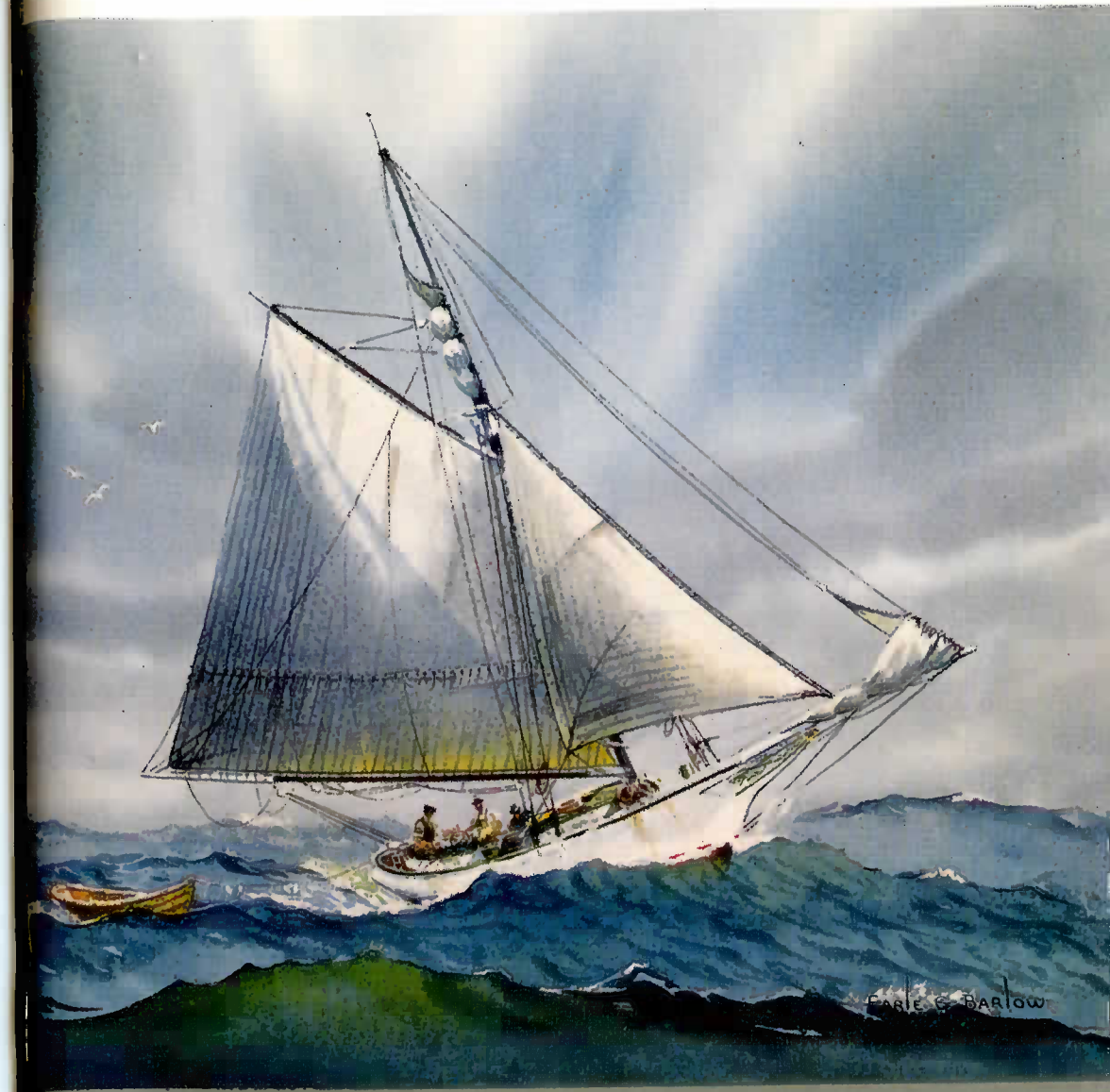
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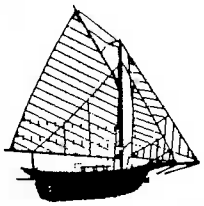
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COMMODORE'S MESSAGE



Boutilier Photo

Flagship **Liberty** bound up the Kennebec River for Bath

An old-timer once remarked, "A Friendship Sloop has an insidious way of running her bowsprit, decorated trail boards, billet head, bob stay and all so deep into a man's heart that he is harpooned for life." This description could aptly characterize the feelings of many of our members within the Friendship Sloop Society.

This year we are celebrating the 25th anniversary of the Friendship Sloop Society and it is time to reflect upon our goals, as well as our past achievements. Back in the early years there were many who predicted that although we had an interesting idea, the Society would not last and would soon pass into oblivion. However, we are now celebrating 25 years of success and are still continuing to grow. This has been largely due to the caliber of our membership, rather than due to the sloops. Most of us joined the Society because of the sloops, but soon realized a far richer benefit in the companionship of the members themselves. As time passed, many people were inspired by the closeness and camaraderie of fellow members. A mutual interest had been transformed into warm, rewarding personal friendships. Due to such cooperation and encouragement, our Society has enjoyed much success throughout the years. The members themselves have ensured a truly enduring Society.

Some of the activities of the past were interesting and successful in terms of membership participation. These will be kept on the agenda, but there is always room for improvement. The officers of the Society solicit suggestions from the membership regarding activities in which they would actively participate.

Rendezvous at Bath, Boothbay and Friendship this year offer a bit of something for everyone. With greater member participation we can do even better next year. We hope as many of you as possible will join in the summer activities and certainly will be on hand for the annual meeting. Only those who actively participate will feel the joy and pride generated by a resounding cannon salute from the Friendship hillside, as the graceful sloops with heart-piercing bowsprits return home once again.

Dick Salter, Commodore

Cover — Watercolor by Earl Barlow, East Boothbay, Maine

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Yearbook Editor	Roger F. Duncan

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The Memorial Flagpole

The Memorial Flagpole overlooking Friendship Harbor stands on land donated to the Society by Al and Betty Roberts. The pole itself is a retired mast and topmast from *Tannis,* donated by her skipper, Jack Cronin. The bronze plaque was given by Ernst Wiegleb and Bruce Morang, shipmates in *Chrissy*. The flagpole was formally dedicated to the memory of departed members and friends of the Society on July 29, 1976, and served as the northerly end of the finish line whenever the Society raced at Friendship. The memorial list includes:

Stuart Ford	William Haskell	Howard Chapelle
Herold Jones	George Lauriat	James Hall
Bill and Beatrice Pendleton	Gordon Winslow	Philip Nichols
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PROGRAM 1985

Sunday, July 21 The fleet will rendezvous off the mouth of the Kennebec River between ten and eleven o'clock. The tide will be coming all morning and will be high at Bath about 2:30. The Maine Maritime Museum's launch *Granny* will lie in the mouth of the river all morning and will monitor channel 16 VHF. It is expected that moorings will be available off the Percy & Small shipyard just below Bath on the west side of the river.

There will be a reception ashore and a short cruise aboard the Museum's boat *Dirigo* at 5:30; and a lobster bake at 7:00. Reservations are required for the lobster bake.

Monday, July 22 The fleet will lie over at Bath. Museum exhibits will be open to those aboard the sloops and a shuttle bus will run frequently from Percy & Small's to Bath.

Tuesday, July 23 The fleet will proceed to Boothbay Harbor and find moorings off the Boothbay Harbor Yacht Club in the West Harbor behind McKown Point. There will be a skipper's meeting at the Yacht Club at 4 p.m.

The tide is high at Bath about 5 a.m. Expect a very strong ebb tide until about 10 a.m., by which time sloops would do well to be out of the river. Beating against a flood tide, they may find themselves racing against the buoys and losing. The route to Boothbay via the Sasanoa River is shorter than that down the Kennebec and considerably more exciting but perfectly practicable with a fair tide.

Wednesday and Thursday, July 24 and 25 Races will start at 11 a.m. near nun "6" off Spruce Point. The course will be at the discretion of the race committee and dependent upon the weather. There will be a buffet dinner and awards ceremony at the Yacht Club after the Thursday race.

Friday, July 26 The fleet will parade by the Fishermen's Memorial in front of the white church on the east side of Boothbay Harbor, led by Commodore Salter in the flagship *Liberty*. The fleet will then sail for Friendship. Whether there is a race and what kind of race it is to be will depend upon the weather, but it is expected that the fleet will sail up Friendship harbor more or less together by 4:30 p.m.

The best anchorage in Friendship harbor is east of the red beacon and as close to the Friendship Island shore as draft permits. If it blows hard from the southwest and even this anchorage is uncomfortable, move around the corner into Morse's Bay.

There will be a celebration ashore in recognition of the twenty-fifth anniversary of our first regatta, to be followed by an informal dinner.

Saturday, July 27 There will be a memorial ceremony near the flagpole in memory of deceased members and friends of the Society who contributed substantially to making us what we are and shall be. Following this, there will be a parade of sloops and the fleet will disband officially. Crews are urged to stay and participate in the town's Friendship Day events.

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Marblehead Race

Saturday and Sunday, August 17 and 18 The annual Marblehead Race will be held under the auspices of the Corinthian Yacht Club. The occasion is particularly significant this year because the Corinthian will be celebrating its 100th Anniversary. We hope that as many members as possible will be present to show Massachusetts Bay what a gaff-headed sail looks like and to join in the Corinthian's celebration. After the second race, there will be an awards ceremony and a reception. David Graham will be Chairman of the Race Committee for the Friendship sloop races.

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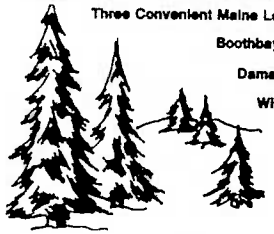
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Maine Maritime Museum Welcomes Back the Fleet

By Helen Barnes

By now the restored grounds of Maine Maritime Museum's Percy and Small Shipyard are familiar territory for many Friendship sloop owners and crew members. More than 20 sloops ventured up the historic Kennebec River to Bath last July for a weekend of seafaring, gamming, and general merrymaking. It was the most popular event of the Museum's summer season.

We hope that even more gallant sloopers will participate in this year's visit to Percy and Small July 21 to 23. There have been many changes since last summer — new vessels under restoration, new exhibits, and changes in waterfront facilities — for old friends to see. And, of course, there are restored shipyard buildings, boat construction at the Apprenticeshop, and exhibits at Sewall House and the Winter Street Center.

Everyone can participate in this year's Friendship Sloop weekend at Bath. Those aboard the sloops will rendezvous at the mouth of the Kennebec midmorning on the 21st, then work their way upriver to the shipyard around 3 p.m. The museum's launch, *Granny*, will stand by at the mouth monitoring channel 16 on her VHF radio and will be in constant touch with the museum in case any sloops have problems.

Landlubbers can enjoy the parade of sloops from several vantage points along the shore, but two of the best views are from Fort Popham at the river's mouth and at Phippsburg center looking across to Squirrel Point Light.

Museum visitors can watch the graceful sloops arrive at the Percy and Small waterfront and manuever for moorings, and may chat with the crews that come ashore. An after-hours reception and river cruise aboard the museum's boat *Dirigo* is scheduled at 5:30 p.m., and then, for those with reservations, a lobsterbake starts at 7 p.m.

On July 22 there will be time for sloopers to see exhibits at both the shipyard and at the museum's two other sites. A shuttle bus every half hour will provide visitors with transportation to Sewall House to see extensive collections of ship models and half hulls, including J.P. Morgan's own model of his spectacular yache *Corsair*, and half hulls of America's Cup winner *Ranger* and of many of the famous wooden sailing schooners built at Percy and Small and other Maine yards. There is a half model of a Muscongus Bay sloop and Wilbur Morse's model of *Helen F. Parsons*, from which Winfield Lash developed the lines of *Mary Anne, Downeaster, Dirigo* and *Rights of Man*. Sewall House also has marine paintings, displays about Bath's great shipbuilding and trading families, and exhibits on Bath Iron Works, navigation and fishing.

The next stop is the Winter Street Center where an exhibit on Life At Sea includes a reconstructed fo'c's'le, items of discipline, tools and memorabilia of sailors' onboard lives. A Century of Maine Steamers details the steamship era along Maine's coast and includes a lighted display of some of the best-loved steamers on their nighttime journeys.

Winter Street's main floor is given over this summer to a special exhibit on contemporary marine art, featuring four of Maine's best painters and three artists from around the country.

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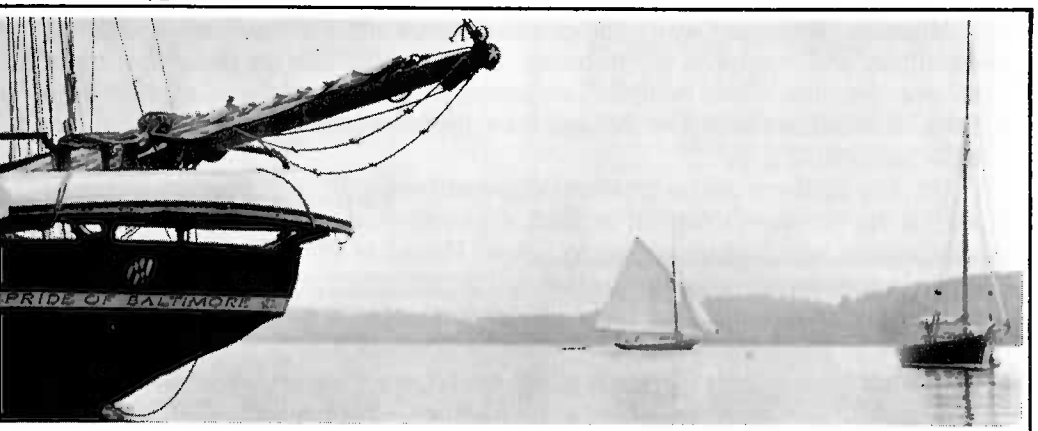
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Monday, July 22: Special tours of Museum exhibits and current projects. Slide lecture in evening.

Maine Maritime Museum, Bath, 04530 **207-443-1316**

Back at the yard, sloop visitors can study the restoration of the venerable old Muscongus Bay sloop, *Ranger,* being readied for the "Lobstering and the Maine Coast" exhibit. They can see the 1907 Charles Morse Friendship sloop *Iocaste,* recently donated to the museum and scheduled for extensive restoration by the Apprenticeshop. The A'shop's 53-foot pinky schooner, *Maine,* will be undergoing final preparation on the waterfront.

In the capacious hold of the 142-foot *Sherman Zwicker,* a new fisheries exhibit will be open for inspection and sloopers can compare fishing techniques of the *Zwicker's* Grand Banks dory trawls and the traditional methods of Friendship sloop fishermen.

With Maine's maritime history firmly in hand, crewmemebers may then relax with a bit of light evening entertainment, courtesy of the museum, and prudently retire for a very early start on the morning tide July 23 for Boothbay Harbor.

Because Friendship sloops were an important part of Maine's lobstering industry, some folks may enjoy returning to the museum later in the summer to visit the two-story exhibit "Lobstering in Maine," which opens Aug. 17. On Aug. 31, the museum will sponsor a consignment maritime auction, with boats, marine engines, maritime art and antiques, sailing gear, and other nautical items eligible for the bidding block. Anyone wishing to sell boats or items, or anyone interested in receiving a catalog of articles for sale, should get in touch with the museum, Washington St., Bath, ME 04530.



Tannis, Rights of Man and **Lady** running up Muscongus Bay. Boutilier Photo

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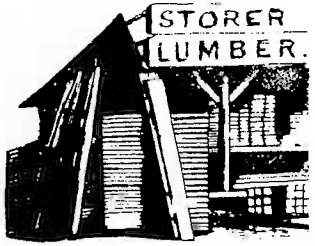
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Strong Character

by Ralph W. Stanley

There is something about a Friendship sloop that seems to defy description. It is the traits and qualities that make Friendship sloops stand out as a class more than any other class of boats. It is something perceived in a person's mind about the sloops; and as people grope for words to describe it, they usually end up saying the sloops have real character.

Undoubtedly a sloop gets some of its character from its builder. From the moment the builder conceives in his mind the initial idea for building the boat, and from his first thoughts about the model or hull shape, and throughout all the processes of construction, the boat is the center of his life. The builder is creating a boat that is almost alive with usefulness, beauty, strength and power. It will have its own peculiarities that no other boat will have. With the selection of every piece of wood, the fitting of every joint, and the fastening of the various pieces together, the builder is putting something of himself into the boat.

The fact that so many Friendship sloops were built in such a short time contributed to their character. They were used and sailed by so many fishermen. Most every harbor on the coast had one or two men who became legends through their ability to sail and handle Friendship sloops. Peter Richardson of Cranberry Isles was one such person. I can remember him in a fresh afternoon breeze sailing by Beal's dock in Sothwest Harbor to pick up a party at the public dock. He would be leaning against the tiller waving his hat with one hand and a bottle of rum with the other, shouting some remark to those watching on Beal's dock, punctuating it with a good swig of rum. With the wind blowing directly on the public float, he would luff into the wind, drop his tiller straight in its comb, leave the main sheet slack, go up on the bow and by backing the jib first one way and then the other, he would back his sloop in beside the float. Someone would hold the shroud and the party would pile aboard. He would take the tiller, trim the main, fill away and be off for an afternoon sail.

Cliff Robbins as a young man filled in one day for the regular Captain on the 36-foot sloop *Defender* owned by Walter Stanley and chartered by a summer lady. They were sailing east of Baker Island Bar in the afternoon when a squall came up. Walter Stanley was in another sloop tying in a reef when Cliff sailed by him. Walter shouted, "Reef that boat, you darn fool. You will take the mast out of her." Cliff looked at the summer lady, who was enjoying the sail, and said, "I'll reef if you say so." She asked, "Do you think the boat will stand it?" He said, "I guess so." They didn't reef and the lady and her party had the sail of their lives.

Not only feats of accomplishment but the everyday monotonous work contributed to the character of the sloops. One man told me about sailing in a sloop years ago carrying clams from Deer Isle and Brooksville to the cannery at Brooklin. This sloop was undoubtedly long remembered by the people who benefited from its services.

There were many near tragedies and tragedies with Friendship sloops that left a mark on their character.

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Jacob May owned the sloop *Willie E. Morse* and used her at Southwest Harbor to transport herring from the weirs to the cannery. One winter day Fred Robbins hired Capt. Mayo to transport his household furnishings to Mt. Desert Rock, where he was light keeper. All went well on the trip out; but soon after leaving on the way back, the weather turned bad and it started to snow. It was after dark and thick snow when Capt. Mayo luckily made Otter Cliff bell buoy. From there he felt his way into Southwest Harbor, getting in about 2 o'clock in the morning.

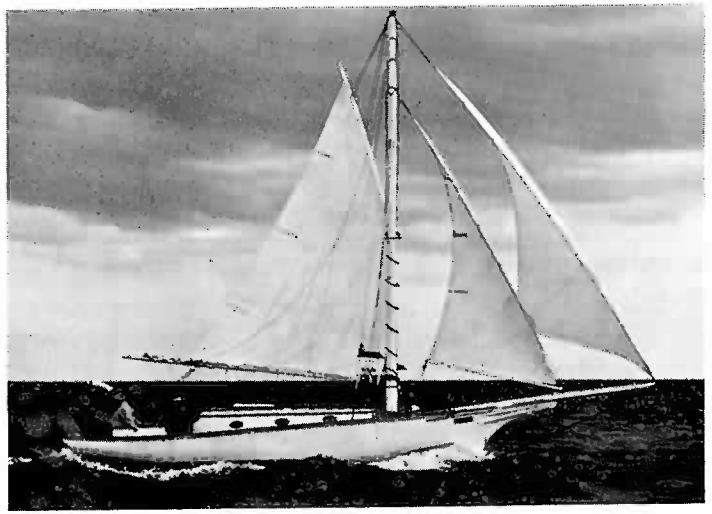
One fisherman from Stonington was caught off on Jericho Bay in a snow storm. Trying to find his way in, he would make land and as everything was white he could not recognize a landmark. Finally after making land several times, he came on a ledge that was awash. He recognized the ledge, got his bearings and sailed in safely.

Not always were fishermen so lucky. One Cranberry Islander fell overboard out of his sloop and was drowned. It was customary to reef the main when hauling traps and take it out for the sail home. Apparently the boom knocked him overboard, as next day his sloop was found adrift, the reef shaken out but the sail not hoisted.

Another fisherman was killed when a big sea hit his sloop, throwing him down so his head hit the flywheel of the engine. This happened off Schoodic Island.

Fishing from a Friendship sloop was not always easy; and although the economy was generally good, there were periods of hard times. Fishing was often a family operation with the family moving to an island nearer the fishing grounds for the season. Their experiences seemed to draw families together and many people look back on this period as a very happy time of their lives. The Friendship sloop that they depended on for their livelihood became a symbol of togetherness and security. This has all enriched the character of Friendship sloops.

Character is the force that has kept Friendship sloops sailing today and made them a legend that will continue for a long time to come.



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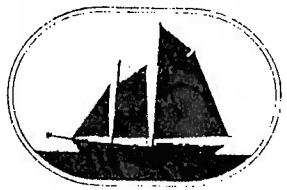
FRIENDSHIP SLOOP HOMECOMING RACE JULY 22, 1961 (National Fisherman headline)

by Betty Roberts

Picture the smile of pride and satisfaction on the face of Bernard MacKenzie that summer day in July when he sailed into Friendship Harbor for the first homecoming race of Friendship sloops. Bernard's successful winning of a Boston Power Squadron Race in *Voyager* had germinated the idea of this homecoming event; and after six months of intensive planning between Bernard and the Friendship Town Committee, the race was finally to become a reality. This was a dream come true. Now, twenty-five years later, this dream, like the measles, has turned into an infectious one. Year after year, more proud owners of Friendship sloops appear for the annual regatta, and many more land lubbers dream of the happy day when they can leave the shore and join the fleet in their own sloops. This being our Silver Anniversary allows us the privilege of looking back at the past regattas with their good times and hard sailing.

That first year had three outstanding features. First and foremost, it was a huge success, secondly it was a one-race event, and lastly it set up a unique handicapping system. The regatta is still a great annual event; the one-race event soon turned to three races; the distance handicap stayed in existence many years. In this special handicapping, every sloop sailed a prescribed distance in "handicap alley," rounded a buoy set the exact distance for his handicap and snagged a lobster buoy tied to an anchor buoy to take back to the Race Committee as proof of completing his course. This was to simulate the Friendship sloop as a working lobster boat. Now one would suppose this task of grasping a small buoy would be fairly easy with an alert crew and a boat hook. It is said that Roger Duncan aboard *Eastward* retrieved his buoy, but in the excitement of getting it aboard jammed the gaff handle through his mains'l. Fortunately Clarence Hale, sailmaker to *Eastward* and to many others, was aboard to repair the damage at once. *Sarah Mead's* crew lost the buoy overboard and someone had to jump in to get it. Easy? By 1973 the fleet had grown so large it was deemed unsafe to have so many sloops jamming handicap alley. Thus, retrieving the small buoy was stopped in favor of group roundings of similar handicapped sloops. There are those skippers who still to this day regret dropping the fun of snagging the buoy.

After the second year's regatta of three races, the Race Committee decided to vary the start for 1963. Why not try something new? The plan was to have all participating sloops at anchor with crew below and only the skipper on deck. At a cannon shot all were to up-anchor, up-sails and set off to the westward on a race course which took them around islands and back into Friendship Harbor from the eastward. The leading sloops were becalmed in Morse's Bay just before entering the harbor. The slow boats caught up with the leaders and a great drifting match of the entire fleet ensued. Suddenly a swing of the wind brought a good strong breeze and the entire fleet charged through the narrow channel into the harbor. What chaos! Everyone ashore held his breath as near misses, shouting, fast tacking, and a flood of sloops tried to maneuver for the finish line. This could have ended the regattas right there. When all the sloops were safely at anchor, the only casualty had been



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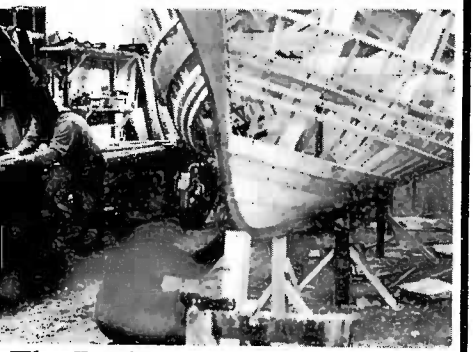
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Chrissy's dinghy which was "diminished" acting as a buffer when two sloops almost collided. To show the fine caliber of these skippers, there was not one protest. Needless to say, that race course has never been used again.

A cruise-race of sloops to the 1964 World's Fair in New York added a great deal of interest. Also, *Dirigo* was launched and named on Maine Day of that Fair. 1964 also saw the start of an annual regatta in Marblehead sponsored by the Corinthian Yacht Club. The sloops' popularity has also been proven by invitations to participate in OP-Sail, a reenactment of Arnold's trek to Canada, and the last Tall Ships celebration in Boston.

"Homecoming Day" has always been the oustanding race of each regatta. Saturday, the last day of the races, the sloops hoist up their sails and glide by the wharves. The name of the sloop, the name of the skipper and crew are broadcast for all to hear. People from all parts of the country arrive to see this spectacular sight as the boats sail down to the starting line.

The fog has presented many interesting facets to running the regattas, mainly cancelling them. Contrary to public opinion we have held more races than we have called off. However, remember 1967? On Thursday we had a full race, Friday we cancelled on account of fog, but Saturday dawned bright and clear. So off they went. No sooner had the race started than the fog came in to join the fun. You guessed it — race cancelled. The next problem was to let the sloops "out there" know there was no more race, and this was more difficult as the fog became thicker. As we recall, *Eastward* and *Surprise* were the only sloops that navigated and finished the entire course. *White Falcon* with Bill Danforth and his Race Committee became a search/escort service. With the aid of radar they never gave up until all but one sloop was safely back on its mooring. The lost sloop turned up safe in the next town. The whole thing was finally accomplished about 9:30 p.m., but in the meantime the Awards Banquet back ashore looked like a deserted dinner party. Presenting trophies that year was a difficult job.

Fog again attended the regatta full force in 1971, making this the only year all three races were called off. Remark heard around the wharf, "In spite of fog, we had a good time, made new friends, and used more ice."

Remember the joking between sloops, singing, and water balloon fights that marked the wait for the start of the race, only to fall dead quiet and serious once the first gun was fired?

We could provide a list of sloops that have had rocks move right in their way. There was the Coast Guard handy to tow *Jolly Buccaneer* back to port when she sprang a leak during a strong wind, and *Tannis* lost her topmast and mast head, dropping sails and wood on the deck without hurting anyone. Eight smiling faces of Cronin children clawed their way out from under the sails to the relief and joy of everyone.

Dr. Hahn on *Depression* was more concerned in catching mackerel during the race. He bragged at catching 51 during one race. As a matter of fact, he came in last every year. Thus he bought a trophy for the "Last one in" so he could win a prize, and that year someone was slower than he was.

There was the "Honeymoon Sloop," *Windward*. The Bracys gave the sloop to each other as a wedding present and the families deviated from the normal wedding gifts by presenting them with an anchor, sails, rope, you name it.

Jim Rockefeller on Howe Hill in Camden rebuilt *Sazerac* and to launch her



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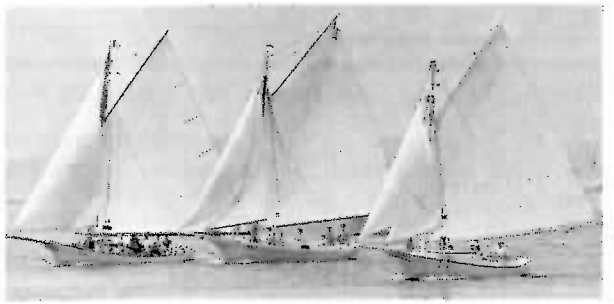
took her down the mountain with a pair of oxen in the old traditional way, only to put her in the water with a modern travelift.

"Spooky," a very pregnant black cat, jumped ship from the *Jolly Buccaneer* to *Eastward* one calm night when everyone was off to the Awards Banquet. *Eastward* thought someone was playing a trick on them — *Jolly Buccaneer* mourned the loss of their cat. It all ended happily, however, with the cat restored to her proper owner.

One could keep on going with all the fun and good times, but through these past years there has been a great dedication to Friendship (the town), Friendship sloops, and to friendships. Strong ties, good times, camaraderie, good hard sailing, and lack of serious protests have created lasting bonds and a great Society. This account would not be complete without mentioning a Scholarship Fund which the skippers have set up for Friendship students to obtain further education after High School. The Pendleton Memorial Scholarship has been in existence seventeen years and has helped many Friendship students with educational expenses. This was the skippers' way of saying "thank you" to the Town for letting them monopolize the harbor for three days each year and of having a part in continuing the Friendship tradition.

There is no end to the memories of the last twenty-five years of the Friendship Sloop Society. Now we face the excitement and ambitions for the next twenty-five. May the Society grow and abound in more lasting memories and friendships.

Mary Anne, Eastward and **Ellie T.** in the first regatta, 1961.



FRIENDSHIP DAY

For many years during the last full week in July, the Friendship Sloop Society descended on the small and busy lobstering village of Friendship for Friendship Sloop Days and the Homecoming Race on Saturday. Sloops choked the harbor and the wharves, and spectators choked the narrow road along the shore. The Fire Department Auxiliary, which runs the ambulance for the town, put on a chicken and lobster dinner to feed the large crowd and to help support their essential activities.

In 1984, when the races were held in Boothbay, the Auxiliary conducted its own Friendship Day in the village. A parade, athletic contests for the young people, and a sale of crafts, gifts and antiques attracted a modest number of visitors.

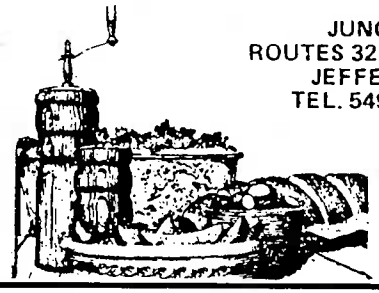
This year the Auxiliary will hold its fair on Saturday, July 26. The Society will take a small part in it by holding a parade of sloops, and some of the crews may stay to participate in Friendship Day, which now belongs to Friendship.

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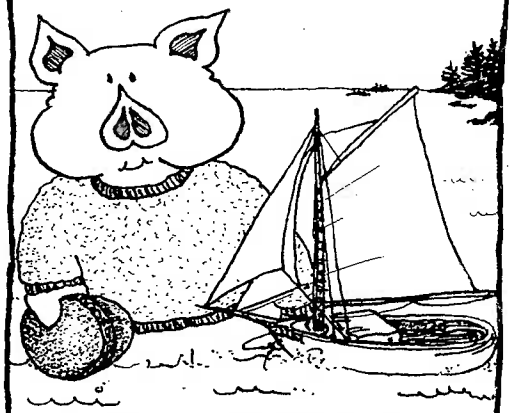
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One Great Race

by Roger S. Duncan

Bang! Off went the ten-minute gun. We had just finished lunch, and I was below putting the root beer and ginger ale cans away. My Grandmother was standing in the hatch with the stopwatch. I had been in several races, but this was the first in which I really did something relevant. I figured that I would sit in the cockpit of my Grandfather's thirty-two-foot Friendship Sloop and try to haul the jib sheet in for the whole race. I was wrong. Five minutes to the starting gun. The course was put up on the foredeck of the committee boat: A. D. C. F. E. I looked at the chart and found we were going to be beating to windward for most of the day with only short runs down the wind. The exception, of course, would be the long run down the home stretch. Two minutes to go and we were sailing right up to the starting line, rail in the water, doing 8½ knots as set to tack as a snake is tense before it strikes. My Uncle, sitting on the stern behind the helm, let the main sheet run out a grind, and we swung off heading back towards the committee boat. Off went the five-minute gun, and the smoke flew into our faces. After a moment of toying around behind the line, we arrived, ready to strike. My Grandmother said, "Thirty seconds. . . .twenty seconds. . . .ten. . . .five, four, three, two, one, BANG!" We tacked as fast as ever. Heading straight for the mark, we pounded on through the heavy chop.

The wind shifted just a tiny bit, but it affected us in a terrible way. "Damn! Headed!" my Grandfather exclaimed. We had to bear off and tack once we fetched up close to the mark. In a way, having to go off a bit saved us some trouble. On a collision course, the sailboat with the wind coming over the starboard bow has the right of way over any other boat in the race. A sloop named *Resolute* was on the port tack, much to their sorrow. We arrived at the mark a considerable amount ahead of the fleet. We were, however, overtaken by *Liberty*, a new fiberglass sloop which did well on runs with the wind, but not so well going to windward. After that the tension increased as we proceeded to arrive first at each of the next two windward marks. On the run home, two other sloops, *Phoenix* and *Liberty*, both "glass" boats, were eating us up in the last stretch. I was crushed after all that hope, all that effort, all that strategy. Even *Resolute* overtook us; a tragic loss. But for what it's worth, we had our moment in the sun, A great race!



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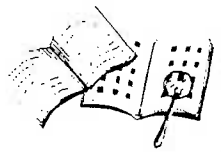
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by Jarvis Newman

Being involved in the rebuilding of *Dictator*, with the help of Ralph Stanley, and sailing her with my family for nine years and over a thousand miles in all kinds of weather can only be described as pure enjoyment. Her hull slides through the New England chop with extreme ease and comfort. The stable hull with its 11′ beam and full keel really is a unique combination. Robert McClain was a genius when it came to designing this Friendship in 1912.

This is why I decided in 1972 to continue the building of the well-proven 31′ Friendship *Dictator* in fiberglass, even though I had been building the 25′ Pemaquid model sloop in fiberglass for three years. A good article was written in *Time-Life Library on Boating* with the "Classic Boat" issue. This issue gives a very nicely detailed account of the rebuilding of *Dictator* (20 pages).

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Rebuilt **Dictator** under sail.

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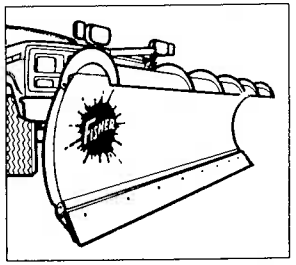
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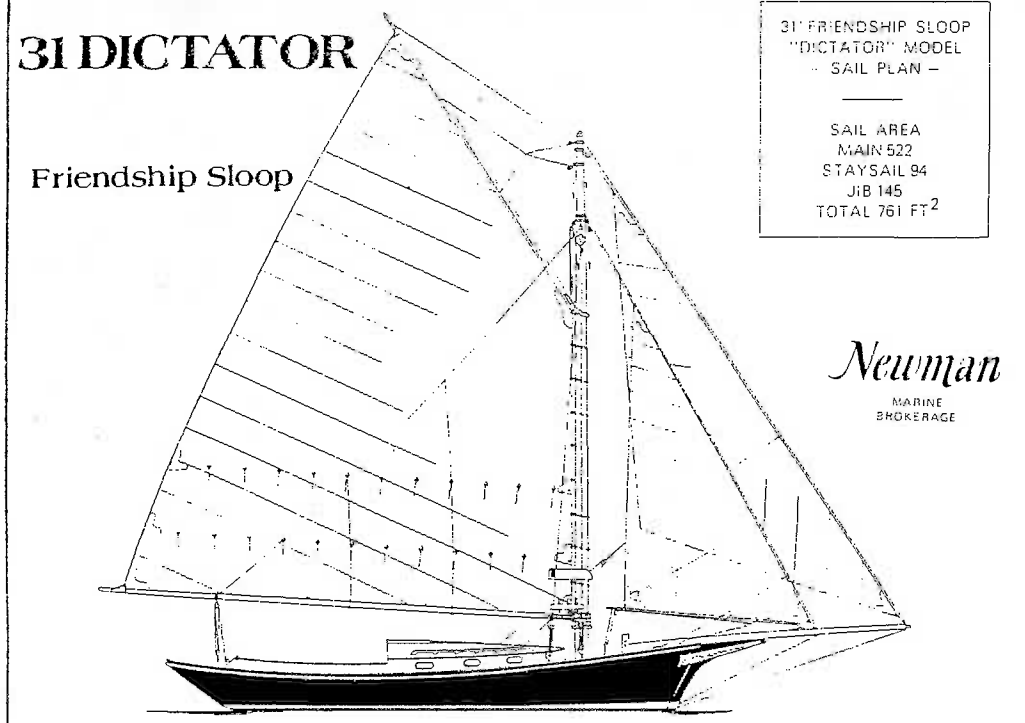
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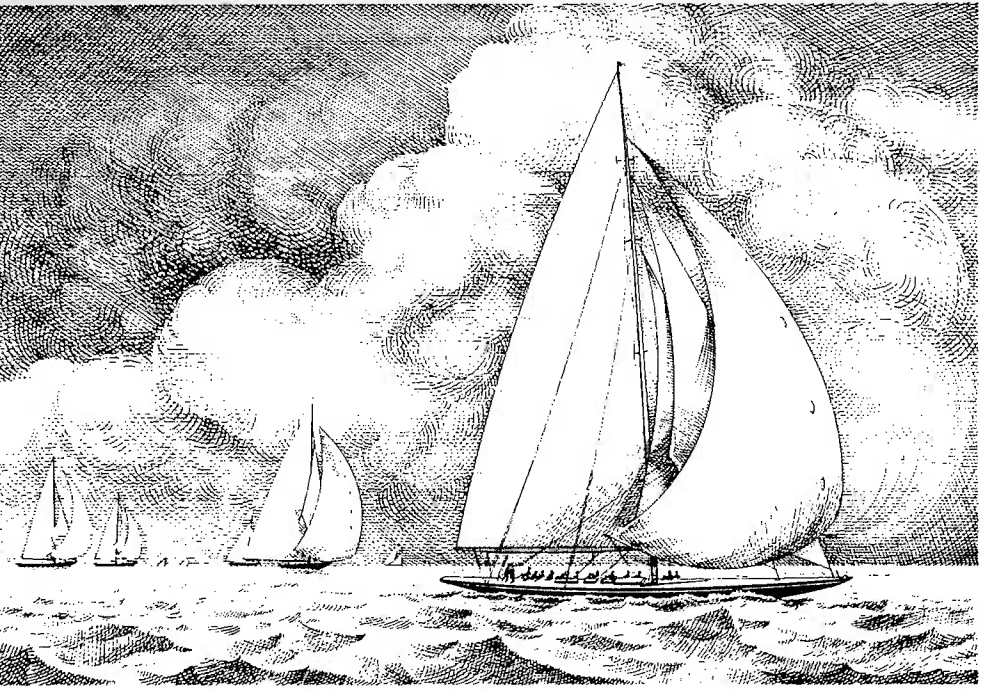
Hull #1, *Anna B.*, #147, was completed in 1974 by Ervin Jones of East Boothbay, and her sail plan was designed by Murray Peterson. Moving the mast aft approximately 2" and shortening her rig, made her one of the fastest Friendships ever built. Her total sail area with topsails is only 1,000 sq. ft.

Hull #5, *Lady of the Wind*, built in 1976 and completed by Tom Morris of Southwest Harbor, Maine, is in New York. Last year the owner replaced the mast and installed a marconi rig with a sail area of 707 sq. ft.

Hull #18 was built in 1982 and rigged as a schooner with a sail area of 795 sq. ft. She was completed by Mac Pettegrow of Southwest Harbor, Maine.

All of the other sloops that we have built have the traditional gaff rig with a sail area of 761 sq. ft., or more if topsails are added. Variations of the deck and cabin design have been made using 3, 4, or 5 berths, depending on the owner's requirements. All have used wheel steering. The 5,200 lb. ballast can be either inside or outside. As of the spring of 1985, we have built a total of 40 sloops in fiberglass in both the 25' Pemaquid and 31' Dictator models. Also four of the 31' Dictator models are in use as U.S. Coast Guard approved passenger-carrying Friendships located from Florida to Maine. Various boatyards and individuals have purchased and completed our Friendship hulls.

Friendship sloops are certainly a class all their own. Production boats far outnumber these sloops, but those who own and sail a Friendship, whether wood, fiberglass, cement or whatever, certainly enjoy one of the most comfortable and nostalgic boats afloat.



That was the year that the *Ranger,* built by Bath Iron Works for Harold S. Vanderbilt, defeated the British challenger, *Endeavor II,* in four straight races.

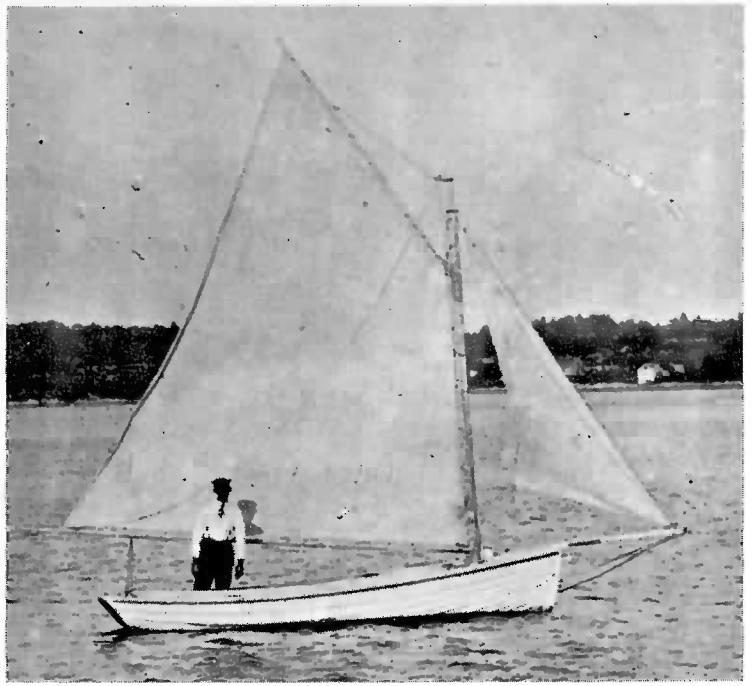
Just four years later, in 1941, the *Ranger* went on to fight a greater battle in our country's defense. The racing sloop was scrapped and the 110 tons of lead in her keel became a valuable part of the raw material of the American war effort.

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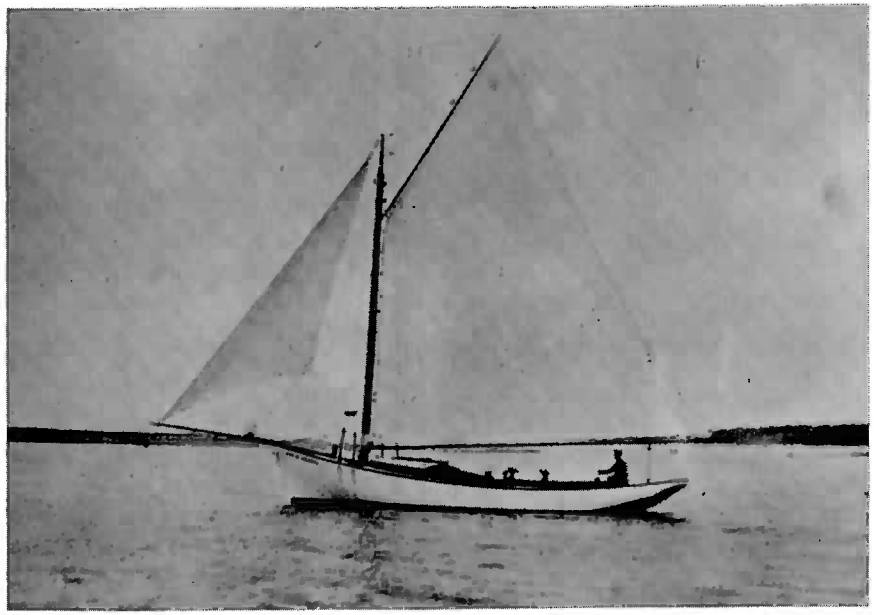
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This Muscongus Bay sloop, predecessor to the Friendship sloops, was owned by storekeeper Melvin Simmons of Bremen Long Island. Note the lapstrake construction popular before builders turned to carvel planked boats.

Boutilier Photo



Annie Margie, 41-foot Friendship sloop built by Wilbur Morse in 1910, developed from the Muscongus Bay sloop above.

COURTESY Friendship Museum



Estella A. Mystic Seaport Photo

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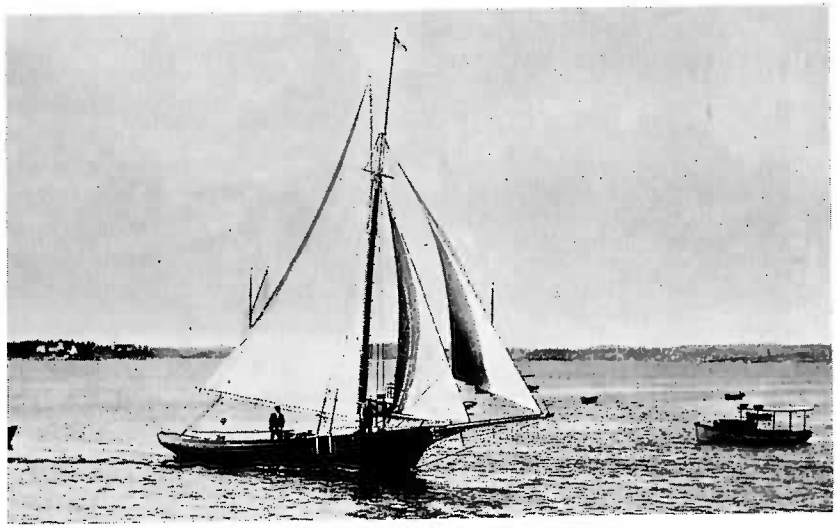
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This picture, dated August 1906, shows builder Eugene McLain at far left with Steven Prior and Ed Merry seated in the front row. Standing, from left to right are, Leslie Collamore, Crosby Prior, Norman Carter, Orrin McLain, Chester Carter, and Elmer Willey. All but Merry are reported to have participated in boat building. Merry ran the store on Bremen Long Island until he sold it to Melvin Simmons and returned to Boothbay Harbor, Me.

Boutilier Photo



The sloop **Myrtle E.**, later named **Sky Pilot**, was built around 1909 on the Island by Eugene McLain. Gene started building sloops in 1883 at age 20. His constructions included **Martha E., Lottie, Champion, Mary C., Jenny Hooper, Mogul, Nettie, Briganza, Two Sisters, Rough Rider, Paul Revere, Uncle Sam, Myrtle E.** (later **Sky Pilot** and **Jolly Buccaneer**), **Ralph A.**, and **Mystic Bell.** Nettie Winchenbach remembers that Gene sold one sloop, either **Uncle Sam** or **Rough Rider,** while he was fishing in her on the banks off Monhegan Island.

Boutilier Photo



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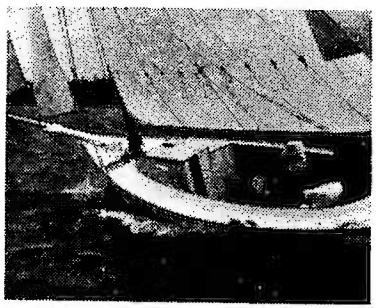
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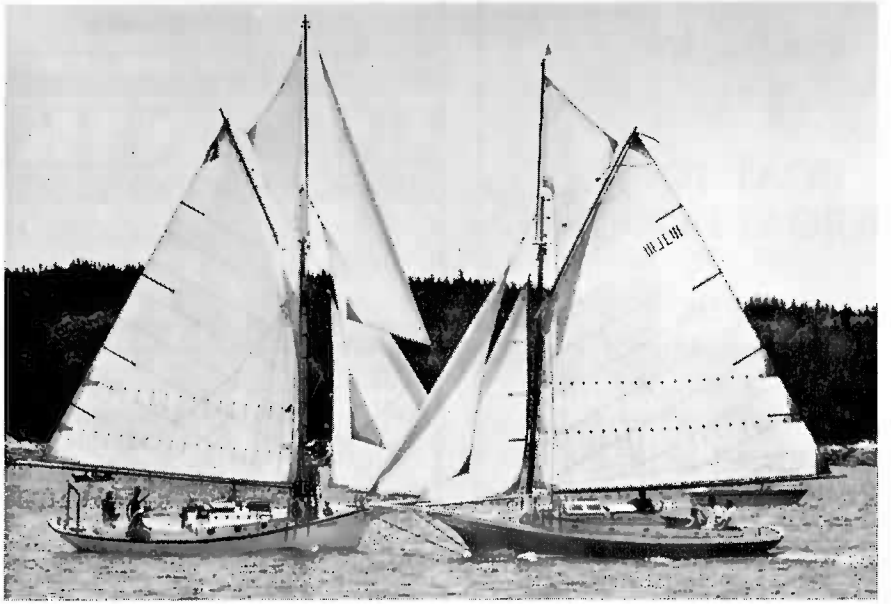
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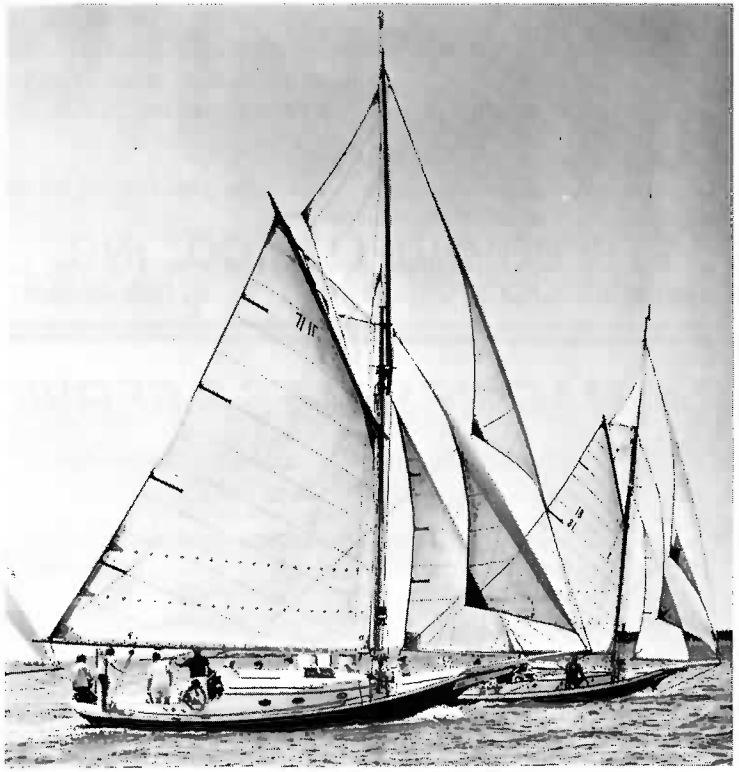
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Eagle, built in 1915 by Wilbur Morse, and **Endeavor,** a fiberglass Dictator model built in 1979 by Newman and Genthner. Boutilier Photo



Two "orignials" still sailing: **Gladiator,** built by Alexander McLain in 1902, and **Chrissy,** built by Charles Morse in 1912. Boutilier Photo

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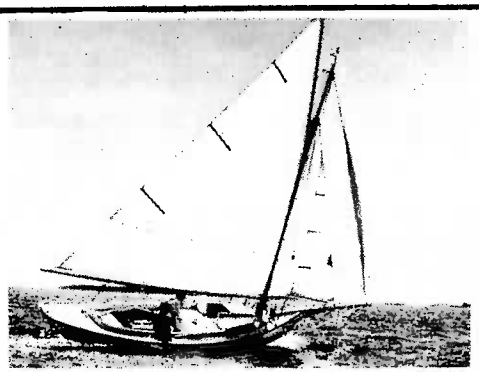
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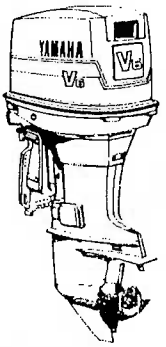
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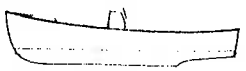


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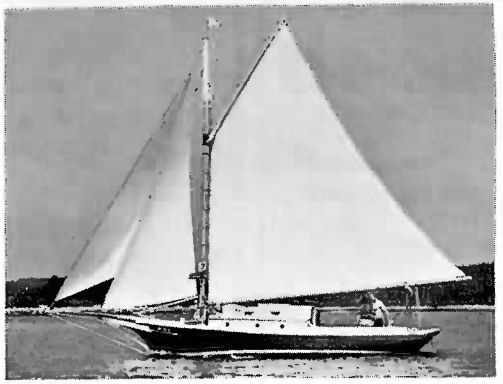
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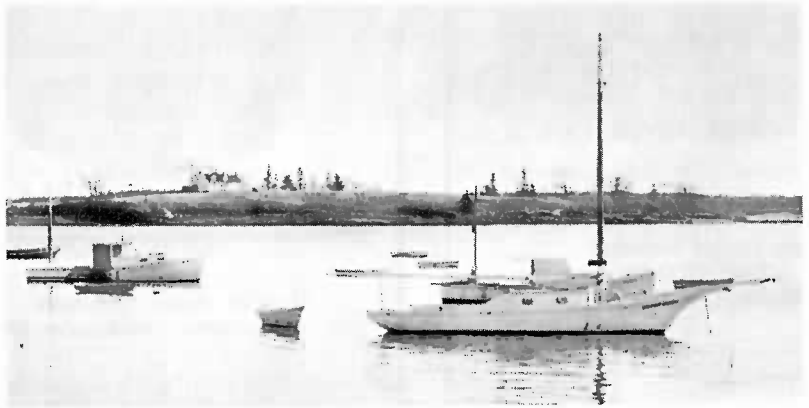
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EXPECT A LOT



Voyager, first flagship of the Friendship Sloop Society, built in 1906 by Charles Morse. Commanded by Bernard MacKenzie, first President of the Society, she was the winner of the Governor's Cup in the first regatta in 1961.

Carlton Simmons Photo



Depression, built in 1899, probably in Boothbay Harbor, bought on the bank by Dr. Myron Hahn for $15, shown as she was when he owned her in 1965. She has now been rebuilt by David Nutt of Southport and is owned by Lloyd and Tina Olson.

Boutilier Photo



Start of the first regatta in 1961. **Mary Anne** leading with **Eastward** close astern.

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Ray of Hope, now **Eden,** built in 1971 by Ed Coffin; **Fiddler's Green,** built in 1978 by Roy Jenkins; **Rights of Man,** built in 1965 for Philip Cronin by Lash Brothers; and **Phoenix,** a fiberglass boat built in 1970 by Bruno & Stillman for Al Beck.

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Hieronymus, built in 1962 by Ralph Stanley for Albert Nielson.

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She was built on Baileys Island in 1961 by Stuart Ford and is a 25′ bald-headed Pemaquid being cedar on oak with a 23 h.p. Westerbeke diesel engine. She was refastened by Blakes' Yard in Boothbay Harbor in 1983.

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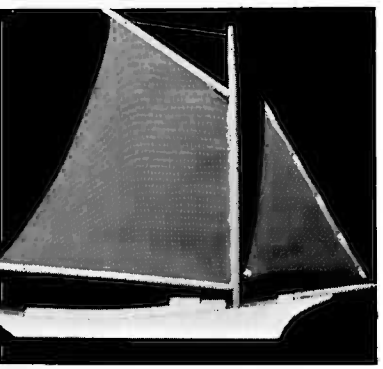
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Heritage, designed by Murray Peterson and built by Elmer Collemer in 1960 for Bill and Barbara Hadlock, as seen from **Eastward's** lee rail.

T. Gray Photo



Lucy Ann, now **Robin L.,** built by James Hall in 1967, and **Sazerac,** built by Wilbur Morse in 1913 and rebuilt by James Rockefeller in 1967.

Boutilier Photo

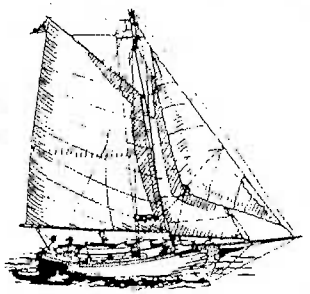
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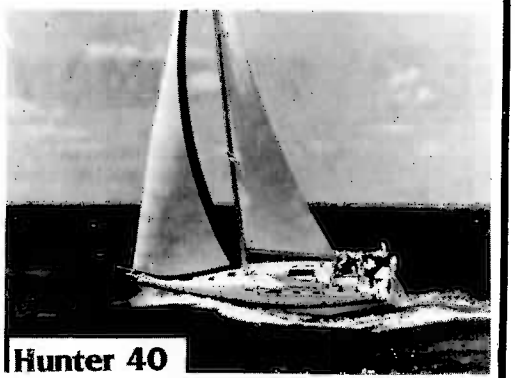
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CAP'S STORY

by William M. Rand

William M. Rand sailed Friendship sloops as a boy. His son, William M. Rand, Jr., financed the construction of a Friendship sloop built by his son, John Rand, and named William M Rand. *This is a piece from* Cap's Story, *William M. Rand's autobiography, published by permission of his son, William M. Rand, Jr.* The scene is Eagle Island in Penobscot Bay.

One day the Howard boy was playing and fell off a fence in his yard and broke his arm. The nearest doctor was at Sunset, Deer Isle. Ed came to the Quinn's to ask for the use of the sloop to get the doctor and he asked if I would come to help him. Off we started and sailed to the entrance to Southwest Harbor* where there was a little cove nearest Sunset. Ed jumped into the tender to row across the flats and told me to tack back and forth across the entrance and not to get inside two points of land. It was delightful—a warm, sunny day, a gentle breeze, and back and forth I sailed under one jib and the mainsail. A Friendship sloop will not come around without the use of the jib. On one tack the jib sheet caught and I had to go forward to free it. As I ran back along the deck, I slipped on a rope and went overboard. Fortunately the jib was not sheeted in and the sloop came into the wind. I swam to it and had to come aboard by climbing up the bob stay to the bowsprit. Back in the cockpit, I got the sloop sailing again and thought it would be well to take off all my clothes and dry them out, which I did, by hanging them on the rigging—shirt, pants, underwear and socks—and then snuggled in the warm cockpit and sailed with an eye out ahead for keeping a course. Suddenly I heard a shout of "Bring her to," and looking in back of me where Ed was, there with him in the tender was the doctor and the doctor's wife. I grabbed my pants and shirt and made a dive into the cabin as I whirled the wheel to bring the sloop into the wind. To that unexpected guest, the doctor's wife, it must have been a ridiculous sight to see a little boy diving into the cabin. At least it was funny enough to make me the butt of jokes for the rest of the summer.

There was a fisherman who visited the island [Eagle Island] with his sloop and he did me the honor of selecting me to accompany him on a three-day fishing trip off shore for cod, haddock, and hake, handlining and salting down our catch. . . . That fishing trip gave me the first insight into methods used by the natives navigating along the coast. As we sailed up the bay before a southeast breeze, a thick blanket of fog shut everything from sight. I was sent to the bow with a fog horn and with orders to report everything I saw or heard, and I couldn't see more than 30 yards ahead. Soon I heard ospreys screaming but paid no attention to them when the captain hollered, "Hear them birds?" "Yes," I answered. "Well them's fish hawks and we are just off the Porcupines, for that's where their nest is." He headed a little to the eastward and soon I shouted, "I hear surf ahead." He said, "All right, come aft—that's the rote on Hard Head; there ain't any place in the bay where the waves hit a flat cliff with the boom they make on Hard Head." Very shortly after that we picked up the loom of Eagle Island and heard the bell on the lighthouse there.

*Probably the author refers to what is now called Northwest Harbor.

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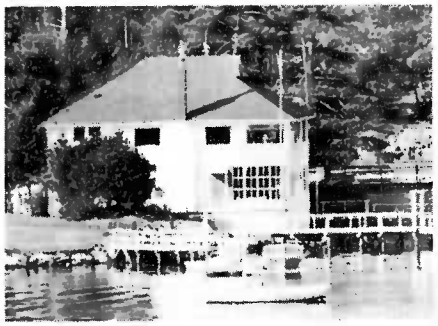
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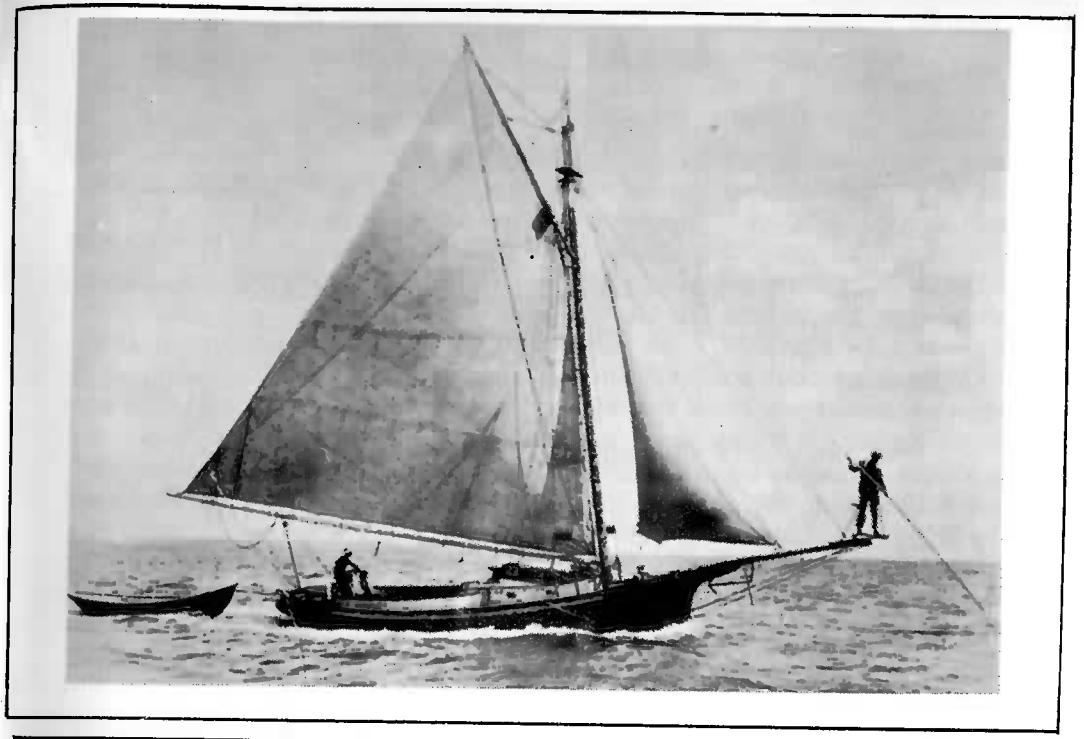
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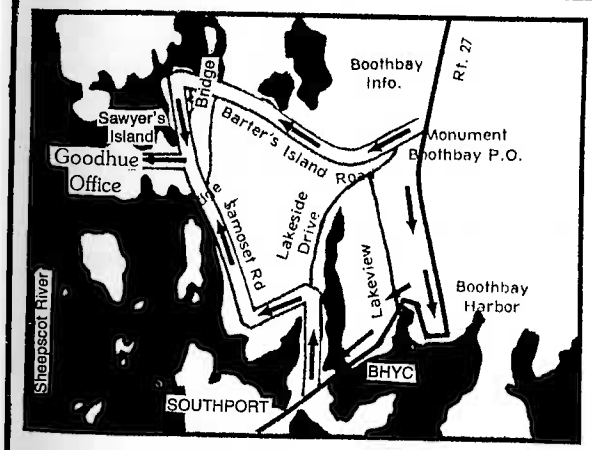
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SMALL BOATS

A great many Friendship sloops were small boats, 28 feet and under, sailed by one or two men to haul lobster traps, tend trawls, or go handlining, and the small boat tradition is being continued in the Friendship Sloop Society.

Perhaps the best known of the small boats was *Pemaquid, ex-Florida,* built by Abdon Carter on Bremen Long Island in 1914. After several years fishing, she was sold to Willard Thorpe as a yacht. He took off her lines, from which his son John built *Ellie T.* in 1960 and Stuart Ford built *Content* in 1961. *Pemaquid* was then sold to Andrew Hepburn who had her lines taken off by Charles MacGregor. These lines were printed by Howard Chapelle in *American Small Sailing Craft* and were for years the only Friendship sloop lines easily available. These were used by James Rockefeller to build *Old Baldy* and *Windward. Old Baldy* was then used as a plug by Jarvis Newman to build at least 18 fiberglass replicas.

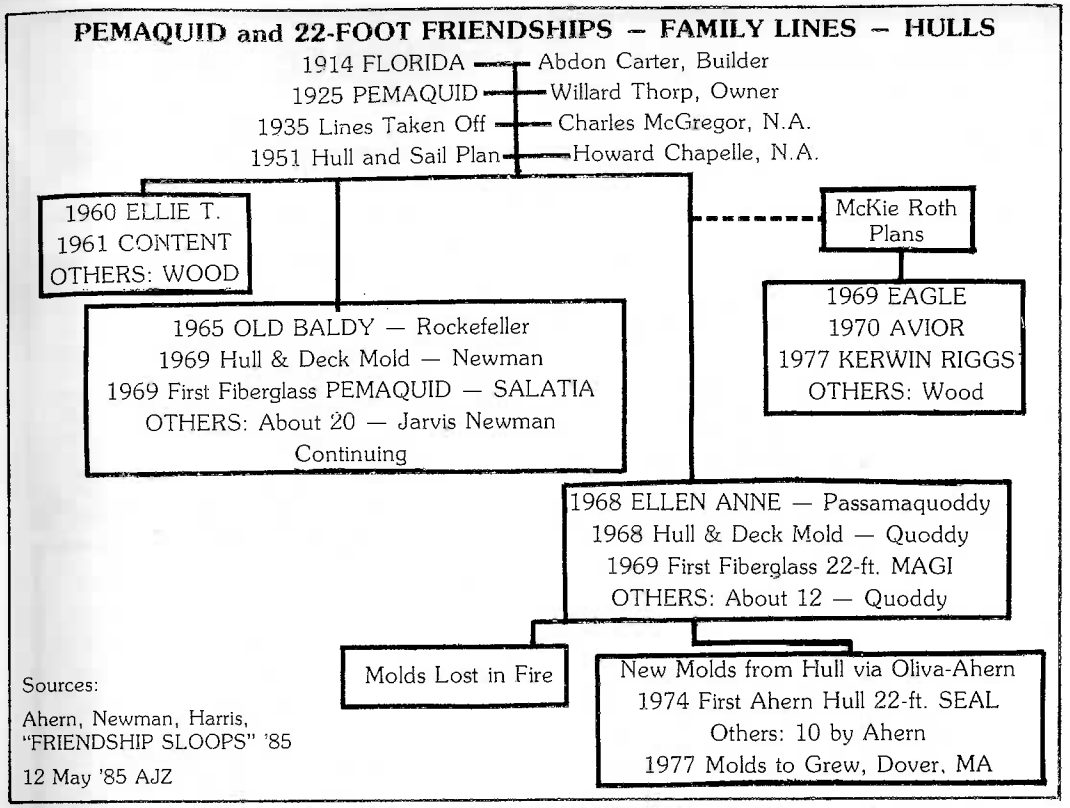
Meanwhile, McKie Roth in Edgecomb developed a 22-foot sloop based on the Pemaquid model, three of which are *Eagle, Avior,* and *Kerwin Riggs.* From Roth's designs George and Chester Harris of Passamaquoddy Yachts built *Ellen Anne,* and using her for a plug, built *Magic* and about a dozen others. Then the Quoddy molds were unfortunately lost in a fire.

Patrick Ahern, using a Quoddy hull as a mold, built about ten more 22-foot sloops, the first of which was *Seal.* Many of these hulls were finished by Elio Oliva. In 1977 Ahern sold the molds to Henry Grew in Dover, Massachusetts.

Finally Ahern developed a 19-foot fiberglass sloop from a Bolger design. #177, *Surprise* and *Periwinkle* and three more were built from this mold.

The small boats, whether of fiberglass or, like *William Rand,* built of wood at home, are important to the Society, partly because they are of our tradition and partly because they are the easiest and least expensive way in which one can get afloat in a Friendship sloop. In a smaller boat, too, the large mainsail is not so big but what it can be easily controlled by one person of ordinary physique. And it is through the narrow companionway and tiny cuddy of a small boat that valued new members will enter the Society.

The chart below shows the family tree of the modern fiberglass Friendship sloops. It was prepared by Alvin J. Zink, owner of *Seal,* and he did much of the research for this article.



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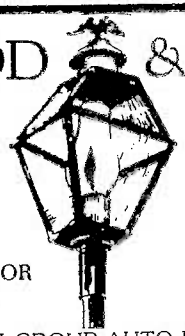
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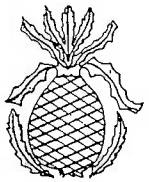
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SWAPPING LIES

By Bruce N. Morang

One hundred miles from the nearest high tide, on Route 20 in Charlton, Massachusetts, two Friendship sloops spend the winter in Jack Cronin's barnboard and plastic shed.

The shed is long and wide enough to hold comfortably Cronin's 38-foot *Tannis* and Bob Phaneuf's 34-foot *Surprise*. And thanks to the sheet-plastic radiators, enough heat can be wrung from the winter sun to make the shed comfortable for the watermen who gather there on weekends to swap lies and fuss over the work two big Friendships need nearly every winter.

But why 100 miles inland? And why Charlton, a place most sailors never heard of? Well, to fully understand any of that you have to know something of Jack Cronin, Cronin Cabinets, Cronin Marine, Tom Sawyer, and a lady named Mary Cronin who sends out the bills and gently superintends things. You also have to understand something of the mystique of healthy lying.

For our purposes here, Jack and Mary Cronin began 18 years ago with *Tannis,* five children and a growing company called Cronin Cabinets. That melange has now grown to *Tannis,* eight children, Cronin Cabinets, Cronin Marine (described on the business card as a Division of the Cronin Company), and they will soon lay the keel for a Malabar schooner which is going to look very impressive being trailered 100 miles down the Massachusetts Turnpike to Boston and salt water.

It is to Cronin Marine that the Tom Sawyer connection may be fairly made. Cronin Cabinets is now a booming business operated solely by Cronins, usually nine out of the ten on most days. Only Shelly Cronin, who is now married and living in New Jersey, misses out on most payrolls.

But Cronin Marine is far less a familial democracy, and (given the 100 miles to salt water) far less evident, particularly if you turn your back on the big boat shed. The marine division is more an autocracy, more the sole province of Jack Cronin and his third son, Bill Cronin. And that's where the Tom Sawyer lesson comes in. Wooden boats are as endless a chore as Aunt Polly's white picket fence, and to facilitate their chores, the Cronins, father and son, invoke Sawyer shamelessly. They do it by dropping words here and there about how "we're going to side that boat shed this weekend if you're going to be around. Wouldn't want you to miss it." Or, "You ought to see what Phaneuf's new transom's going to look like. Saturday'd be a good day to come out."

And so they come, just as shamelessly as their hosts; and so it is the work at Cronin Marine continues apace. The shed gets sided, *Tannis* gets laved and stroked, and *Surprise* gets her new transom, trailboards and fiberglass decks. And the white picket fence of Friendshipping gets yet another whitewashing. And Mary sends out the bills.

Now, to the business of swapping lies. Watermen don't really lie to each other; it just sounds as if they do to outsiders. What they do, you see, is put more varnish on the stories than they do the rail cap. Doesn't really pay to over-varnish a rail cap anyway. And so it is that Cronin's nap going home from Maine a season or two ago caused him to miss a right hand turn into Salem Sound, and his crew woke him up off Provincetown. A careful listener to that story can see how much better that nap gets varnished as the years

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go by, so much so that by the time the new Malabar is standing in frames, Provincetown will have become the Azores. Just you wait and see.

Other lying business includes florescent tales of wearing topsails when you really shouldn't, the outrageousness of the currents of the Merrimac, the Kennebec and the Sasanoa, and the patent unfairness of the race committee's handicap ratings. 'Course, when you get into those stories, all the scrapers have to stop scraping so you can hear what needs to be heard; and when the scrapers stop, Mary only gives the boys about five minutes before she comes over from the office to see what's the matter. So maybe it isn't lying after all, but just that the stories don't always get finished and put in focus. Maybe.

And those lunch hours out at Cronin Marine! Less than a cable length away down Route 20, you see, is Gallagher's, an oasis fully licensed by the Massachusetts Alcoholic Beverage Control Commission, and which is remarkably patient with what the barmaid calls "the sawdust crowd" when they come in to have their lunch. Even she, draped over her taps, hangs on every liar's word, and is thrilled by the exotic tales of far-off places the sawdusters talk about . . . . places like Richmond Island, Monhegan, the Devil's Elbow and Boon Island (which one sawduster was just insisting he passed three times on the same tide one night). That must be heady listening for a barmaid who probably's never been east of Worcester.

Well, anyway, the first truckload of two-inch oak plank for the new Malabar arrived at Cronin Marine, and of course it had to be stacked and sticked just so, and they talked away that Saturday in March. When the keel timber comes, it will probably take a whole weekend of talking. And so it goes as the Tom Sawyers, senior and junior, way out there 60¢ in highway tolls from Boston, peddle their white picket fence to anyone who'll stop to admire *Tannis* and *Surprise*.

But by whatever chemistry, the work gets done. And Mary just smiles and keeps sending out the bills.

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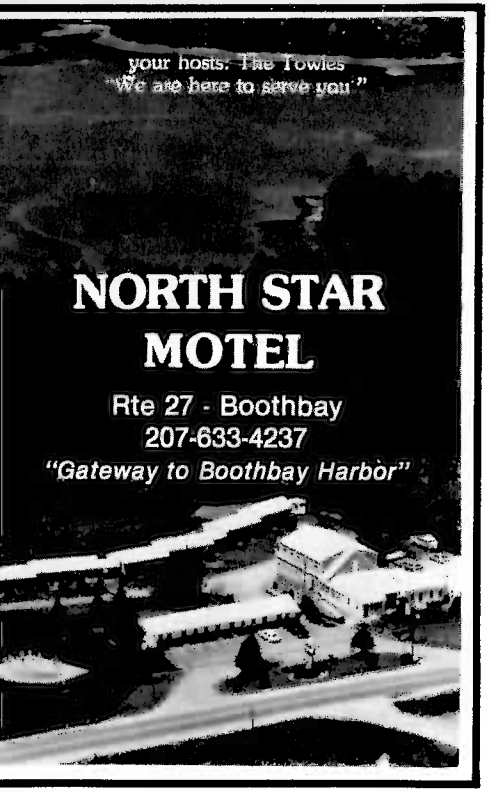
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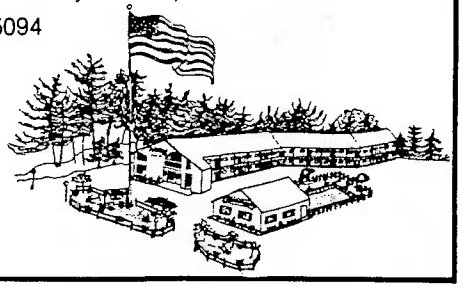
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A New Exhibit:
Lobstering and the Maine Coast

by Nathan Lipfert, Curator, Maine Maritime Museum

The Maine Maritime Museum is working on a unique exhibit: one which tries to tell the whole story of the Maine lobster fishery. This fishery is almost never seen in historical perspective and many important aspects of it have been completely forgotten.

An entire new exhibit building with 5,000 square feet of space is being devoted to this project. The building was originally the 19th-century S. A. Jones sailloft in Waldoboro, and later served as the museum's Apprenticeshop building (the Apprenticeshop now occupies another building at the museum). Placed on a new foundation at the museum's Percy & Small Shipyard complex, and with the eastern roofline extended, the old sailloft is an impressive and attractive structure, which lends itself perfectly to an exhibit on lobstering.

Although the exhibit will have its share of models, dioramas, pictures and labels, the emphasis will be on reality—real things that the visitor can see, touch and smell (sorry—no tasting). The first thing visitors will see when they come in the door will be the main character in this drama—the lobster itself. Live lobsters will move about in a large tank simulating their natural environment. Displays will explain how lobster biology and our understanding or lack of understanding of it have affected the fishery and its regulation. One display here will show how the size limits have changed over the years as reflected in the lobstermen's gauges or measures.

From there the visitor will pass into the cannery portion of the exhibit. Few people today realize that the canneries were a major market for lobsters in the 19th century, before improved transportation made it possible to ship lobsters inland alive. The exhibit will emphasize the importance of lobster canning by presenting to visitors a full-size mock-up of parts of a 19th-century cannery. Authentic can-making tools for the manufacture of hand-soldered cans will be interpreted, as well as the cooking, packing and sealing process.

Coming out of the cannery, the visitor will view a double diorama of a Maine cove whose inhabitants are involved in the lobster fishery. The cove will be shown in 1880 and again in 1920, after the introduction of power boats and the passing away of the lobster canneries.

The next section will deal with the marketing of lobsters, particularly with the modes of transportation used to bring the lobsters to market. There will be a model of a sailing wet-well lobster smack, a small truck with a load of lobster crates, and a model of an airplane carrying live Maine lobsters to distant parts of the world.

The visitor will then reach the section dealing with the Maine lobsterman and his special niche in coastal life. A lobsterman's cockpit, modified into a small audio-visual theater, will serve as a resting place where visitors can watch a video tape on the daily work routines of a lobsterman. The visitor will also be able to walk into a lobsterman's fish house to see all his gear and listen to an audio tape of a lobsterman talking about his life and the lobster fishery. Other displays in this area will focus on the coastal economy — the lobsterman's need to make money from other sources, the many workers in industries

related to the lobster fishery, etc. Large scale models of lobsterboats, made by lobstermen and boatbuilders, will help interpret the basics of lobstering to laymen.

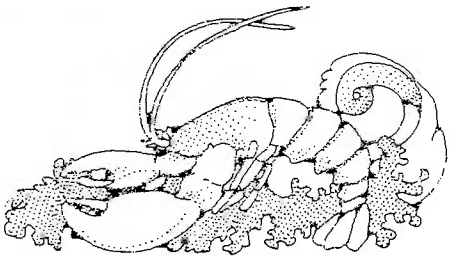
Downstairs will be devoted to lobsterboats and their gear. Visitors will be standing on a wharf, with four of the museum's collection of historic lobsterboats displayed in the "water" alongside the wharf. Only one of the boats will be obviously similar to the modern conception of "the Maine lobsterboat," but all were lobsterboat types in their day. Visitors will be able to view their interiors, outfitted for lobstering, from the wharf and will be able to get down in the "water" (actually a dry area) to see and compare the hull shapes of the different boat types.

The Maine sloop boat, or Muscongus Bay sloop, is represented by the *Ranger,* newly restored at the museum's Apprenticeshop. A second boat, the *Kingfisher,* is an early powered Hampton boat built in 1904. Also on display will be a powered peapod, originally built as a sailing peapod for lobstering in the 1890s, and a Deer Isle powered lobsterboat, with canvas spray hood and wooden steering shelter, built in 1930.

Around the lower floor's wharf will be the fronts of wharfside buildings, which visitors will enter to view exhibits on lobsterboat types which are not displayed in the prototype (the Reach Boat and the Jonesporter, for example) and on the various types of gear. The lobster trap's evolution will be seen, and the various types of warp, buoys, toggles and other accouterments. Displays of technological improvements will include engines of all types, pot haulers, and the electronic navigation gear which equips the modern lobsterboat.

Other lobsterboat types will be displayed outside the exhibit building in the Kennebec River.

The staff of the Maine Maritime Museum knows of no other exhibit anywhere which approaches the thoroughness with which this one will treat the Maine lobster fishery and its history. In conjunction with the exhibit, the museum plans to publish a history of the lobster fishery, which will also be a catalogue of the exhibit. Many books have been written about lobsters and lobstering, but very little has been published about the history of the fishery. The museum plans to open the exhibit on August 17, 1985, with the book being available at the same time.





Maine Maritime Museum Photo

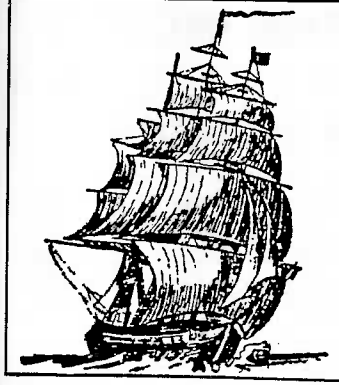
Lobster Factory 1881

FRIENDSHIP SLOOPS
A BOOK REVIEW

By Hugh Williams

Friendship Sloops by Roger Duncan is a remarkable book. It will appeal strongly to two kinds of readers: sailors interested in the inception, development and subsequent history of a beautiful and highly indigenous type of boat; and those who are attracted by a detailed study of the background that produced her — a little-known society, primitive and insular, that existed on the extreme periphery of post-Civil War America. The first four or five chapters deal mainly with the men and the environment that produced the Friendship sloop. The rest offer a comprehensive and thoroughly documented history of her evolution from the workhorse of a local fishing industry to her emergence as a very distinctive yacht, backed by a large group of admittedly rabid afficionados.

Many of the boats embodied this transition individually. Of 221 yachts currently registered with the Friendship Sloop Society, about 32 were built between 1890 and 1920 and began life as fishing boats. Their history is epitomized in the career of *Dictator,* built on Bremen Long Island in 1904 by Robert E. McLain. She fished out of Deer Isle till 1930, when Alan Chesney purchased her for use as a yacht. In 1971, after Dr. Chesney had died, Mount Desert boatbuilder Jarvis Newman acquired her rather unpromising remains, towed



Welcome to the 1985 Friendship Sloops from

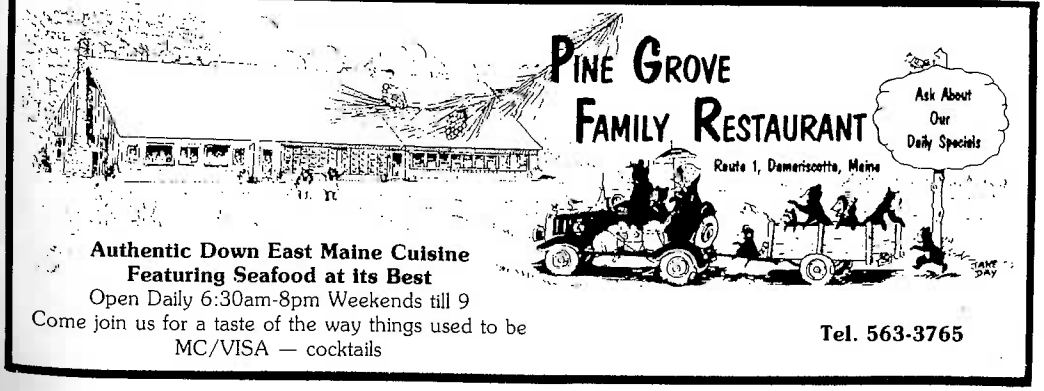
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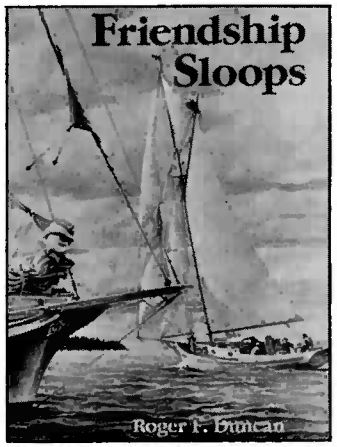
them to his Southwest Harbor shop, and completely rebuilt her. In 1974, the born-again *Dictator*, equipped with a brand-new set of Hood sails, showed up at the annual Friendship Sloop Regatta and won both the Governor's Cup and the Eda Lawry trophy!

But genuine immortality was yet in store for her. Before her re-launching in 1973, Newman had used the restored hull for a plug and made a fiberglass mold, so that *Dictator*'s clones are now commercially available as fast, seagoing yachts.

The book contains a list in Appendix A of all sloops registered with the Society, complete with provenance and pedigree of each, plus a dozen not registered but believed to be still sailing.

Chapter 4, "How They Built a Friendship Sloop," contains a minute, somewhat technical account of how these graceful little ships were turned out by men with little formal education, using primitive hand tools and whatever materials the woods or the local blacksmith shop could provide. They were striking examples of maximum performance for minimum investment. In current cant, they were highly cost-effective. Superb drawings and photographs prevent the technical explanations from being at all formidable.

Chapters 8 and 9 will be of special interest to prospective backyard builders. A surprising number of Friendship sloop owners have built their own boats, usually from classic plans and usually of wood. Ed Coffin's account of the construction of *Ray of Hope* is delightful, and those fascinated by state-of-the-art materials will enjoy the description of a current construction in Fer-a-Lite® by Dr. Quick of Wiscasset.



DISCOVER THE WORLD OF FRIENDSHIP SLOOPS

This fine new book by Roger Duncan gives you the history of Friendship sloops, tells about the people who built and sailed them, details the peculiarities of their construction and rig, and even explains how to sail one. There's a complete list of all known Friendship sloops and a wonderful collection of photographs.
208 pages, 128 illustrations, 8½" x 11". Order your copy today from International Marine Publishing, 21 Elm Street, Camden, Maine 04843.

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The eleventh and final chapter, "How to Sail a Friendship Sloop," is an altogether fitting conclusion. It includes suggestions about rigging (jib downhauls, reefing gear, shroud tension); about docking under sail, and when and how to reef; or how to get the most out of her in soft going or uphill in a stiff breeze. There is even a polar diagram to aid the Friendship newcomer in achieving that fragile compromise between pointing well and sailing fast. This reviewer can attest to the soundness of the advice simply by recalling *Eastward*'s near-solid record of wins during the early races of the Friendship Sloop Regatta with Captain Duncan himself at the helm and his son Robert as master tactician.

For this particular reader, however, the most original and penetrating section of the book consists of the first three or four chapters. These deal with the fishing, farming and boatbuilding community that existed on Bremen Long Island from the late 18th century till the early 20th. Particularly engrossing are the paragraphs on the local economy which produced these boats. An especially enlightening feature is the table on page 15 comparing the cost charges for store goods and tools in 1891-93 with current prices for the same articles; it constitutes part of a discussion of living standards in those days and addresses the debatable question of whether fishermen were better off financially then than now.

The McLains, Priors, Carters, Morses and Collamores had all moved from Bremen Long Island to the mainland by the mid-1950s, but the account of how, for almost two centuries, they drew both sustenance and livelihood from ocean, soil and forest is both accurate and movingly perceptive. They were skillful, resourceful craftsmen. Courage was something they simply took for granted, which was as well, considering the distances they had to go for lumber and hardware, or to catch and market fish, or how they had to face sickness and isolation many miles from railways or even improved roads. When pictures of such communities are presented nowadays, they are usually either romanticized through bogus folk ballads or disneyfied by the backhouse humor of some stand-up comic. The truth is otherwise, and we can be grateful for Duncan's depiction of it.

There is no viewpoint from which these people would prefer to have been judged than by the quality of their boats. One afternoon a few years ago, a venerable scion of the McLain tribe, himself a superb boatbuilder, was describing a winter on Bremen Long Island. He said nothing about hardship or deprivation, but was eloquent about the number and quality of the boats launched that spring.

"If you wanted a boat built right in those days," he concluded, "you couldn't do better than to come to any of my uncles. They could build to beat anything afloat."

An instant of silence.

"Come to think of it," he added, "I don't know but my aunts could, too."



Friendship Sloops, by Roger F. Duncan; International Marine, 1985; hardcover, $35.00.

MORE FRIENDS . . . . . .

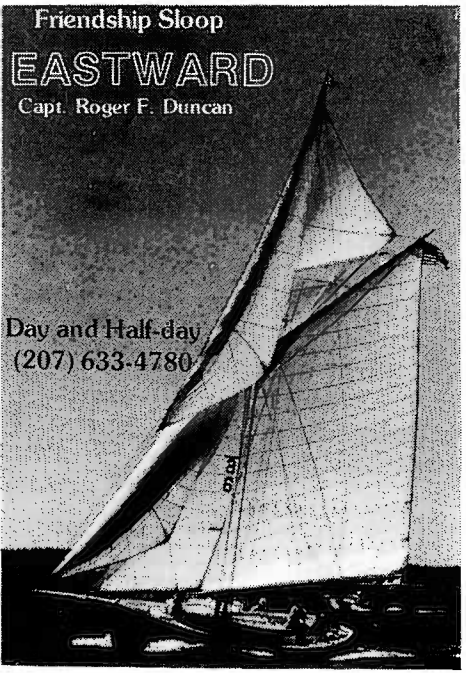
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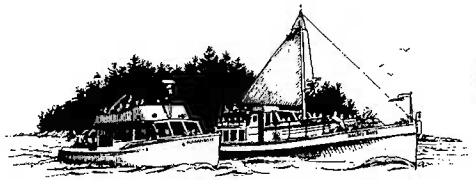
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List of Member Friendship Sloops

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 materials than wood

SLOOPS REGISTERED WITH THE FRIENDSHIP SLOOP SOCIETY

No. & Name	*Class*	*Built By*		*Present Owner*
1. VOYAGER	30A	Charles Morse	1906	John Kippen, Ipswich, Ma.
2. DICTATOR	31A	Robert McLain	1904	George Pappas, Scarborough, N.Y.
3. FINETTE	47	Wilbur Morse	1915	destroyed
4. GOLDEN EAGLE	26A	A. F. Morse	1910	believed lost
5. CONTENT	25B	Stuart Ford	1961	Robt. Edwards, Naples, Fla.
6. EASTWARD	32B	James Chadwick	1956	Roger Duncan, E. Boothbay, Me.
7. TANNIS	38B	W. S. Carter	1937	John D. Cronin, Sturbridge, Ma.
8. BANSHEE	30A	Morse		destroyed
9. AMITY	30A	Wilbur Morse	1902	James Wiggins, Brooklin, Me.
10. MARY ANNE	31B	Lash Brothers	1958	Dr. Joseph Griffin, Damariscotta, Me.
11. SHULAMITE	24B	Gannett	1938	James Doolittle, Five Islands, Me.
12. FRIENDSHIP	29A	Wilbur Morse	1902	believed lost
13. EASTING	29B	Charles Morse	1920	James Pierpont, Milford, Ct.
14. PATRICK	30B	Wilbur Morse	1946	Harold Murphy, Dedham, Ma.
15. VIDA MIA	30C	E. L. Stevens	1942	Geo. Loos, N. Cape May, N.J.
16. RETRIEVER	22B	Gannett	1942	John Rice, Scituate, Ma.
17. JOLLY BUCCANEER	45A	Eugene McLain	1909	sunk
18. CHRISSY	30A	Charles Morse	1912	Ernst Wiegleb, Friendship, Me.
19. BLACK JACK	33A	Wilbur Morse	1900	Wilson Fletcher, Bar Harbor, Me.
20. MOSES SWANN	30A	Morse	1910	
21. WILBUR MORSE	30B	Carlton Simmons	1947	
22. ELLIE T.	25B	John Thorpe	1961	John Collins, E. Hampton, N.Y.
23. DEPRESSION	30A	Unknown	1900	Lloyd Olson, Boothbay, Me.
24. ANCIENT MARINER	25A	Wilbur Morse	ca1900	Holt Vibber, Waterford, Ct.
25. SEA DUCK	25	Charles Morse		
26. VIRGINIA M.	28A	Wilbur Morse	1910	destroyed
27. SARAH E.	25B	R. McKean/S. Carter	1939	Eldon Homesey, Wilmington, De.
28. BOUNTY	22	Gannett	1932	Rich. Baley, Peekskill, N.Y.
29. SUSAN	41	Wilbur Morse	1902	believed lost
30. KIDNAPPED	21			believed lost
31. WHITE EAGLE	28	Wilbur Morse	1914	Peter Throckmorton, Newcastle, Me.
32. NOMAD	33A	Wilbur Morse	1906	Craig Rowley, Amston, Ct.
33. SMUGGLER	28	Philip Nichols	1942	Sinclair Kenney, Edgewood, R.I.
34. PAL O'MINE	27B	Gannett	1947	James Lane, Winchester, Ma.
35. MARY C.	20	N. D. Clapp	1962	Nat. Clapp, Pride's Cross, Ma.
36. MARGIN	25			Wm. Blodgett, Waldoboro, Me.
37. CHANCE	31A	Wilbur Morse	1916	Maine Maritime Museum, Bath, Me.
38. ELEAZAR	38B	W. S. Carter	1938	Capt. D. Smith, Marshfield, Ma.
39. DOWNEASTER	30B	LaSH Brothers	1963	
40. COMESIN	32B	J. Ervin Jones	1962	Carlton Wilder, Gr. Cove Spr., Fl.
41. SNAFU	35			Al. Gastonquay, Beverly, Ma.
42. SELKIE	26C	Simmons/Hennings	1963	Capt. Fred Perrone, Plymouth, Ma.
43. GYPSY	23C	Judson Crouse	1939	Robt. Lash, Orland, Me.
44. SAZERAC	35A	Wilbur Morse	1913	R. Barth *et al.*, Alna
45. FLYING JIB	30B	W. S. Carter	1937	Kevin Crowley, Newburyport, Ma.
46. DIRIGO	30B	Lash Brothers	1964	Bill Leavenworth, Searsmont, Me.
47. GALATEA	30	McKie Roth	1964	John Kapelowitz, Mt. View, Ca.
48. CHANNEL FEVER	33C	F. A. Provener	1939	Jim Nesbitt, Ft. Myers, Fl.
49. SURPRISE	33B	Philip J. Nichols	1965	Robt. Phaneuf, Chelmsford, Ma.
50. HERITAGE	29C	Elmer Collemer	1962	Bill Hadlock, S. Freeport, Me.
51.	32	Wilbur A. Morse		Robt. Morrison, Metuchen, N.J.
52. RIGHTS OF MAN	30B	Lash Brothers	1965	Philip Cronin, Cambridge, Ma.
53. EAGLE	31A	Wilbur Morse	1915	Donald Huston, Nahant, Ma.
54. ECHO	22B	Lee's Boat Shop	1965	William Thon, Port Clyde, Me.
55. RIGHT BOWER	47	Wilbur Morse	1915	destroyed
56. IOCASTE	33A	Charles Morse	1907	Maine Maritime Museum, Bath, Me.
57. OLD BALDY	25B	James Rockefeller	1965	Dorothy Ahlgren, Kittery, Me.
58. TERN	21	Jerry Maxwell	1969	Ted Chase, New Harbor, Me.
59. SARAH MEAD	30B	Newbert/Wallace	1963	Ted Hanks, Jefferson, Me.
60. OLD SALT	32	R. McLain	1902	Leon Knorr, Rowayton, Ct.
61. WINDWARD	25	James Rockefeller	1966	David Westphal, N.E. Hbr., Me.
62. COLUMBIA	23	Lester Chadbourne		believed lost
63. KOCHAB	28B	Speers	1953	Janet Hyland, Jamaica Plain, Ma.
64. AMICITIA	33B	Lash Brothers	1965	Jeff Pontiff, Plymouth, Ma.

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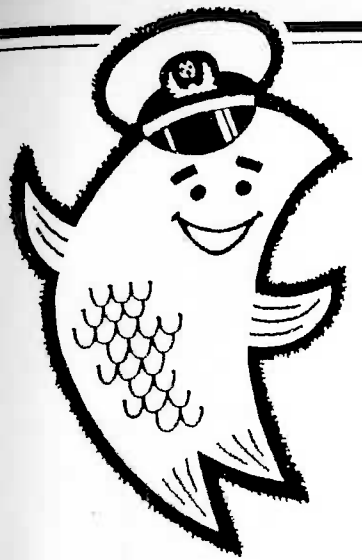
65. GALLANT LADY	33	Morse	1907	James Smith, Toronto, Ont.
66. VENTURE	27A	Morse	1912	R. S. Kleinschmidt, Pittsfield, Me.
67. HIERONYMOUS	33B	Ralph Stanley	1962	Al Nielson, Southwest Harbor, Me.
68. ROBIN L.	25B	James Hall	1967	Patrick Farrin, Boothbay, Me.
69. COAST O' MAINE	30B	Vernell Smith	1967	John Rutledge, Kittery Pt., Me.
70. SPIRIT	30B	Roger Morse	1967	John & Patricia Worth, Belfast, Me.
71. GLADIATOR	32A	Alexander McLain	1902	Wm. Zuber, Friendship, Me. & Stuart Hancock, Manasquan, N.J.
72. TEMPTRESS	33	Philip J. Nichols	1934	Sea Scouts, Westerly, R.I.
73. WEST INDIAN	26	Pamet Harbor	1951	Rich. Faredy, Naples, Fl.
74. PATIENCE	30B	Malcolm Brewer	1965	John Arens, Milton, Ma.
75. OMAHA	35	Morse	1901	C.F. Hansel, Cranford, N.J.
76. PACKET	26	Charles Morse	1925	M. Reidy, Vineyard Haven, Ma.
77. BEAGLE	28	C. A. Morse	1905	Mrs. John Glenn, Centre Is., N.Y.
78. EMMIE B.	37B	Reginald Wilcox	1958	burned
79. NIMBUS	32	A. Chenault III	1954	Fred Swigart, New Orleans, La.
80. HEADWAY	35	Buck/Adams	1941	Chris & Julie Head, Stow, Ma.
81. REGARDLESS	38B	Fred Dion	1963	Wm. Williams, Swansea, Ma.
82. MORNING STAR	28A	Albion Morse	1912	Robt. Wolff, Cambridge, N.Y.
83. PERSEVERANCE	30D	Bruno/Stillman	1969	Robt. Jacobson, Stockton, N.J.
84. PHILIA	22	Kennebec Yacht	1969	Rich. Condon, Atkinson, N.H.
85. ANN FRANCES	38B	J. D. Maxwell	1974	J.D. Maxwell, Spruce Head, Me.
86. ALLEGIANCE	24	Albert M. Harding	1970	A.M. Harding, Kennebunkport, Me.
87. EAGLE	22	McKie Roth	1969	Henry Goodwin, Avon, Ct.
88. APOGEE	30D	Bruno/Stillman	1969	H.M. Landemare, Tom's River, N.J.
89. AVIOR	22B	McKie Roth	1970	J&B Chittenden, Edgartown, Ma.
90. SALATIA	25B	Jarvis Newman	1969	Lauriat Family, S.W. Harbor, Me.
91. PHOENIX	30D	Bruno/Stillman	1970	Alfred E. Beck, Exeter, N.H.
92. PUFFIN	25B	Rockefeller/Day	1970	K.S. Axelson, Waldoboro, Me.
93. ANNA R.	25	Kenneth Rich	1970	Stuart Rich, Roque Island, Me.
94. DIANA	25D	J.Newman/Rockefeller	1970	Ebenezer Gay, Hingham, Ma.
95. WEST WIND	40	C. Morse	1902	John Fassack, Cincinnati, Oh.
96. VOYAGER	32B	Lash Brothers	1965	Bernard MacKenzie, Scituate, Ma.
97. GANNET	27A		1903	Willis Collyer, Mattapoisett, Ma.
98. DOWN EAST	30	Bruno/Stillman	1970	James Beatty, Westerville, Oh.
99. BUCCANEER	27	W. Morse	1890	Eugene Tirocchi, Johnston, R.I.
100. MORNING WATCH	26	Backman's Boatyard	1970	Donald Starr, Boston, Ma.
101. MINERVA	30D	Bruno/Stillman	1971	David Hotelling, Freeport, Me.
102. AGUSTUS	37	Tim Bliss		Tim Bliss, Coconut Grove, Fl.
103. SOLASTER	25D	Jarvis Newman	1970	Dr. Curtis Ruff, Falmouth, Me.
104. COCKLE	28	Elmer Collemer	1950	Widgery Thomas, Portland, Me.

105. AT LAST	30	Bruno & Stillman	1971	George Kwass, Andover, MA
106. HOLD TIGHT	25	Jarvis Newman	1970	Bill & Carol Reiff, Mt. Desert, Me.
107. MAGIC	22	Passamaquoddy Ycht.	1970	Nancy Kandutsch, Bar Harbor, Me.
108. LOON	35	Wilbur Morse	1905	destroyed
109. PETREL	31	G. Cooper	1933	Michael Brown, Dorchester, Ma.
110. AMISTAD	23	Robert White	1971	Robert C. Lee, Houston, Tx.
111. AMOS SWANN	26	Wilbur Morse	1910	destroyed
112. SECRET	27B	Philip J. Nichols	1971	Robt. & Eliz. Monk, Burlington, Ma.
113. YANKEE PRIDE	30	Bruno/Stillman	1971	James Craig, Keyport, N.J.
114. PEARLE	30D	Bruno/Stillman	1971	
115. KITTYWAKE	30	Bruno/Stillman	1971	Gardner Mason, Killingworth, Ct.
116. TINQUA	30	Bruno/Stillman	1971	lost
117. LEADING LIGHT	30D	Bruno/Stillman	1971	John Crumpton, Oxford, Me.
118. WENONAH	30D	Cruno/Stillman	1971	Beth Newsham, Pasadena, Md.
119. VALHALLA	30	Bruno/Stillman	1971	Paul Wolfe, Pittsburgh, Pa.
120.	This number is reserved for Carlton Simmons			
121. ISLAND TRADER	27	Elmer Collemer	1960	Pamela McKee, Seattle, Wa.
122. EDEN	25	Nash/Coffin	1971	Peter Thompson, Bar Harbor, Me.
123. RESOLUTE	28B	Charles Burnham	1973	Charles Burnham, Essex, Ma.
124. CALLIPYGOUS	30	Bruno/Stillman	1971	Rich. Sharabura, Toronto, Ont.
125. BILLY BUDD	25	Al Paquette	1969	Fred Holbrook, Rochester, Ma.
126. WHIM	20	Chester Spear	1939	Wm. Flanders, Abingdon, Ma.
127. LUCY S.	28		1890	Jonathan Smith, Concord, Ma.
128. SCHOODIC	31C	Collemer & Lanning		Bruce & Mary Lanning, Winter Hbr., Me.
129. GISELA R	25	A. R. Schafer	1969	Andrew Schafer, Newton, N.J.
130. NARWHAL	25	Jarvin Newman	1972	Jim Rosenbaum, Milwaukee, Wi.
131. NOAHSARK	30	John Chase	1972	Richard Willis, Ipswich, Ma.
132. VOGEL FREI	30	Wilbur Morse		Herman Samitsch
133. INDEPENDENCE	30	Bruno/Stillman	1973	Fred Schwarzmann, Far Hills, N.J.
134. FOUR SONS	22	Charles Collins	1973	David Hussey, Marblehead, Ma.
135. GREEN PEPPER	25	Newman/Morris	1973	Harper Sibley, Miami, Fl.
136. SQUIRREL	28	Charles Morris	1920	Larry Moxen, Mystic, Ct.
137. FRIENDSHIP	46	Wilbur Morse	1900	Wm. Van Zee, Miami, Fl.
138. RED JACKET	25	Robert Gardner	1973	Chris Day, Isleboro, Me.
139. COVENANT	25	Newman/Morris	1973	
140. BRANDYWINE		McKee Roth	1968	Paul Johnson, Campbell, Ca.
141. JAMES HALL	25	James Hall	1974	John & Suzanne Sherburne, Deerfield, N.H.
142. ALBATROSS	21	Peter Archbold	1976	Stephen Locke, Rochester, N.Y.
143. MATELOT	25	Newman/Morris	1974	Gerard Miller, Perrysburg, Oh.
144. JOSIE	25	Newman/Morris	1974	Dr. Jos. M. White, Alexandria, Va.
145. DELIVERANCE	31	Newman/Purslow/Part.	1974	Gerald Purslow, Hancock, Me.
146. FIDDLE HEAD	25	Newman/Chase	1970	Harry Jackson, Groton, Ct.
147. ANNA B.	31	Newman/Ervin Jones	1974	C.M. McQuade, Jacksonville, Fl.
148. SLOOP OUT OF WATER				now a patio in Ma.
149. FIDDLER'S GREEN	25	Roy Jenkins	1978	Roy Jenkins, Waterville, Me.
150. WOODCHIPS		Deschenes/Willett	1975	
151. DEPARTURE	15			Greg Reizran, Mystic, Ct.
152. OLLIE M.	32	Kent Murphy	1977	Kent & Ollie Murphy, Swampscott, Ma.
153. ANGELUS	22	Charles Collins		Chas. Collins, Bass River, Ma.
154. MUSCONGUS	28	Albion Morse	1909	Al. Lindquist, Wilton, Ct.
155. QUEEQUEG	25	Newman/Morse	1975	Mark Roman, Riviera Beach, Fl.
156. DEPARTURE	31	Newman/Morse	1975	J.A. Russell, Philadelphia, Pa.
157. LIBERTY	31	Newman/Salter	1980	Dick Salter, Manchester, Ma.
158. EVA R.	33	E. Robinson	1906	R. Bruneau, Stamford, Ct.
159. PACIFIC CHILD	31	Bruno/Stillman	1969	J. Nosworthy, San Diego, Ca.
160. DEFIANCE	23	McKie Roth	1973	Morgan Hendry, Wilmington, De.
161. JENNEY	22	Sam Guild	1976	Gordon Towle, Landenburg, Pa.
162. IRENE	38	Charles Morse	1917	John Clarke, Vineyard Haven, Ma.
163. REWARD	25	William Greene	1975	Wm. Greene, Rocklin, Ca.
164. JESSIE MAY	30	Charles Morse	1906	Dennis Mayhew, St. Clair, Mich.
165. REUNION	25	Niederer	1975	Mason Stover III, Alameda, Ca.
166. SCHOODIC	25	Concordia Co.	1967	Dr. G. Zee, No. Dartmouth, Ma.
167. FREEDOM	28	Ralph Stanley	1976	Richard Dudman, Ellsworth, Me.
168. LOON	30	Newbert/Wallace/Jacob	1974	Hugh & Ruth Jacob, Bath, Me.
169. DEFIANCE	22	Dowd/Dias	1976	Bill & Beth McCallum, Bolton, Ma.
170. LADY OF THE WIND	31	Jarvis Newman		Wm. Manookian, New York, N.Y.
171. GOLDEN ANCHOR	31	Newman/Morris		Golden Anchor Inn, Bar Harbor, Me.
172. AMNESTY	25	Jim Drake	1981	Jim Drake, Carlisle, Pa.
173. MEDUSA	25	Ron Nowell		Ron Nowell, Marshall, Ca.
174.		Newman/Standish		Standish/Paperno, Port Alberni, B.C.
175. EDELWEISS	15	David Major		David Major, Westminster, Vt.
176. TRUMPETER	28	Charles Morse		Gale York, Jackson, Miss.

177.	20	N.E. Yacht/K. Rogers		Kirk Rogers, New Gloucester, Me.
178. ESSENTIAL	25	Newman/Chase	1977	Robert Stein, Huntington, N.Y.
179. CELENE	22	G. Hargrove	1977	Bruce Robinson, St. John, N.B.
180. BANSHEE	25	Newman/Wojcik		John & Carole Wojcik, Norwell, Ma.
181. SURPRISE	20	Patrick Ahearn	1975	Richard Brownlie, Nahant, Ma.
182. CHARITY	22	Apprenticeshop	1977	Ted Watson, So. Dartmouth, Ma.
183. SILVER HEELS	25	Newman/Morris	1978	
184. PERSEVERANCE	27	W. Simms	1963	Wm. & Elizabeth Reed, Higganum, Ct.
185. CALYPSO	27	J. Philip Ham	1978	J.P. Ham, Holden, Ma.
186. RAGTIME ANNIE	27	Bolger/Appollonio	1975	Barry Stoodley, Unity, Me.
187. PEREGRINE	27	Ralph Stanley	1977	Peter Blanchard III, Short Hills, N.J.
188. MAUDE	32	H. Gamage	1939	G.R. Axelson, Newburyport, Ma.
189. TRADITION	31	Newman/Nehrbass	1981	Roger Nehrbass, Pt. Wash., Wis.
190. AIKANE	31	Newman/Chase	1978	destroyed
191. ANNABELLE	22	Apprenticeshop	1978	John & Anne Boswell, Hanover, N.H.
192. KERVIN RIGGS	22	Fitashim Boatworks	1977	John Chase, Chapel Hill, N.C.
193. LADY	32	Harvey Gamage	1978	Linwood Gamage, South Bristol, Me.
194. HUCKLEBERRY BELLE	25	Niederer	1977	Dr. J. Nofzinger, Florence, Ala.
195. PRINCESS	25	Wilbur Morse	1910	Joe Richards, Smyrna, Del.
196. ENDEAVOR	27	Ralph Stanley	1979	B. Holtzmann & B. Shields, SW Hbr, Me
197. CHRISTANIA	31	Newman/Davis	1978	Richard Gilbert, Greenwich, Ct.
198. BAY LADY	31	Newman/Lanning	1979	Capt. Robert Fish, Boothbay Hbr., Me.
199. TRINITY	31	Newmn./Lib. Yacht Co.		Doug & Michelle Jacoby, Marblehd., Ma.
200. NEW VENTURE	25	Newman/Foster	1980	Robert Foster, Mt. Desert, Me.
201. ENDEAVOR	31	Newman/Genthner	1979	J. Genthner, Fairhaven, Ma.
202. ARRIVAL	31	Newman/Niedrach	1981	Robert Niedrach, Amherst, N.H.
203. AURORA				
204. MARIE-ANNE	27	Jason Davidson	1977	D. Echeverria, Jamaica Plain, Ma.
205. DAY STAR	28	Richard Mosher		R. Mosher, Kalamazoo, Mich.
206. MARY ELIZA	31	Newman/Clark	1979	Wyndham Clark, Washington, D.C.
207. DAISY NELL	30	H. Melquist	1980	Scott & Daisy Edington, Essex, Ma.
208. LADY SHIP	31	Newman/Lanning	1981	Tony Dewsnap, Boothbay Harbor, Me.
209. FRIEND SHIP	31	Newman	1981	Capt. Hank Warjonin, V.I.
210. THE SLOOP JOHN B.	23	Elio Oliva	1974	Al Perrin, Canandaigua, N.Y.
211. ANSA	22	James Hamilton	1981	James & Ann Hamilton, Andover, Ma.
212. ACHATES	22	Nick Roth	1980	R. Leigh, Nashville, Tenn.
213. AMIE	25	Bob Holcomb	1978	H. Hanson & P. Lovelace, Edmonds, Wa
214. GAIVOTA	31	Newman/Pettigrew	1982	P. Karoff, W. Newton, Ma., & J. Montgomery, Shrewsbury, Ma.
215. ELLEN ANNE	31	Passamaquoddy Yts.	1968	David Colinan, Lincoln, R.I.
216. AMITY	47	W.S. Carter	1941	John Nichols, New York, N.Y.
217. ODYSSEY		Shoreline Boats	1972	P. Haynicz, East Stroudsburg, Pa.
218. WILLIAM M. RAND	22	William M. Rand Jr.	1982	Wm. M. Rand Jr., Lincoln Ctr., Ma. & John B. Rand, Concord, Ma.
219. YANKEE BELLE	23	Paul Edwards	1983	Paul Edwards, Mattituck, N.Y.
220. AIKANE II		Moore/Pettigrew	1984	Hal Marden, Wilmington, Del.
221. SEAL	21	Ahern/Zink	1984	Alvin J. Zink Jr., Andover, Ma.
222. LADY JANE	18	Dick McInnes		Dick & Jane McInnes, Belpre, Oh.

Other sloops not registered with the Society but believed to be still sailing:

ANNIE PODE	(ferro-cement)	Owner unknown
ANGUS		Elio Oliva, Centerville, Ma.
AURORA		Richard Steel, Rockport, Me.
AYESHA	Charles Morse, 1900	Owner unknown
BLACK WATCH	K. Rider	Donald Davis, Newport Bch, Ca.
CAROLYN		A.J. Rousseau, Warwick, R.I.
DUCHESS	Simms	H. Reese Mitchell, Houghton, Mich.
EL YANQUI	Wilbur Morse	Gene Pelitier, Wilmington, Ca.
ESTELLA A.	R. McClain	Mystic Seaport, Mystic, Ct.
NOREASTER	Wilbur Morse	R. Synnestvedt, Jenkintown, Pa.
PEMAQUID III		George McKennor, Sillery, Quebec
RED WING	Wilbur Morse	Marjorie Debold, Middletown, Oh.
SEA GULL	W.S. Carter	Mike Dolan, Hollywood, Fl.
SPIRIT OF JOSHUA		James Tazelaar, McLean, Va.
SPOONDRIFT		Harold Tweedy, New Rochelle, NY
STELLA MARIS		Ted Wells, Duxbury, Ma.
SURPRISE		Peter Boback, Fairfield, Ct.
TECUMSEH	Wilbur Morse	Museum, Ft. Lauderdale, Fl.
VOLUNTEER	Gannett	Brian Nerl, Buffalo, N.Y.
WILD WIND		R. Standen, Manhattan Bch, Ca.



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