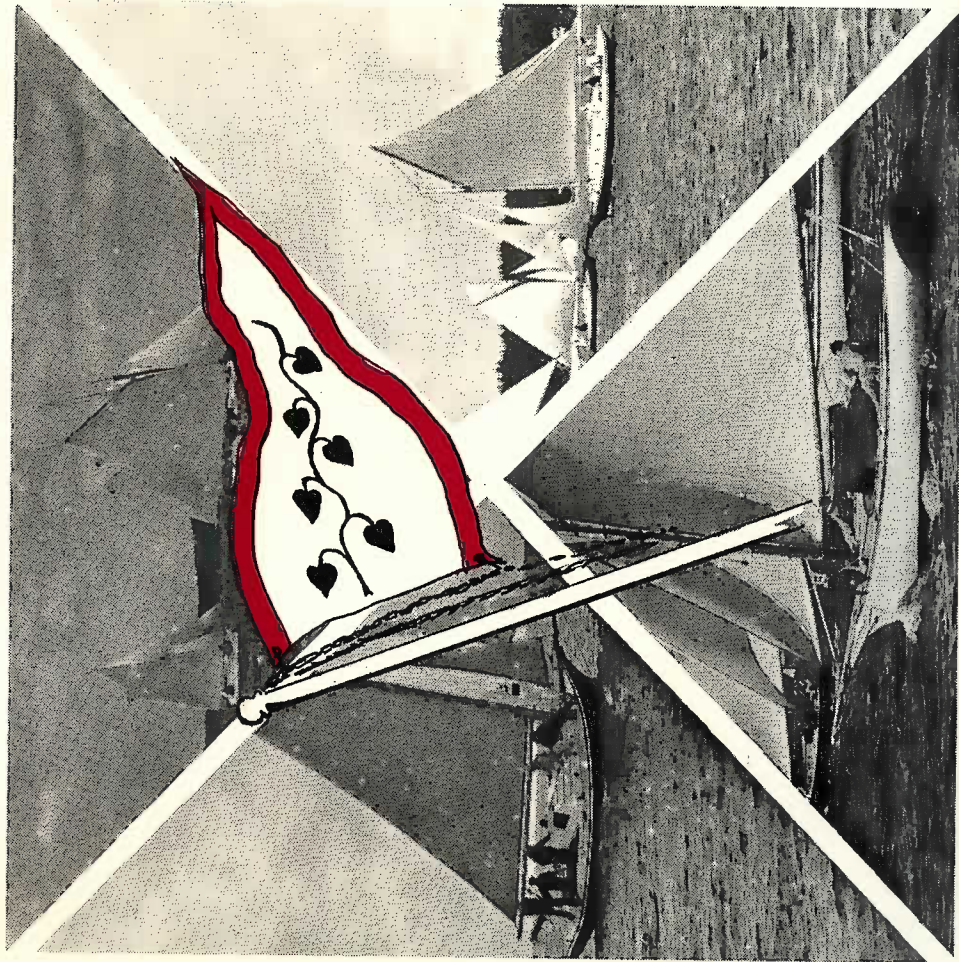


Friendship Sloop Days '69

JULY 24 • 25 • 26



DEDICATION

DEDICATION —

Herald Jones — without whom this whole thing would never have started.

COVER —

Friendship Sloop Society's Burgee superimposed over photos taken at last year's regatta.

CARTOONS —

Donna Weisel

PHOTOGRAPHS —

Carlton Simmons

Program Printed by The Courier-Gazette, Rockland, Maine

A more appropriate word would be difficult to find! Herald Jones is dedicated to the town of Friendship. His dedication to the town is what brought about the sloop races. Other men had the idea but it was Herald who brought it to fruition.

None of the existing organizations or committees in the town wanted to tackle such a tremendous undertaking, so almost single-handedly, Herald set up a new organization to promote this tremendous idea. Thus the Friendship Sloop Society was born.

The first year was difficult. It was not easy to solicit help because people thought it couldn't be done. With great determination and dedication, Herald set to work, writing letters and news releases; setting up committees and organizing work groups; arranging for parking and police help — a million and one things to be done, and Herald saw to it they were done and done well.



Without Herald it would never have begun. Without Herald it would have failed. His foresightedness is responsible for the most successful revival of any character boat in the world. Because of him, the Friendship Sloop today is known in all corners of the world.

We take our hats off to you, Herald Jones, and dedicate this booklet to you.



Friendship Sloop Society

PRESIDENT

George B. Morrill, Jr. (owner of SAZERAC)

VICE PRESIDENT

William Pendleton (owner of BLACKJACK)

SECRETARY

Betty Roberts — Friendship, Maine

TREASURER

Carlton Simmons — Friendship, Maine

HONORARY MEMBERS

A. K. Watson - Howard Chapelle - William Danforth

Cyrus Hamlin - John Gould

Bernard MacKenzie - Honorary President

1969 Committees

RACE COMMITTEE

William Danforth - Chairman

Connie Pratt - Elbert Pratt - A. K. Watson

OFFICIAL HANDICAPPER

Cyrus Hamlin

TOWN COMMITTEE

Douglas Lash, Chairman

Everyone in Town Willing to Help

PROGRAM COMMITTEE

Al Roberts - Chairman

Charles Weisel - George Owen - Amos Hamburger

William Thissell - Nancy Penniman

SCHOLARSHIP FUND

William Pendleton

MASSACHUSETTS BAY RACES

Bernard MacKenzie - Chairman

Lincoln Ridgway - Race Committee Chairman

OFFICIAL PHOTOGRAPHER

Carlton Simmons

Welcome

For the ninth time we welcome one and all to Friendship Sloop Days. As always, we have provided parking lots, free taxis around town, information booths, telephone booths, snacks, meals, just about everything we could think of, or you could want.

Each day's race course will be posted by 10:30 A. M., so you can follow the races if you are here by boat. All we ask is for you to give the sloops plenty of room. Many people do not realize how much the wake of a power boat can upset the equilibrium and sailing ability of any small sailing craft. Your cooperation and consideration will be greatly appreciated by the Skippers. The center spread of this booklet is a reproduction of a chart of Muscongus Bay to help you follow the race course each day.

WELCOME TO FRIENDSHIP — We hope you will enjoy yourself. If you need help of any kind go to the Information Tent. We think we can answer your questions or solve your problems. We even have an ambulance standing by — Heaven forbid!

A Bonus

It is great to live in a town like Friendship! Back in 1967 when at the last minute the group that was providing the banquet meal found it impossible to do so, they turned the problem back to the Sloop Society. The Town of Friendship rose to the occasion and put on a memorable meal for the assembled multitude. I'm sure you have heard how natives and summer people alike cooked and served, and the young people offered their services as waiters and waitresses. It is great to live in a town with friends and neighbors like that!

It is also great to be part of this country where people still think of others. "Seilers of New England" through Newton Hinckley (owner of Flying Jib) offered to put on the banquet in 1967, but plans were completed. Last year Seilers again offered to put on the Skippers' Banquet, and at no cost to the Society. Needless to say the offer was accepted. It was a wonderful job, complete with head chef, Romeo Tolini, in his chef's hat.

This year again Seilers has repeated its splendid offer. The usual charge will be made to each diner, but all the proceeds will go to swell the Scholarship Fund. Last year even the young volunteer waiters and waitresses requested their tips be put into this Fund. I'm proud to be part of this country, and this town which lives up to its wonderful name.



Scholarship

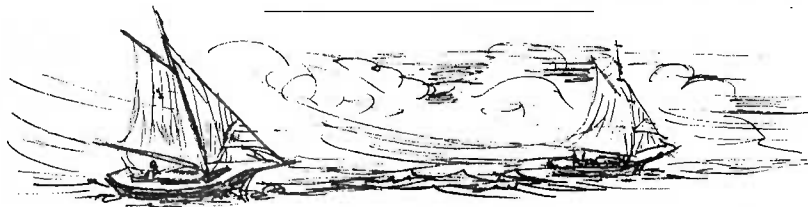
The Beatrice S. Pendleton Memorial Scholarship Fund completed its second year on June first. Under the plan for this Fund the Committee in Charge of Awards was able to give a total of six hundred dollars to help youngsters from the Town of Friendship continue their education beyond high school during the past academic year. As this program goes to print it seems reasonable to expect that at least an equal amount can be awarded for the coming academic year.

In addition to the amounts awarded for scholarship aid there will be close to two thousand dollars in the Endowed Fund by the end of the second year. Under the plan for this Endowed Fund the interest is to accumulate until income amounts to at least four hundred dollars. At this point the Executive Committee of the Friendship Sloop Society will determine to what extent the income from the Endowed Fund is to be used in scholarship awards.

The Society can be proud of the progress made in building our Scholarship Fund and the fact that at least three youngsters have been helped to higher education by our efforts. This has been made possible by contributions to the fund from our treasury and from the membership. Friends have also contributed and we are especially indebted to Seilers of New England. Seilers cater our Awards Dinner and turn over the entire income from the sales of tickets to the Scholarship Fund.

As the Fund attains some maturity the committee in charge of raising funds will attempt to interest friends and members to include the Scholarship Fund in their wills. It is to be hoped this fund can be made so permanent that it will be helping youngsters from Friendship long after the sad day when the last of the original Friendship Sloops has gone to Davy Jones' Locker.

William Pendleton, Chairman

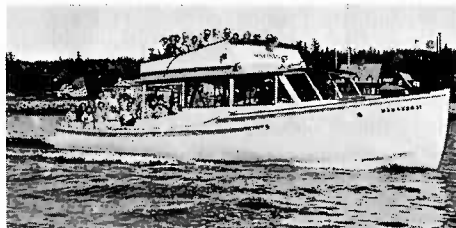


Follow The Races

aboard **MARANBO II**

2 Hour Trips

12:00 Noon
2:00 P. M.
4:00 P. M.



Excursions

With
Capt.
Bob
Fish

**SAILINGS FROM BOOTHBAY HARBOR and
LOBSTERMAN'S WHARF, FRIENDSHIP**

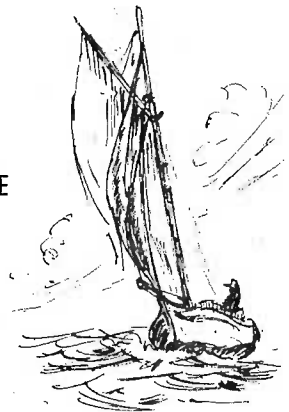
List of Events

THURSDAY, JULY 24 FIRST RACE

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

FRIDAY, JULY 25 SECOND RACE

9:30 A. M. Skippers' Meeting
12:00 Noon Starting Time of Second Race
6:00 P. M. Chicken Barbecue
6:30 P. M. Water Events for Youngsters
8:00 P. M. Youth Entertainment — Town Hall



SATURDAY, JULY 26 THIRD RACE

9:30 A. M. Skippers' Meeting
10:30 A. M. Parade of Sloops
12:00 Noon Start of Third Race
12:00 Noon Lobster meal served continually until 6:00 P. M. on hillside facing the Harbor.
Snacks and lobster meals served in several places. Information Booth will give full particulars.
Open House at Boat Shops and Museum.
Please make use of the free "Village Shuttle" to see these points of interest.
1:30 - 2:30 Field Events for Children at Harborside.
7:30 P. M. Awards Banquet served in the Town Hall by reservation only.

(MASSACHUSETTS BAY RACES — JULY 5 & 6)

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



Friendship Sloop Regatta Winners

- 1961 Governor's Trophy — VOYAGER (one race)
- 1962 Governor's Trophy — EASTWARD
Eda Lawry Trophy — AMITY
Lash Bros. Trophy — EASTWARD
- 1963 Governor's Trophy — DOWNEASTER
Eda Lawry Trophy — JOLLY BUCCANEER
Lash Bros. Trophy — EASTWARD
- 1964 Governor's Trophy — EASTWARD
Eda Lawry Trophy — CHRISSY
Lash Bros. Trophy — EASTWARD
Palawan Trophy — MARGIN
- 1965 Governor's Trophy — DIRIGO
Eda Lawry Trophy — CHRISSY
Lash Bros. Trophy — DIRIGO
Palawan Trophy — HERITAGE
Wonalcet Trophy — HERITAGE
- 1966 Governor's Trophy — EASTWARD
Eda Lawry Trophy — CHRISSY
Lash Bros. Trophy — EASTWARD
Palawan Trophy — CHANNEL FEVER
George Morrill Trophy — CHANNEL FEVER
Jonah D. Morse Trophy — CHRISSY
- 1967 Governor's Trophy — DIRIGO
Eda Lawry Trophy — not awarded, race called for fog
Lash Bros. Trophy — not awarded, race called for fog
Palawan Trophy — CHANNEL FEVER
Morrill Trophy — EASTWARD
(presented for finishing in fog)
Jonah D. Morse Trophy — BLACKJACK
- 1968 Governor's Trophy — RIGHTS OF MAN
Eda Lawry Trophy — CHRISSY
Lash Bros. Trophy — RIGHTS OF MAN
Palawan Trophy — HERITAGE
Morrill Trophy — CHANNEL FEVER
Jonah D. Morse Trophy — CHRISSY

Trophies

Their Donors and Their Winners

When the first sloop race under the auspices of the Friendship Sloop Society was held in 1961, Gov. John Reed put up a trophy for the winner. The next year the regatta was expanded to three races, and six trophies were awarded. Each year there are more and more added to the list. This year the number has reached nineteen.

The Friendship Sloop Society provides the following:

- 1st for Class A on Thursday and Friday Races
- 1st for Class B on Thursday and Friday Races
- 1st for Class C on Thursday and Friday Races

- 2nd and 3rd for Class A on Saturday Race
- 2nd and 3rd for Class B on Saturday Race
- 2nd and 3rd for Class C on Saturday Race

For 1st place in Class A for the Saturday Race is the Eda Lawry Trophy first donated by Eda herself (granddaughter of Wilbur Morse), and since her death this is given in her memory by friends.

The Eda Lawry Trophy is a graceful 14" pewter pitcher. The Lash Brothers Trophy has been given for eight years by the Lash Boat Yard for 1st place by a Class B Sloop for Saturday Race.

This trophy is a large pewter Paul Revere bowl.

For first place by a Class C Sloop on Saturday, George Morrill has donated a unique trophy, a sea chest full of goodies.

Each Class now has a trophy for the best overall performance for the three days as well.

The so called **Governor's Trophy**, first given in 1961 by Governor John Reed is a huge trophy about a foot and a half tall, and is given to either a Class A or B Sloop compiling the most points over the three days.

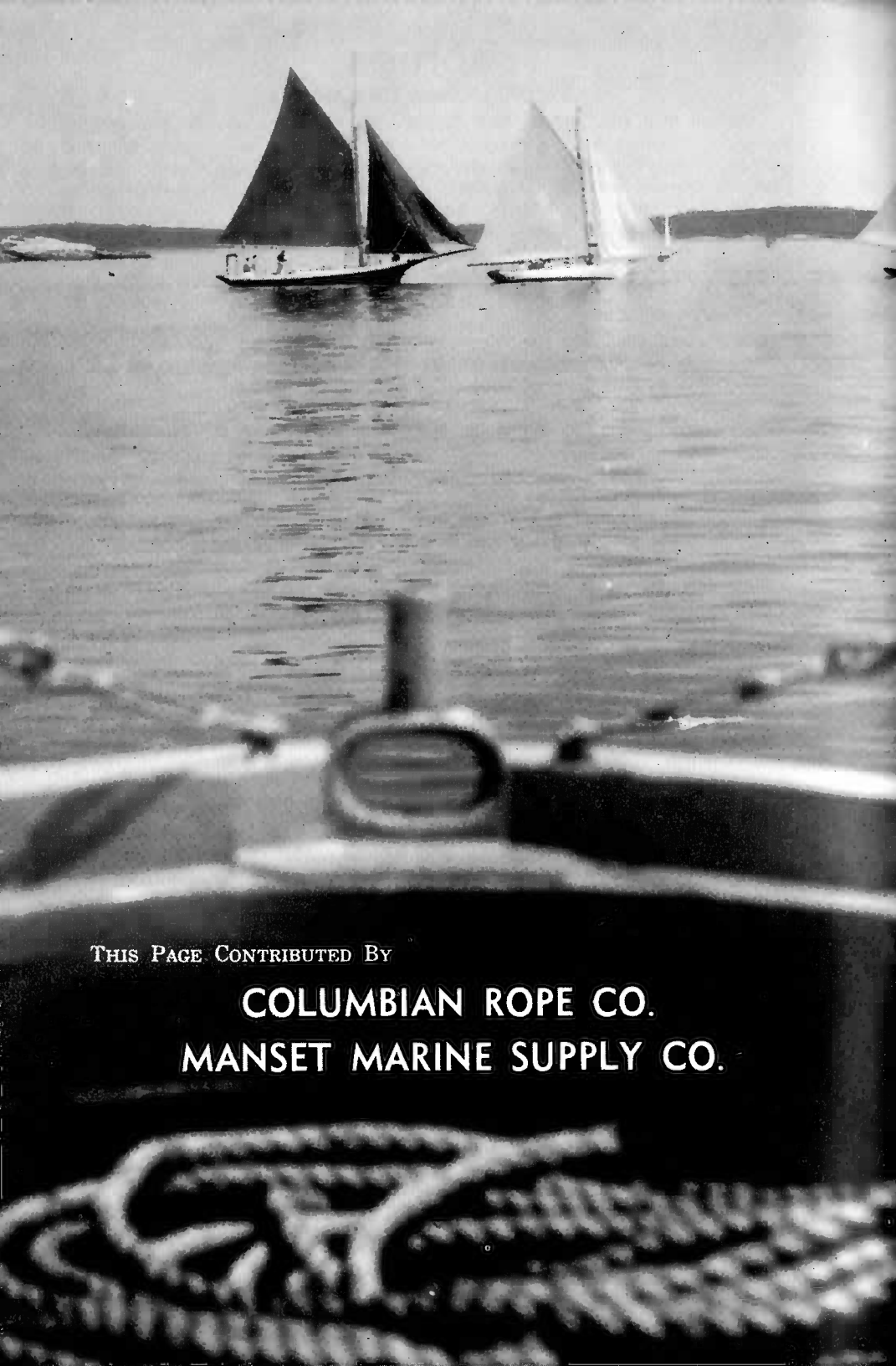
The Palawan Trophy dates back many years too, and is for the overall winner in Class C. It is donated by A. K. Watson, former co-owner of the yacht PALAWAN. Mr. Watson and his Captain Paul Wolter have been on our Race Committee for 8 years. The Palawan Trophy is a handsome ten inch Paul Revere pitcher.

The Jonah D. Morse Trophy is a pewter tray inscribed to the memory of Jonah D. Morse and is presented each year to the overall winner in Class A. Bessie and Carrie McFarland, daughters of Jonah, have donated this trophy.

A new trophy this year is the ANJACAA Trophy and it will be a Paul Revere bowl presented to the overall winner in Class B.

Nancy Watson has donated this trophy. **AnJacaa** is the name of the Watson's new sloop, and the name represents the names of their six children, all sailing enthusiasts. Nancy has been a perennial member of our Race Committee.

The water events of Friday for the youngsters are great fun, and they don't go unrewarded. Many trophies are given to boys and girls who successfully compete in the various events. This activity draws a bigger and bigger spectator crowd each year.



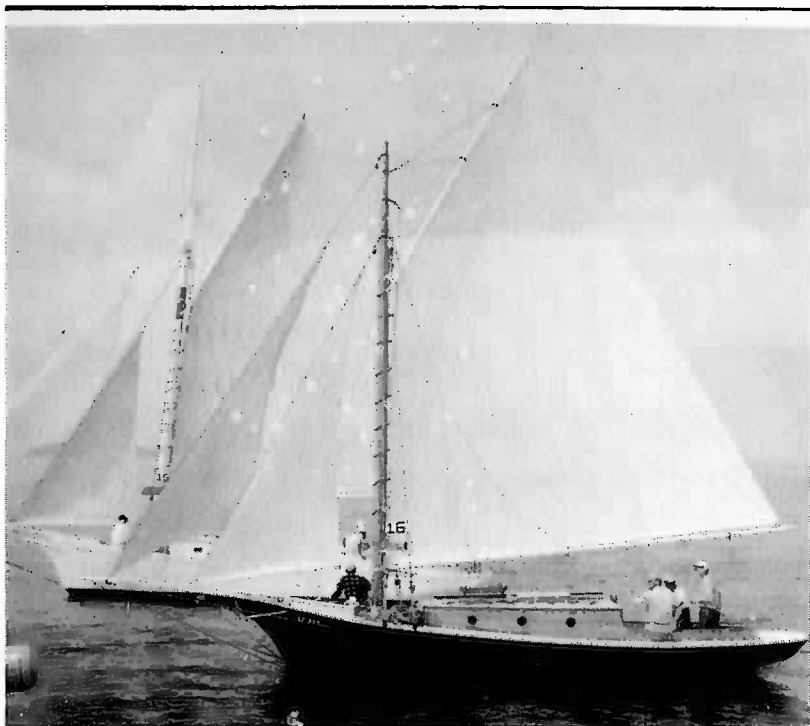
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List Of Friendship Sloops

No.	Name	Class	Built By	Length	Present Owner
1.	Voyager	A	Charles Morse	30'	Bernard MacKenzie Scituate, Mass.
2.	Dictator	A	Robert McLain 1915	31'	Peter Chesney Deer Isle, Maine
3.	Finette	A	Wilbur Morse 1915	47'	Frank Smith Westfield, Conn.
4.	Golden Eagle	A	A. F. Morse 1910	26'	William Haskell Marblehead, Mass.
5.	Content	B	S. M. Ford 1961	25'	Robert Edwards Montclair, N. J.
6.	Eastward	B	James Chadwick 1956	32'	Roger Duncan West Concord, Mass. & Newagen, Maine
7.	Tannis II	B	W. S. Carter 1937	33'	John D. Cronin Sturbridge, Mass.
8.	Banshee	A	Morse	30'	Benjamin Waterworth New Bedford, Mass.
9.	Amity	A	Morse 1900	30'	James R. Wiggins Brooklin, Me.
10.	Mary Anne	B	Lash Bros. 1958	31'	Dr. Griffin Damariscotta, Me.
11.	Old Friendly	B	Gannet 1938	24'	Donald Hall Amherst, Mass.
12.	Friendship	A	Wilbur Morse 1902	29'	Robert Cavanaugh Compton, R. I.
13.	Easting	B	C. A. Morse 1920	29'	James R. Pierpont Milford, Conn.
14.	Vigor	B	Morse (Thomaston) 1946	30'	Robert K. Emerson Hancock Point, Maine
15.	Vida Mia	C	E. L. Stevens 1942	30'	Frederick S. Brown Kittery, Maine
16.	Retriever	B	Gannet 1942	28'	John W. Rice Scituate, Mass.
17.	Jolly Buccaneer	A	McLain (Bremen) 1909	45'	Bill Johnson Miami, Florida
18.	Chrissy	A	Morse 1912	30'	Ernst Wiegler Pleasant Point, Me.
19.	BlackJack	A	Wilbur Morse 1900	33'	William Pendleton Suffield, Conn. & Searsport, Maine

(Continued on Page 13)



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PETTIT
marine paint

List Of Friendship Sloops

20. Wanderer	A	Morse 1910	30'	Jay Hubbard Manchester, Mass.
21. Wilbur Morse	B	Carlton Simmons 1945	30'	C. Wilfred Brann Gardiner & Friendship, Me.
22. Ellie T	B	John Thorpe 1961	26'	John Thorpe Woolwich, Maine
23. Depression	A	1899	32'	Dr. Myron Hahn Friendship, Me. & Boston, Mass.
24. Ancient Mariner	A	Wilbur Morse	25'	H. C. Vibber Waterford, Conn.
25. Sea Duck		Morse Boatyard (ketch rig)	36'	Laurence Bershad Marblehead, Mass.
26. Swan	A	Wilbur Morse 1917	28'	Warren A. Smith West Babylon, N. Y.
27. Yankee Trader	B	Bob McKean Sid Carter	28'	John Kollett Johnston, R. I.
28. Bounty	B	Gannet	22'	Dr. Roy Gumpel Rye, N. Y.
29. Susan	A	Wilbur Morse 1902	28'	N. Bradford Mack South Miami, Fla.
30. Kidnapped				Restored by new owner
31. White Eagle	A	Wilbur Morse	28'	Robert Montana Meredith, N. H.
32. Nomad	A	Wilbur Morse 1906	28'	James E. Ford Middletown, Conn.
33. Smuggler	B	Philip Nichols	28'	Arthur A. Krause Chester, Conn.
34. Pal-O-Mine	B	Gannet 1947	27'	James B. L. Lane Winchester, Mass.
35. Mary C		N. D. Clapp (marconi rig)	20'	Nathaniel Clapp Prides Crossing, Mass.
36. MarGin	C		25'	Gerald Kinney Camden, Maine
37. Chance	A	Wilbur Morse 1916	32'	Dr. Thomas Files East Orange N. J.
38. Eleazar	B	W. S. Carter 1938	38'	Carl Arra Newburg, N. Y.
39. Downeaster	B	Lash Bros. 1963	30'	Dr. John Lachman Villanova, Pa. Dr. James R. McLamb Kittery, Maine

(Continued on page 15)

All Under One Roof



THE COURIER-GAZETTE

Published on Tuesday, Thursday and Saturday of each week, we are a hometown newspaper covering 26 communities.

COURIER PUBLICATIONS

Special publications include "State O' Maine Facts," "Maine Coastal Cooking" now in its 13th printing, and the completely new "All-Maine Cooking."

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PRINTING DEPARTMENT

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THE COURIER-GAZETTE, INC.

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Another of Maine's Summer Events

Maine Seafoods Festival

ROCKLAND

July 31 - August 1-2-3

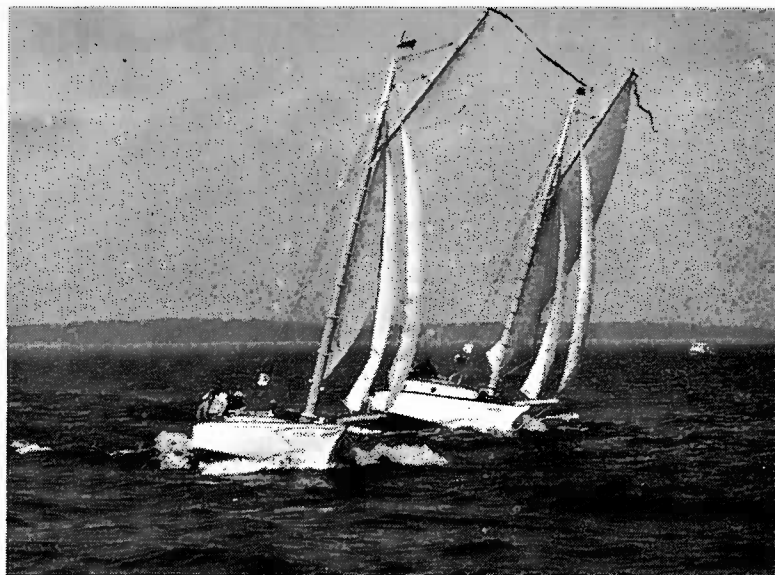
Four Days of Fun
and Feasting



List of Friendship Sloops

40. Comesin	Ervin Jones 1962	32'	Carlton Wilder Jacksonville, Fla.
41. Snafu		35'	Alfred Gastonguay Beverly, Mass.
42. Nancy	C Carlton Simmons J. P. Hennings 1963	26'	Kenneth Billings Manchester, Mass.
43. Gypsy	C Judson Crouse	23'	Robert Lash Orland, Maine
44. Sazerac	A Wilbur Morse 1913	33'	George B. Morrill, Jr. Portland, Maine
45. Flying Jib	B W. S. Carter 1936	30'	Newton Hinckley Wayland, Mass.
46. Dirigo	B Lash Bros. 1964	30'	Ernest Sprowl Searsmont, Maine
47. Galatea	McKie Roth 1964	30'	Richard Muenzer San Francisco, Calif.
48. Channel Fever	C F. A. Provener 1939	33'	Gordon Winslow Southport, Me. & Needham, Mass.
49. Surprise	B Philip Nichols 1964	33'	Philip Nichols Round Pond, Me.
50. Heritage	C Elmer Collemer Murray Peterson 1962	29'	W. K. Hadlock South Freeport, Me.
51.	W. A. Morse	32'	Robert Morrison Metuchen, N. J.
52. Rights of Man	B Lash Bros. 1965	30'	Philip Cronin Cambridge, Mass.
53. Eagle	A Wilbur Morse 1915	31'	Donald Huston Nahant, Mass.
54. Echo	B Lee Boatyard Rockland 1965	22'	William Thon Port Clyde, Me.
55. Right Bower	Destroyed as it was beyond repair		
56. Iocaste	A 1912	33'	Charles B. Currier, Jr. Duxbury, Mass.
57. Old Baldy	B J. S. Rockefeller 1965	24'	Dr. Mahlon Hoaglund Thetford Hill, Vt.
58. Departure	C	15'	Franklin Perkins, Jr. Lancaster, Mass.
59. Sarah Mead	B Newbert & Wallace 1965	30'	Dr. Henry O. White Camden, Maine

(Continued on Page 17)



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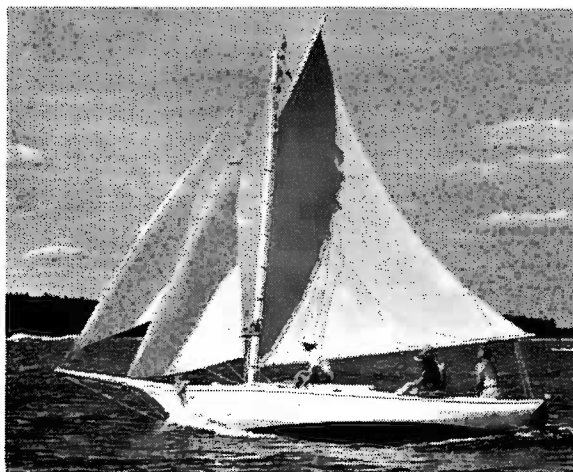
WALDOBORO STATION - - - OPEN 24 HOURS

List of Friendship Sloops

60. Old Salt	McLain	32'	Leon Knorr Rowayton, Conn.
61. Windward	B J. S. Rockefeller 1966	25'	Irving E. Bracy, Jr. Suitland, Md.
62. Columbia	C Lester Chadbourne	23'	Fran & Lee Greene Tonawanda, N. Y.
63. Kochab	B Speers 1953	28'	Stanley Kanney Ridgewood, N. J.
64. Amicitia	B Lash Bros. 1965	33'	Dr. Francis Colpoys Milton, Mass.
65. Gallant Lady	A Morse 1907	33'	Anthony Menkel, Jr. Birmingham, Mich.
66. Venture	A Morse 1912	30'	Robert Thing Brunswick, Me.
67. Hieronymus	B Ralph Stanley 1962	33'	Albert Neilson Avondale, Pa.
68. Lucy Anne	James Hall 1967	25'	James H. Hall Rowley, Mass.
69. Coast O Maine	Vernell Smith 1966	30'	John Rutledge Westwood, Mass
70. Margaret Motte	Morse Boatyard 1967	30'	Michael Grove Milford, Conn.
71. Gladiator	A McLain 1902	32'	William Zuber, Brielle, N. J. Stuart Hancock Manasquam, N. J.
72. Temptress	Philip Nichols 1934	33'	Bradford Mason Avon, Conn.
73. Dauphine	Pamet Harbor Camden, 1951	26'	Philip C. Morse, Jr. Naples, Fla.
74. Patience	Malcolm Brewer 1965	30'	H. Blair Lamont Lincolnton, Me.
75. Omaha	Morse 1901	35'	C. F. Hansel, Jr. Shelter Island, N. Y.
76. Packet	C. Morse 1925	26'	Tom & Bob Denney Easton & Gardner, Mass.
77. Beagle	C. A. Morse 1905	28'	Mrs. John Glenn Centre Island, N. Y.
78. Emmie B	Reginald Wilcox 1958	37'	Reginald Wilcox Boothbay Harbor, Me.
79. Nimbus		32'	Fred Swigart New Orleans, La.
80. Sepoy	F. Buck & E. L. Adams 1941	35'	Andrew Fetherston Staten Island, N. Y.
81. Friendship	Fred Dion 1963	38'	Donald Priestly Swampscott, Mass.
82. Morning Star	A. Morse 1912 (ketch rig)	28'	B. John Heinsteint Seacliff, N. Y.

Compliments of
HARRINGTON KING & CO.

Camden, Maine

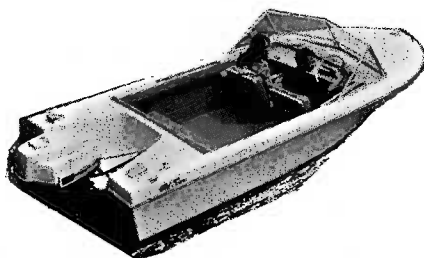


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W. S. Carter
C. Morse
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Morse
K. Rider

Benjamin Plotkin, Norwalk, Conn.
Richard Steele, Rockport, Me.
Eugene Tirocchi, Johnston, R. I.
A. J. Rousseau, Warwick, R. I.
Joseph Plumb, Rochester, Mass.
H. Reese Mitchell, Houghton, Mich.
Gene Peltier, Wilmington, Calif.
Bruce Read, E. Pepperell, Mass.
Bernard Arseneau,
Francis Hardy, Nashua, N. H.

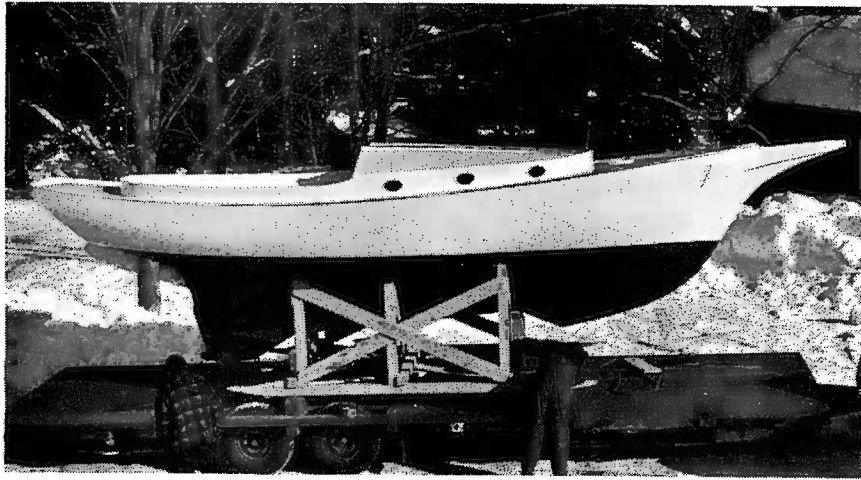
Harry McCausland, Beverly, Mass.
Robert Synnestvedt, Jenkintown, Pa.
Earl White, Spencerport, N. Y.
Joe Richards, Key Biscayne, Fla.
Marjory DeBold, Middletown, Conn.
Warren Huguley, Fair Haven, N. J.

Dr. Richardson, Boston, Mass.
Brian Neri, Buffalo, N. Y.
Mrs. Matheson, Wakefield, Mass.
Robert Standen, Manhattan Beach, Calif.



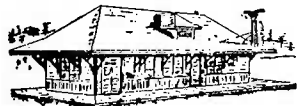
Many prizes and ribbons are given to the young competitors in the field day events on Saturday, and none are more cherished than these, as evidenced in this photograph of Mike Brow — a proud 1968 winner.

25' Fiberglass Friendship Sloop Pemaquid



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What About Lobstermen?

The Maine Lobsterman is many things to many people. He is a photogenic delight to the tourists who overrun our littoral of summers; he is purveyor of ocean's richest treasure to the Gourmet; he is a pillar of support to the coastal community's economy; and he is a mixed bag to the cruising man depending on whether his potwarp strangles a propeller shaft or his bright buoys lead one to a safe refuge in a thick o' fog.

There is another Lobsterman who is flesh and blood. He lives simply; works hard (harder if he lobsters in winter); stands for his rights in public assembly and rarely wastes conversation on passersby.

The Lobstermen of Friendship, Maine, have used powerboats for years. Many have forgotten and many more have never known sailing in the Friendship Sloops of the old fishing fleets. Horsepower replaced windpower some four decades ago, and rightly for every conceivable reason except one. The one is the joy of being propelled over water under sail.

Two years ago a couple of Friendship Lobstermen, Harold Jameson and Virgil Richards, joined me for a race with some misgivings and a complete ignorance of Friendship Slooping. With Sazerac's sails hoisted in a gentle breeze, uneasiness gave way to enthusiasm, and our start was a breathtaking performance.

At the first mark we had arrived at a budding acquaintance, and at the end of the downwind leg we were a convivial and fiercely competitive team. By the time we had crossed the finish line in what I considered a respectable position, my newly acquired crew expressed outrage that we had been prevented from besting the whole fleet!

(Continued on Page 23)





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ROCKLAND & EASTPORT

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I learned a lot. Harold and Virgil had never in their lives worked in Friendship Bay, and had absolutely no knowledge of "local conditions" there. BUT, to Eastward of Friendship Long Island it was an entirely different story. We made a hair-raising beat to windward of Gangway Ledge with kelp waving gaily over the gunwale. We gained on the fleet to windward in a friendly eddy, and later passed Sloop after Sloop on a reach and a favorable current, thanks to my mentors.

I learned more. The names on the charts are wrong!

With the exception of the identifiable islands and few other obstructions, the names of ledges, rocks, passages, coves and inlets have been mistaken, misunderstood, misinterpreted and misspelled by our modern cartographers. And there is the growing problem of painted numbers on monotonous cans, buoys and spars which are hardly descriptive and utterly unimaginative. The real names are known to Friendship Lobstermen, and have been handed down by word of mouth.

All this of course leads to some confusion until one is set straight on the spot, where local logic makes everything crystal clear and appropriate names appear in proper context. How much more stimulating than numbers are the definitive designations "Post Office Ledge" and "Bunker's Whore," for two examples! "Seal Ledges" becomes "The Frog Pond," "Little Egg Rock" on the chart is "Mosquito Island" to the fishermen. "Davis Island" is called "Griffins," while "Thompson Island" is "Seavey" and "Thief" is simply "Round." One knows where one is, and one is intrigued by the hint at a story!

A most rewarding day!!

Perhaps other Sloopers will find pleasure and new experience in the company of a Friendship Lobsterman. Certainly if one has trouble in retrieving the styrofoam buoy in "Handicap Alley" the sure hands of a Friendship Lobsterman can be a welcome asset. And if he can't come on a working day, why not invite him out for a sail on Sunday? The worst that can be encountered will be an opening "Daow!" — a stirring challenge to establish a dialogue!

Soup's On

The lobster industry is one that pretty much polices itself. Its very existence depends upon the observation of strict conservation measures. Therefore the taking of "snappers" — (the lobsterman's term for a "short" or lobster too small to be legal) is frowned upon and discouraged by the lobstermen themselves. Many years ago this was not true, and as a result lobstering became so poor that for several years most men had to give it up. The stocks were so depleted through the taking of shorts that there just weren't enough to go around.

This brought home the lesson that conservation pays, and since then the full-time lobsterman has paid particular attention not to save small lobsters. However, about 30 years ago, before this lesson had been so forcibly brought home, one of the men who is now a Friendship Sloop skipper was visiting a distant relative here who was a lobsterman. He innocently asked "Do you ever keep any short lobsters?" The laconic response was — "Well — sometimes we don't invite the fish warden to dinner."



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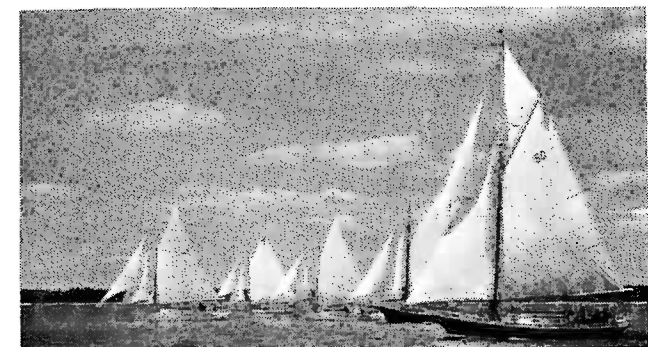
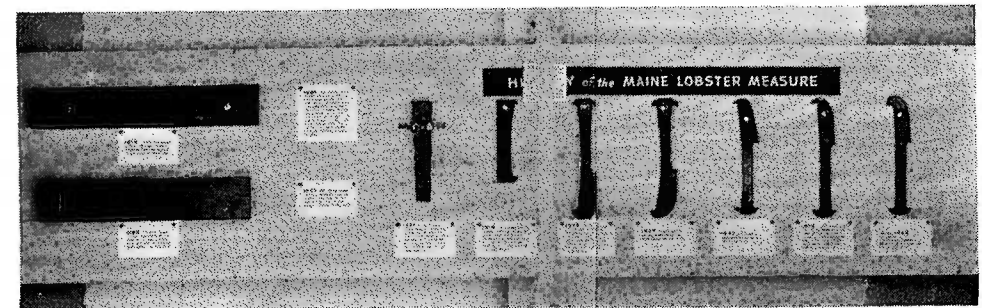
Most people confuse the Friendship Museum and the Friendship Sloop Society. It seems to be natural to assume the Society runs the museum. While this is not the case, (they are two entirely separate organizations) the Society does help the museum financially. In 1967 they contributed \$200 and in 1968 it was \$300.

The two organizations are interrelated and both have the interests of Friendship at heart. The history of the Friendship Sloop is carefully preserved by the Museum as well as by the Friendship Sloop Society. Models, plans, drawings, sketches, photographs, paintings — all have a place in the Museum.

What many people do not realize is that while any Museum pertaining to Friendship must necessarily give the Friendship Sloop a prominent display, the intent of the Museum is to depict the whole story of Friendship — not just boatbuilding and sloops.

One of the most unusual displays in the Museum is a collection of lobster measures. We have been told by the Sea and Shore Fisheries Commission that ours is the only complete collection of measures in existence. It includes every official measure from the 10½ inch overall measure first in effect in 1874, up to the double gauge 3 3/16 and 5" of 1969.

This is but one of the many interesting articles on display. The Museum is open during the summer months daily from 12 noon to 5 P. M. and on Sundays from 2 P. M. to 5 P. M. To accommodate the many people in town for the Sloop Races however, the Museum will be open from 9 A. M. to 6 P. M. on July 24th, 25th, and 26th.



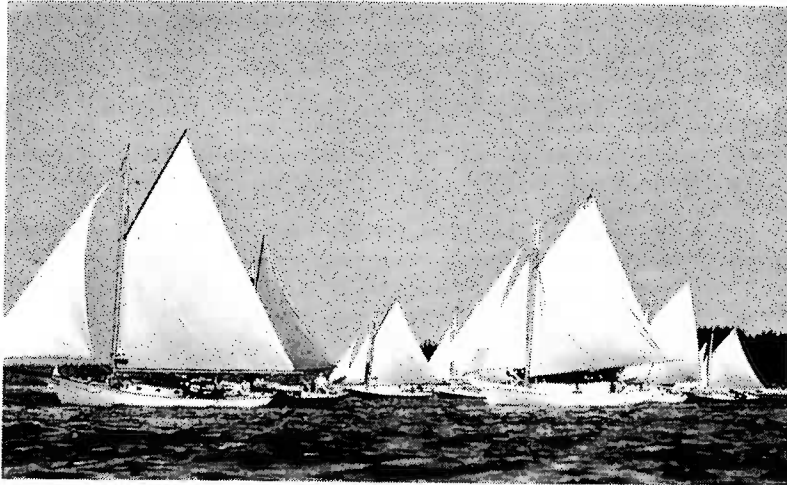
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Martha's Doorway

By John Gould

Martha Thompson's front door gives on Friendship Back River, and it's about as fine a view as you'll see. But people driving by seldom turn and look at the loveliness of sea, sky, and shore — instead they turn to look at Martha's art work on her front door, which has become a Friendship thing of great interest. Martha's front door is a mile east of Friendship postoffice, on your left as you go, and the decor she has arranged to honor the tenth Sloop Regatta is something she's had in mind since January. Go look at it.

If Martha's front door is the most looked at in Friendship, her back door is one of the friendliest, and she'll be happy to have you tap and get acquainted. Of course, K may answer, but that's all right. K is short for Kenneth, and he's a biology teacher at Medomak Valley High School. He and Martha came here in 1961 from Pennsylvania, and bought the old Thompson place — not because it had their name on it (no relation), but because it has that fine view and because they wanted to live in that particular town with the name that goes so well with their own philosophies — Friendship. They've discouraged the retention of the old name, Thompson place, and favor their own — "House on Friendship."

The front door decorations started that same year. In Pennsylvania there was the custom of decorating doors for Christmas, and Martha noticed that in Friendship the folks also did some black cat and pumpkin work for Halloween. It was too late for Halloween, but she was ready for Christmas in good style. She sketched what she had in mind in a book, and today over seventy-five front door sketches are in that book — no two alike. It was not until 1968 that she tied her doors in with Sloop Days, but she had hit about everything else in the meantime. Her first door was a seagull on driftwood, perhaps a mite obvious for a first seacoast motif, but since then hardly anybody has ever been able to come even close with a guess as to what she would produce.

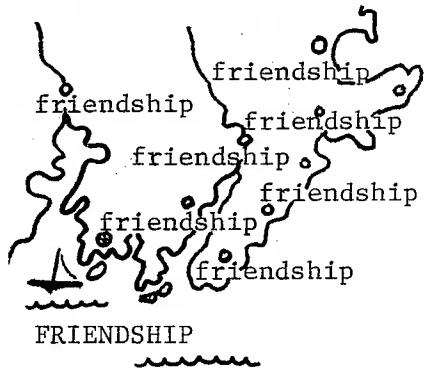
Some doors remain longer than others, but she usually catches the

(Continued on Page 29)

This was the door for
the 1968 Sloop Days



(Photographs by Carlton Simmons)



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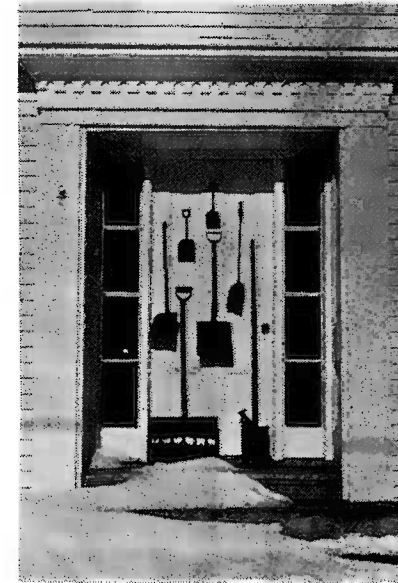
current holidays. Some think one of her best was the shovel door that appeared right after this year's mammoth snow storm. The roads weren't all plowed before she had it up — a collection of every kind of shovel she could find. Indeed, if K wanted to clear a little snow he was cautioned to "put the shovel back when you get through!" The humor of the design would catch passersby and you could see their faces light up and smile.

The Thompsons have a great many antiques and curios, and Martha uses the items liberally if they suit her plans. Now and then a fairly priceless object gets hung out, such as wrought or cast iron artifacts from colonial days. The nearest she has come to repeating has to do with her favorite gingerbread boy — but he is always in a new and different situation. Once with umbrella and slicker he begged for rain in a dry spell. Again, he had a fan when it was beastly hot. One Easter he appeared with bunnytail and pink ears.

Friendship people have learned to keep an eye on the door, and many will urge Martha to make a change if she leaves one door up overly long. But Martha says her doors don't come that easily, and if a door remains after its current significance has passed it is only because after seventy-five doors she finds inspiration sometimes reluctant. This is why she began thinking about the present Sloop design last winter — she didn't dare leave it for the last minute.

The doors run the full list of ideas — some have a smile, some are sentimental, some downright artistic, considering the medium and the intent. She has come up with butterflies by times, but somehow turns to shovels with equal taste and effect. Whatever she puts up, immediately the word runs through Friendship — "Have you seen Martha's new door?"

Have you?




Very different from Martha's colorful and ingenious door designs for Christmas and other occasions, this one with an assortment of shovels was her answer to the worst snowstorm Friendship has seen since 1888.

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Pounds

It's no wonder the average tourist doesn't understand what a lobster pound is. As they drive the highways they see signs everywhere proclaiming the presence and virtues of this or that "POUND." Sometimes the word pound is advertising an eatery, whether it be a fancy restaurant, or a road side stand that sells cooked lobsters to eat on the premises. Sometimes it is used to mean a store where cooked or live lobsters may be purchased, or even a wharf where they may be offered for sale, usually kept alive in tanks of sea water, or stored directly in the water in crates or "cars."

To Noah Webster, pound means: "a weight = 16 ounces avoirdupois, or 12 ounces Troy: A British coin unit = 20 shillings: an enclosure for confining stray cattle."

Although many old timers can remember we used cattle pounds, (inclosures made of huge rocks piled as high as eight feet sometimes, usually 20 feet in diameter with no roof) the word pound today usually brings a different picture to the mind of a Mainiac.

To be sure, to us a pound is an enclosure, but of a different sort than Webster had in mind in his definition of the word. To us a pound is a place for storing lobsters for several months. Lobsters are pretty scarce articles in the winter, but there is still a demand for them in the cities. To satisfy this demand, lobsters are put aside during the months of Sept. and Oct. (mostly) when the supply exceeds the demand. This helps to hold the market price up at a time when there might be danger of a "glut," and at the same time provides a supply for later on.

The construction of pounds everywhere is basically the same, but varies according to the terrain and physical features of the place at which it is to be built. Usually it consists of a dam across a cove — as simple as that — but the construction of the dam is a very critical operation. It must be built to hold enough water at a proper depth to maintain oxygen sufficient for the lobsters' needs. (Many people do not realize a lobster kept in a pail of water will soon use up the oxygen in the water and suffocate — or drown). It must have a gate or other device for opening it so it can be drained to facilitate getting **all** the lobsters out, and to enable the poundkeepers to give it a good cleaning out once a year at least. It must be so constructed (solid halfway up, and slatted at the top) to allow the tides to give a complete change of water twice a day. It must enclose enough area to accommodate a large enough number of lobsters to make the operation feasible from an economic standpoint. It must be built to withstand high winds and hurricanes. It must be so situated as to keep out excessive amounts of fresh water — and so on and so on. The building of a pound requires a lot of knowledge and foresight. Generally speaking the "floor" or bottom of a pound should have one square foot of area for each pound of lobsters stored. Pounds range in capacity from 50,000 pounds of lobster to 500,000 pounds, but perhaps the average pound holds between 100 and 300 thousand lobsters.

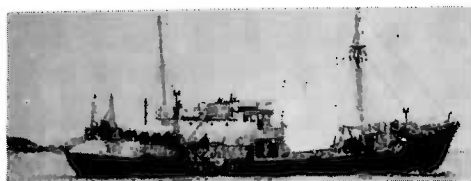
(Continued on Page 33)

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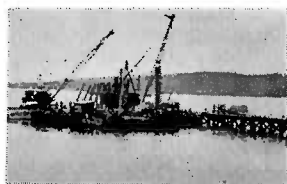
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Lobsters in a pound must be fed. Red fish or bream may be the bill of fare, but herring seems to be the most common diet for lobsters in captivity. Feeding is usually discontinued when the surface of the pound freezes over. Lobsters are not only nocturnal creatures — they also hibernate, much as bears do in the cold months. If a pound were to be drained in the winter, very few lobsters would be in evidence, for they bury themselves in the muddy bottom, hoping not to be disturbed 'till spring. Their hopes however, are not taken into consideration by the poundkeeper. When his market calls for lobster at what he deems a profitable price, he gets out his ice saws and his drag, and the muddy bottom is forced to give up its buried treasure.

Believe It Or Not

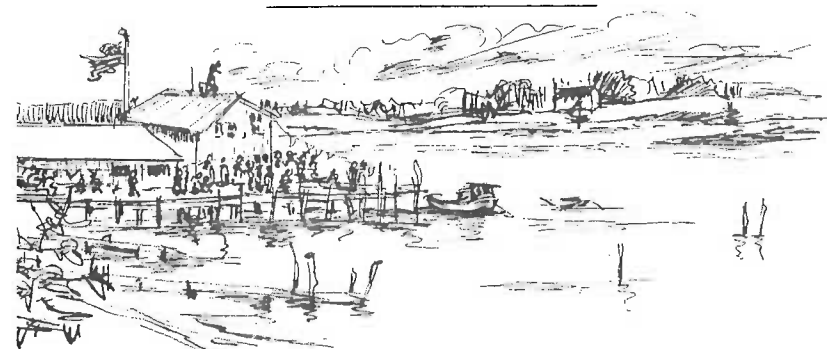
There are many stories that make the rounds and eventually end up in the Reader's Digest or in an anthology of stories, that sooner or later are told as if they happened to a friend or to a friend of a friend.

This is one of those stories — so we'll tell it on Carlton Simmons, our treasurer, official photographer, past postmaster and long time boat builder. Of course it wasn't actually Carlton, but to avoid lawsuits we'll use his name.

It seems Carlton was busy building sail boats one winter and he had accepted so many orders he was hard put to get them all done by spring, but he was doing his best to keep everyone happy. Just when he was the busiest, he was asked if he would build a pine box to accommodate the remains of a deceased neighbor, but due to his backlog of work Carlton felt he had to refuse to accept this order. The local undertaker was persistent however and finally in desperation offered Carlton twice as much as it was worth if Carlton would only condescend to undertake the project and have it ready by the next day.

Carlton has never been one to turn down a friend or neighbor who needed help, so he agreed, and spent the evening making the requested item. Early the next morning the hearse arrived to take it away.

"It's over there in the corner," said Carlton, and continued working on the eighteen-footer he was building for some "summerfolks." As the two men started to lift the box, one of them called to Carlton — "Hey, what's that thing?" Carlton dropped his hammer and went over to see what was wrong — "Well — I'll be! I've been building so many sailboats, danged if I didn't put a centerboard to her," was Carlton's only comment.



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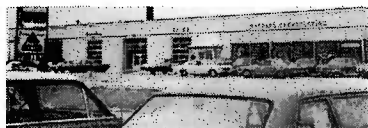
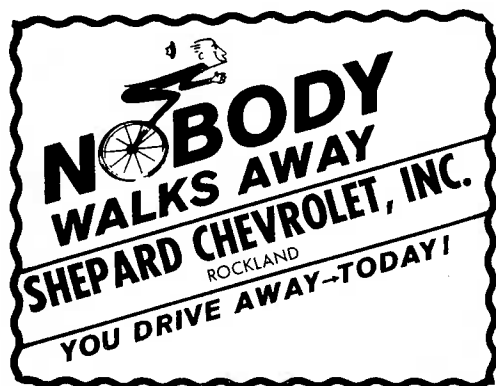
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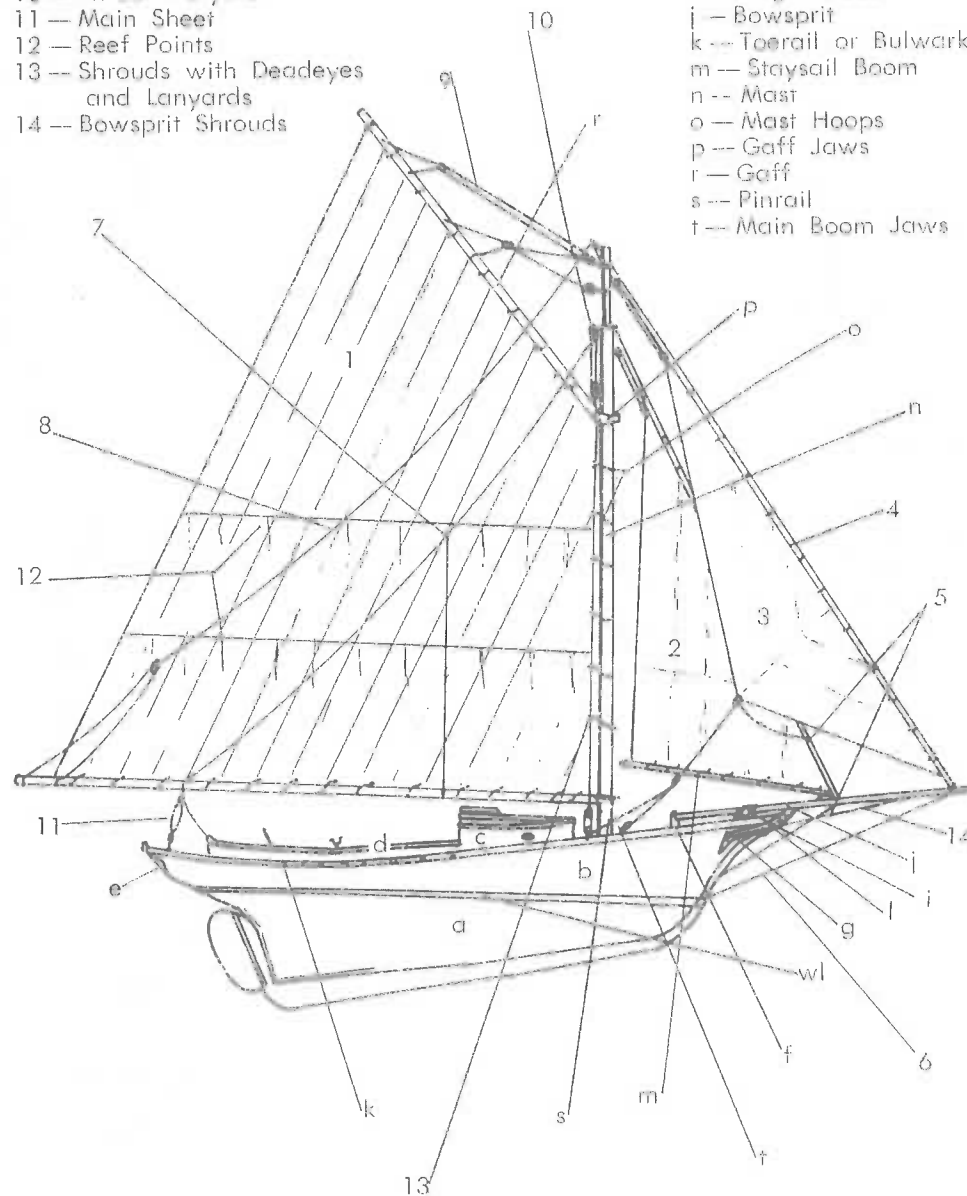
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Nomenclature of a friendship

- 1 — Mainsail
- 2 — Staysail
- 3 — Jib
- 4 — Jib or Headstay
- 5 — Forestay
- 6 — Bobstay
- 7 — Lazy Jacks
- 8 — Topping Lift
- 9 — Peak Halyard
- 10 — Throat Halyard
- 11 — Main Sheet
- 12 — Reef Points
- 13 — Shrouds with Deadeyes and Lanyards
- 14 — Bowsprit Shrouds

- a — Hull
- wl — Waterline
- b — Topsides
- c — Cuddy Cabin
- d — Cockpit
- e — Elliptical Transom
- f — Bitt
- g — Trailboard
- l — Clipper Bow
- i — Knight Head
- j — Bowsprit
- k — Toerail or Bulwark
- m — Staysail Boom
- n — Mast
- o — Mast Hoops
- p — Gaff Jaws
- r — Gaff
- s — Pinrail
- t — Main Boom Jaws



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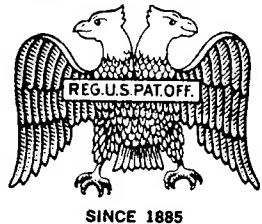
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8 Years of Sloop Days

by Ted Brown
(Owner of VIDA MIA)

After entering Friendship Harbor in July 1961 and while snuggling down, a young fellow in an outboard boat came along side. He laid off a polite distance to assure that he didn't bump us. His opening statement was "Is there anything we can do for you?" It just so happened that I had to return home immediately for business reasons, and this meant I needed transportation to Waldoboro and a bus home. The ride to Waldoboro was furnished by Eda Lawry personally and in her car. Eda would not accept any compensation for this kind act which had been so neatly and efficiently arranged by the people of Friendship, and greatly appreciated by me.

It was 1962, the year we arrived early in the morning of the day of the first race. It was cold and overcast with a Northeast wind which had been in our face coming up the bay. It appeared that the wind would increase so we proceeded to tie in a single reef. "Jim" Wiggin in AMITY inquired as to why the reef, and upon my say-so tied a reef in the mainsail on AMITY. It just so happened that the wind decreased just before the race started. This of course called for shaking the reef out. "Jim" made some caustic remarks about unethical tactics, but smiled all the while.

Another year Tim and I arrived in Friendship after cruising for about a week without benefit of soap and water. Betty offered the use of the bathing facilities in the Roberts' winter home. We didn't want to contaminate the house so we declined. Betty insisted and we continued to decline until Al said, "Can't you take a hint?" We there-upon proceeded to clean up and I hope we smelled better.

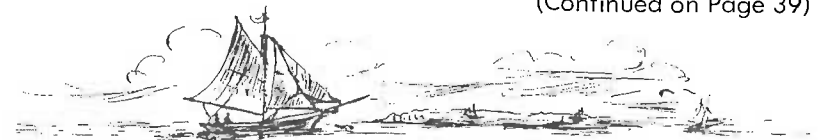
Then there was the year Stuart Ford in CONTENT was abeam of us going around Eagle Rock, down wind, wing and wing. Stuart said, "Let me know when you are ready to jibe. I don't want to cause any trouble." So we agreed, like gentlemen should, to let each other know when ready to jibe. When it happened, according to agreement, CONTENT took off and left us behind for the remainder of the race. I would like to know what Stuart did to leave us like that.

The year we raced around Friendship Long Island, Bill Haskell while beating up through the narrows at low tide near Gay Island by mutual agreement not by any racing rules, prevented collision and grounding. That same day Wilfred Brann gave us good advice near Garrison Island which kept us off the bottom.

One hot Sunday morning after the races were over, the battery on VIDA MIA was dead. Paul Weigleb gave me transportation to Waldoboro, waited and gave me a tour of the area using about four hours of his time and Ernie's car until the VIDA MIA had a new battery.

When we had need for expert lathe work to fix the seacock, the only lathe in the area was in Al Roberts' stepfather's cellar, but his stepfather was ill. Believe it or not Al's brother, a supervisory machinist was in Friendship at that time (for Sloop Days) and the job was expertly done in record time.

(Continued on Page 39)



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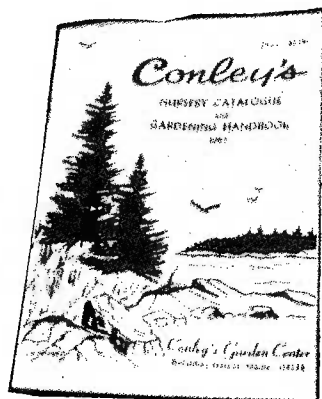
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(Continued from Page 41)

Win Lash gave me a replacement part for a broken stays'l club goose neck. He also inspected the seacock and gave expert advice which has proven to be correct. I don't know how I can ever repay him for these things.

Al Robert's free ice is a blessing, however since the skippers and crews are getting better acquainted and more sociable, Al has to lay in a bigger supply.

It was wonderful to see Al Roberts and John Rice of Retriever working to help other boats and skippers the nights of the big winds in 1968.

You should have seen Don Huston in the fog between Cape Porpoise and Portland Light Ship, which Jim Hall wrote about in the 1967 program booklet, going back to see if he could find Jim and the LUCY ANN.

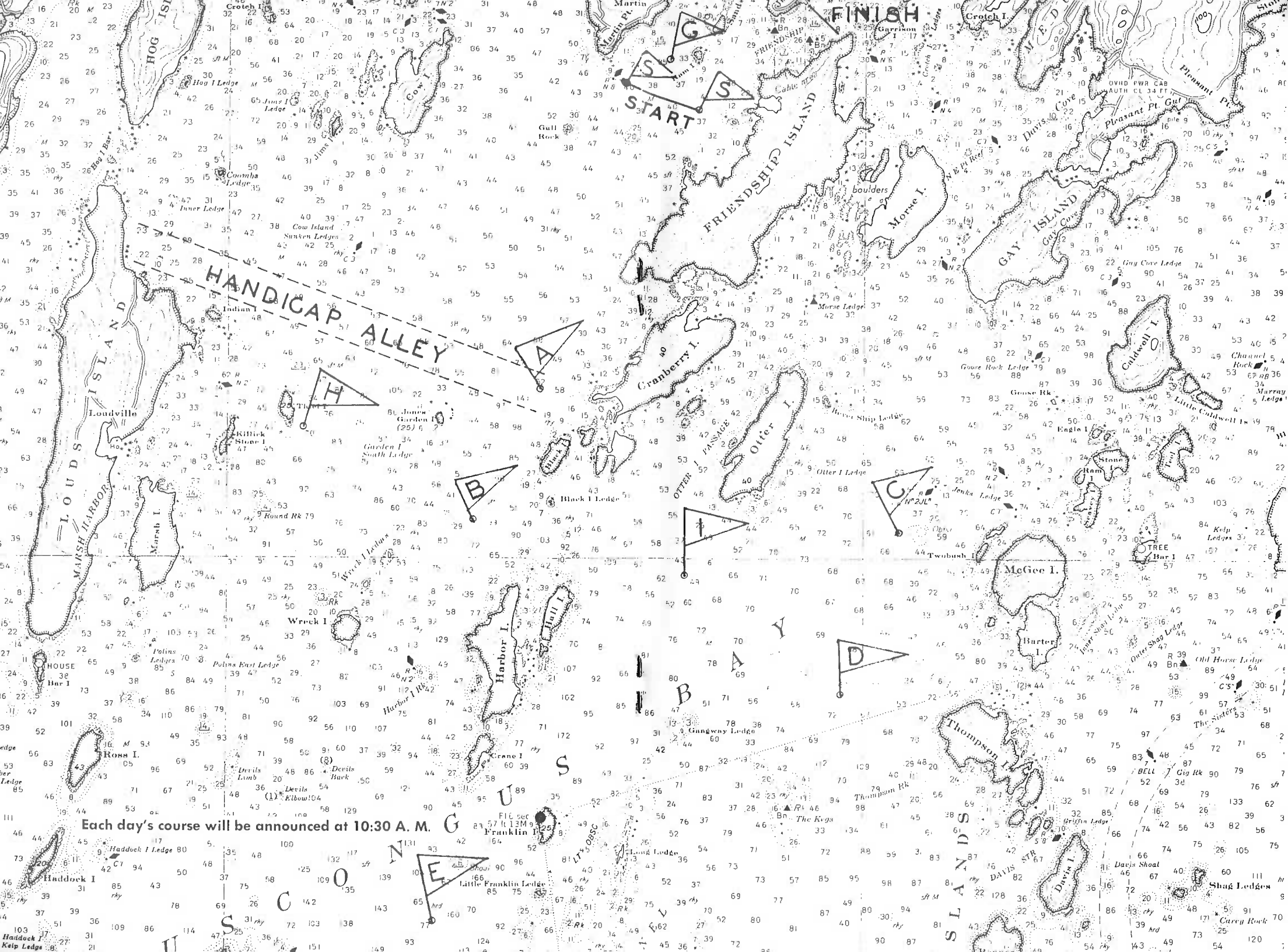
Ed Mossman after crewing and watching sloop days in 1968 summed it all up with a succinct comment, "There is more to it than racing."

(Editor's Note — The appreciation and cooperative spirit of skippers like Ted Brown supply the grease that makes the wheels of the Friendship Sloop Society go 'round with a squeak.)



TO EACH HIS OWN

As the sloops were approaching the finish line last year, this little girl (Miss Wood) was noticed off by herself playing with some treasures she had picked up on the shore. When asked if she wouldn't like to see the pretty sloops crossing the finish line her only comment was: "I'm not interested in boats." Well — as the old lady said when she kissed the cow — "Everyone to his own taste."



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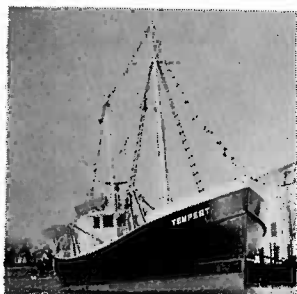
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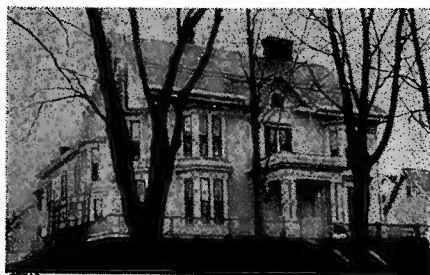
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Pinnochio

By Bud Sawyer

A while ago, I read a magazine article about dogs and their owners. The general idea of the story was that people tend to resemble, both in appearance and personality, the dogs that they choose as pets. For example, the squat, solid butcher, and his bulldog, the bouffanted chorus girl and her Peke, or the long greyhound with his tall Latin lothario-type owner.

I wonder if the same theory applies to boat owners and the vessels of their choice . . .

Considering my host publication's background, and the supposed background of said publication's readers, I will refrain from obvious powerboat applications of this theory. I wouldn't even dream of mentioning the high-powered young executive in his high-powered Donzi, nor will I refer in any way to the pompous industrial tycoon in his converted destroyer, nor will I mention the rich kid from the over-priced house, in the over-priced neighborhood, in his overpowered leather-lined runabout. I will, rather, confine my comparisons to sail, and sailmen.

First, there are the racing class sailors, found, standing tall and bronzed beside their lean Lightnings, or some other racing machine. These guys always have high cheekbones, pose for magazine ads for polo shirts, and are usually looking out to wind'ard to see if anyone is chasing them.

Next, we have the compromise sailor. He's got a keel-centerboard, racer-cruiser, fiberglass boat, (He'll be the first to say, "But it looks a lot like a real wood one!") which sleeps four. There are six in his family, two of whom would rather be home playing Little League Baseball, so, he doesn't get much sleep at night, nor much peace during the day. He waves a lot to other boats, because he craves acceptance from the windship set.

Then, there's the cruising yachtsman, nattily attired in his dress whites, and captain's hat, with his hired skipper, his sleek air-conditioned 60 footer, and his well-tanned but already bored wife. They sail as far as the boat will go in two weeks, leave the boat in Boothbay Harbor, and then fly back to his law practice in Philadelphia. He drinks a lot. His boat is big and beautiful, and usually looks a little forlorn and bewildered, almost as if she were saying, "Hey boss, how come only two weeks, and why did you leave me here?"

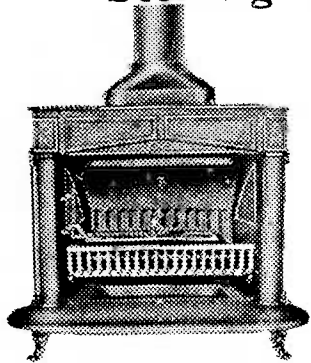
So, how does this theory apply to the Friendship Sloop and the guy who owns one? Are you saying that Pinnochio should own a Friendship, because his nose looks like a bowsprit?

No, not really. I am saying that a Friendship is a thing of beauty; she is dependable under any circumstance of wind and water; she has quiet class, yet she is not ostentatious and demanding; she is conservative, traditional, and sometimes hard to get to know, but once you've established a rapport with her, she'll never let you down.

Yes, Friendship sloops are a lot like the people who own 'em . . .



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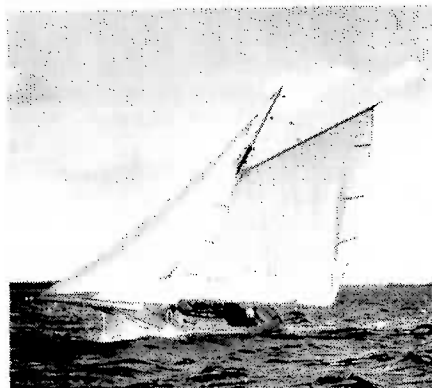
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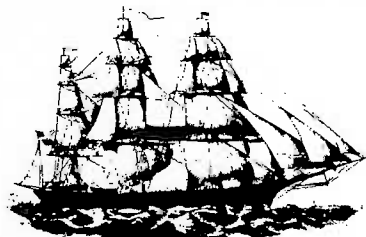
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Education In Friendship

By Bill Jameson

The Town of Friendship is part of School Administrative District No. 40 along with the towns of Union, Waldoboro, Warren and Washington. The district built a new \$2,000,000 High School that was supposed to be ready last September, but the first classes were not held in it until after Veteran's Day in November. During the chaotic interval, some of the existing buildings were used for double sessions.

School Superintendent Dale Higgins, and the district directors tried to satisfy the needs of the students and the wishes of the parents, but they did not always succeed. There were a lot of unhappy parents in Friendship.

Every time a person in Friendship stuck his head out the door there was a school bus going by. About daylight the High School Juniors and Seniors boarded a bus for the old High School in Waldoboro; next the 6th graders left for the Miller School in Waldoboro. Another bus picked up the elementary children for the Friendship Village School. By 10 o'clock in the morning, the Junior High students plus the High School Freshmen and Sophomores were starting their ride to school. Two hours later the Junior High kids were starting their school day in the old Union High School after a 20-mile bus ride. Then the bus schedule started for the return trips until finally, after 6 o'clock, the last bus had let off the last rider at the end of the line in Friendship. Some families never sat down to a meal together during the school week and nearly everyone thought that such events had never happened before.

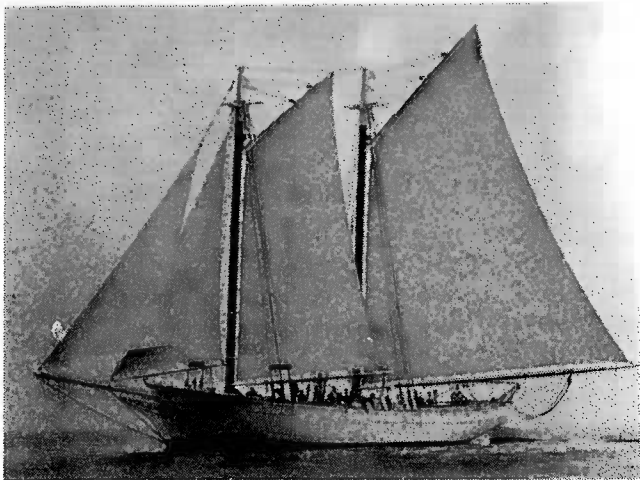
In 1910, another Superintendent of Schools, Rufus Condon of Hatchet Cove, had his troubles and he wrote about them in the 1910 Friendship Town Report.

"—It was not my intention a year ago to take the place of superintendent of schools again this year. I knew there would be some things that should be attended to, that would take lots of time and needed a pretty good man to attend to them. The matter was talked over with the school committee, and while all agreed that the schools should be under better management, it was thought best for me to take the place one year more. Quite a number of things have happened the past year which have been unsatisfactory to the public, and they have not only been very unsatisfactory to us, but very unpleasant to arrange. It would be well to take the advice of the old fisherman who always, for some reason, made a poor year's work, but at the end of each season would say, 'Well I suppose we have made some mistakes in the past, but what is the use to talk them over now. We will let this year go and look out for the next.'

"So we want to report what has been done that we may do better in the future. — Schools have been run at East Friendship, Goose River, Long Island and two rooms at the Corner schoolhouse.

"To have only five schools to look after ought not to be much work, and as the teachers say, 'If the schools and the children were all there was to it,' we should not find it hard at all — but when we think of the older ones we have to try to please, and when we know we can't manage things according to the law or gospel without stirring somebody up to fuss, that is where the work comes in—

(Continued on Page 47)



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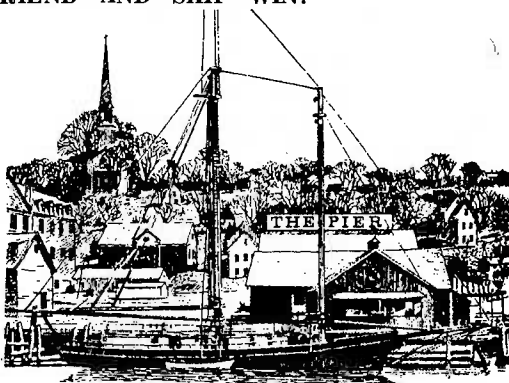
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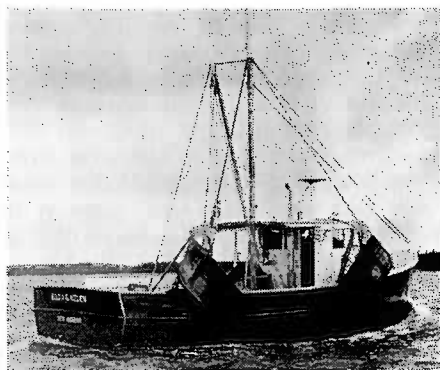


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—The children from Cranberry Island have been sent to the Corner School and all we have to say about this is that we should have been glad to plan this matter to the satisfaction of everybody, but we think we have succeeded in arranging this one thing to the satisfaction of nobody, including ourselves and the people who have the children.

"Doing work for the town reminds me of some people who wanted me to take them out for a sail in a launch. It was for their pleasure, not mine, that we went, and, after a little time the engine for some reason, or no reason, stopped. I began to crank and the people began to tell me what I ought to do. After a while I said to them, 'I am tired of cranking and I am tired of your advice and I am going to let someone else have a turn at this.'

Respectfully submitted,
Rufus G. Condon
Superintendent"

So as a result of the action of Rufus and the school board, the schools at Cranberry Island, Studley District (Finntown) and the Brick School (Friendship Museum) were closed. The school on Morse Island had been closed previously. With one dory and two teams of horses, transportation was provided for the children from these closed schools.

William Morse was paid \$30.00 a year to row children, two of his own, across Lobster Gut from Morse Island to Friendship Long Island. Mrs. Flora Carter who lives in Friendship was one of his children. According to Mrs. Carter, there had been no schoolhouse on Morse Island and her classes had been held in a room upstairs in the home of Warren Morse with one of his daughters acting as teacher. As there were not enough students to keep the school open, she had to continue school on Friendship Long Island.

Ivan Morse, lobstermen Allie Cushman and Wilbur Murphy among others attended the Friendship Long Island School. Wilbur remembers one winter his father shoveled a path all the way from his house to the schoolhouse — a goodly distance! Nellie Davis, who lives in the house with the white picket fence in Friendship Village, taught in the Long Island School before 1910.

Every schoolhouse takes a pounding from kids, but few fare harder than the one on Cranberry Island did in the 1880s. On one side of the schoolhouse was a cow pasture with a young bull in it. At recess the boys practiced bullfighting by standing against the building and waving a jacket at the animal. As it charged, the boy stepped aside and the bull, head down, went crashing into the building. When the teacher had picked herself up amid the falling plaster and made it to the door, all she found was a bewildered bull staggering groggily around, the boys had all disappeared.

Before this school was closed in 1910, lobsterman Les Burns had gone to it as a three year old — a mini kindergarten he called it. His teacher at that time was Georgia Burns who now lives in Thomaston.

The people of Friendship have always tried to give their children a good education, yet at the same time they have tried to do it as economically as possible. In his report Rufus Condon stated, "The teachers seem to realize that with the present cost of things, to teach the children to take good care of the books, is one of the most important things to teach." The appropriation for books that year was \$100.00.

(Continued on Page 49)



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It was also in 1910 that Byron Thompson was paid \$1.80 for moving a building in District No. 2. This school was across from the Advent Church and I discovered the building moved was an outhouse. It was moved from an open field across the road into a clump of bushes for more privacy.

In the 1920s the present schoolhouse was built. At the time, it was so modern that Starkey, in his History of Maine, had a picture of it with the caption "A rural consolidated school."

The 1930 Town Report showed that under the direction of principal Donald Knapp and shop teacher Charles Grant, a two-year high school was run with a course in woodworking offered. Even adult education classes were held evenings with people making lawn furniture and birdhouses.

This building also has had its share of wear and tear and a few years ago while making the usual summer repairs, it was noted that the stair treads were well worn and should be replaced. Rather than replace them it was decided to save money and turn them over. When they pulled up the first one, the carpenters discovered someone else had thought of the same thing — they had already been turned and were worn nearly through in the middle.

In 1948, Friendship decided to give up the 2-year High School and send all high school students out of town. They wrote to Waldoboro asking if they would take the students. Waldoboro replied they would. With Friendship providing free bus transportation, the students went to Waldoboro High School until the new Medomak Valley High School opened last November. During all these years from 1948 to 1968, Hartwell Davis had the bus contract. It is interesting to note how informal the arrangement was between the two towns. Each year the Waldoboro school committee would check the result of the Friendship Town meeting in March. If Hartwell got the bus contract they knew the Friendship students would be coming again the next September.

And that's some of the way it used to be with schooling in Friendship.

Magna Cum Laude

"It pays to advertise" has been a popular slogan for half a century or more, and no one will argue that properly done, advertising really pays. This was brought home to the Friendship Sloop Society early last fall during a Wawenock Power Squadron Seamanship Class. The instructor was going through a list of words and terms, asking for definitions, when he came to the word "sloop." — There was a newcomer to Maine in the class (evidently a land lubber from Massachusetts) and it fell to him to answer. His reply will go down in the records of the Sloop Society as evidence of its renown. — "Well — I don't really know, unless it's a boat built in Friendship."



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THE DEVIOUS SOJOURN OF THE "GLADIATOR"

From the time I was 5 months old I began being infected by the common salt water malady "Boatius Nuttius." The patriarch of the family succeeded in firmly implanting it in my bloodstream, after suffering himself with it through the course of some 30-odd vessels, crab cars, lobster floats, oyster wagons and other floating debris. So it was a natural thing for me, thus weakened by exposure to the disease, to graduate from college and come home to run father's boatyard for him. Thus he was freed to romp the warm waters of the Caribbean in yet another manifestation of the prevailing infection.

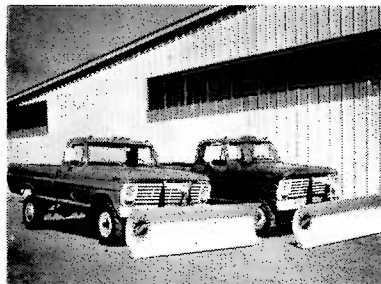
My wife and I decided that no known cure existed, so to make the treatment as pleasant as possible we began to build a Friendship sloop. The gestation period for boats must be fantastic because after three years of hard, sporadic labor, the hull is finished. After two years of turning a deaf ear to repeated remarks such as "When are the animals coming, Noah?" we were understandably anxious to escape the boatyard as often as possible. Especially on rainy spring Sundays when you live on the premises and your door is constantly rapped upon by do-it-yourselfers wanting to know if you think it is dry enough to paint in the cabin while dripping water all over the living-room rug. We mopped up and left precipitately for Stu and Dot Hancock's peaceful abode away from the boatyard. While sitting in Dot's kitchen by the perpetually lit-off coffee pot it wasn't long before the germs began floating around and the conversation turned to boats.

A fella was telling me that there's a mast just about right for the Friendship over at Carver's Boat Works," I said. "What are we sitting here for?" says Dot. We piled into Stu's wagon and shortly arrived at Carver's. The mast was exactly the right dimensions and thoroughly rotted. "I think I saw two Friendships around the corner at Johnson Brothers the other day," said I, "let's have a look. Maybe we can get some ideas." We pulled up to the end of the dock and sure enough, there were two Friendships laying side by side, which is a rather unusual sight in Central Jersey. Stu and I walked down the dock in the rain. "Look at that! Both are named 'Downeaster!' Sort of appropriate," said Stu. I whistled to the girls to come have a look at the extraordinary find. One of the two vessels was obviously older than the other and we noticed on the trailboards of the younger, "Lash Bros. 1963." Whoever had owned her had neglected her rather badly. As we turned our attention to the other older boat we noticed the companionway was not locked. I remarked that her construction showed some similarity to that of an ice-breaker, and that it appeared she might be an original. Not being able to restrain ourselves we all went aboard to have a closer look. We went below and noted ample accommodations for four, full standing headroom, large galley, exceptional storage, a little rot here and there, and more rain dripping below than topside. The ladies soon became disenchanted with the waterfall effect on their hairdos, and disembarked. As I poked around for further clues to the boat's possible origin I noticed some digits crudely carved into a deck beam in the after partition in the head. "Look here!" I said to Stu. "There are some numbers carved in here that are probably from some previous documentation. I'm sure she must be an original!" We prowled around some more below and then went topside to inspect her rig like antique collectors in the Smithsonian. I looked down over the bow and saw a "For Sale" sign and a telephone number. Well, the old delirium and was really beginning to work on me, and Stu's eyes looked a

(Continued on Page 53)

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little glazed. Completely forgotten were the half-finished Friendship hull, finances, the 30-ft. Tancook Schooner the bank and I owned, — "What do you say we go in together and buy her?" I blurted. "Write down the phone number," said Stu, "just for the hell of it."

We returned to the Hancock residence. Conversation consisted of scattered phrases; "She really has character." "Y'think she really could be an original?" "What about all that iron in the bilge?" "Iron! What about the concrete?" "Think the engine runs?" "You guys aren't thinking something stupid!" "He'd better not be! We already own one boat and are building another!" "Think you could sail that one, Daddy?"

The "Boatius Nuttius" virus being what it is, and helped along by a few whiskey sours, I became the owner of one-half of an original(?) Friendship Sloop named "Downeaster." Which half is mine varies, depending on which half is in the most danger or in the worst shape so my boatyard can fix it. And fix it we did, because we had also decided to sail her back to Friendship for Homecoming in July. This was the year (1967) of the rain and fog, even in New Jersey, and trying to repair the leaks topside took many sun dances, for as soon as we thought it was fixed so it wouldn't leak, it rained again, and it leaked again — always in a new and more inaccessible spot. Finally time ran out, and ready or not, supplies were stowed aboard with numerous back-up systems in case of disaster. The crew — Stu, Stu, Jr., a power-boat owner friend and myself — gathered on the dock in the early summer morning mist. The newly-painted waterline loomed murkily under three inches of water, as the supplies weighed more than anticipated. Three five-gallon jugs of emergency rations for the gasoline engine were lashed securely in the wooden sailing dinghy, which floated merrily behind on a long painter. With fond farewells ringing in our ears we motored down to the sea, set all sails in a brisk south-easterly non-wind of about 2 knots, and drifted out Manasquan Inlet with the tide. The first entry in the log reads: "All hands on deck! Dinghy sinking! Rescued dinghy and gasoline and stowed dinghy aft against gallows." From that point on we never looked back — mainly because we couldn't see aft past the dinghy. Four days later, on a beautiful clear morning (the second day that month with no fog), we sailed into Friendship harbor, returning "Downeaster" to her presumed birthplace. Assorted wives and children met us at the wharf and great plans were formulated for the first race the next day. Thursday morning, the handicap list was posted and "Downeaster" drew handicap No. 26 out of 29. Having sailed the boat only five times prior to sailing her to Friendship, and having no racing experience whatsoever, we finally decided that we weren't in too good a position. Being placed in the replica category because we had no proof that she was an original contributed to our handicap. But we gave our first race the old college try, and managed to beat the Coast Guard back into the harbor. The next day the fog closed in and the race scheduled for that day was cancelled. We decided to try to track down the origins of "Downeaster" and prove our suspicions that she might be an original. We drove to the nearest customs house, which was in Rockland, armed with the number we had found carved in the beam in the head. The customs agent, Mr. G. A. Boulier, was most helpful, but not too encouraging. He explained that unless "Downeaster" was the original name it would be almost impossible to trace her by numbers. The numbers in the documented vessel listing are not in numerical order, but in alphabetical order according to the original name. He offered us the use of the attic at the customs house, where all the old

(Continued on Page 55)

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books by year were stored on rather dusty shelves. We each took a volume and soon determined that "Downeaster" was not the original name, if she were indeed an original. But we also discovered that by some coincidence that many numbers very similar to ours were located in the "G" section of various volumes. Time was fast running out as Mr. Boulrier had to go down to the harbor and check in a cargo. As a last effort I grabbed the book for the year 1902 and turned to the "Gs." I could scarcely believe my eyes when I found the number we had all been searching for, but there was the entry:

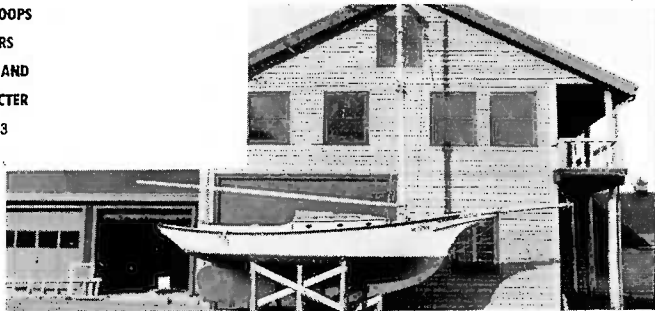
Official No. 86611 — Rig Slp. — Name of Vessel, "Gladiator"
Gross Tonnage, 7 — Net Tonnage, 7 — Length 28.5 — Breadth, 5.3 —
When built, 1902 — Where built, Bremen, Maine — Home port,
Waldoboro, Maine.

We all were so excited that even Mr. Boulrier seemed to catch our enthusiasm. He took the time to copy the entry on official stationery and certify that such an entry existed in the "List of Merchant Vessels of the United States, 1902 Edition." He signed the letter with a flourish, and we dustily bade him goodbye. We drove mudily back to Friendship, down to Betty and Al Roberts' wharf, and ran noisily up her stairs. We waved the paper at her and finally made enough sense to let her realize that we had indeed brought another original back home to Friendship and the Friendship Sloop Society. The committee came out to inspect the now-famous numbers 86611 carved indelibly in our lowly head. The head on the "Gladiator" (ex. "Downeaster") was the most popular spot in the harbor for the next few hours.

The next day dawned bright and foggy, and we managed to find our way in the parade of sloops past the crowded wharves of Friendship out to the starting line. After two postponements, the race finally began but it soon became apparent to us that one island looks pretty much like another in the fog, when all that's visible of it are lobster buoys, a few rocks, and trees looming through the mist. Not being natives of the area we declined to risk our now-venerable original and returned to the relatively clear weather of the harbor. Dot had wisely declined to join us on this adventure, and had been busy trying to find a native of Friendship old enough to possibly remember "Gladiator" in her youth. When we rowed ashore we found that Dot had located a Mrs. Dwight Stanley who thought that her father, Mr. Charlie Murphy, might possibly remember back to 1902. We had to wait patiently two wharves down for Mr. Murphy to come in from lobstering — he still kept busy although well past his 90th birthday. The news had traveled through mysterious channels that we were looking for him, for when he stepped ashore he said, "I hear you're looking for me. What can I do for you?" Dot asked him, "Do you remember a boat named 'Gladiator'?" He recollected that she was about 34 ft., built for Dan Simmons about 60 years ago by "Bugs" McLain over Waldoboro way. These facts later proved accurate when we located the original fisheries license issued in 1902 to Daniel Simmons of Waldoboro. "Bugs" McLain was Alexander McLain, one of the family of father and brothers who built Friendship sloops on Bremen Long Island, and "Gladiator's" bill of sale showed her cost to be \$450.00. Thus with a great deal of luck, the remarkable memory of a Maine native, and much help from many of those notoriously cantankerous "Mainiacs" we had a wealth of information about a wandering daughter of Friendship who had come home.



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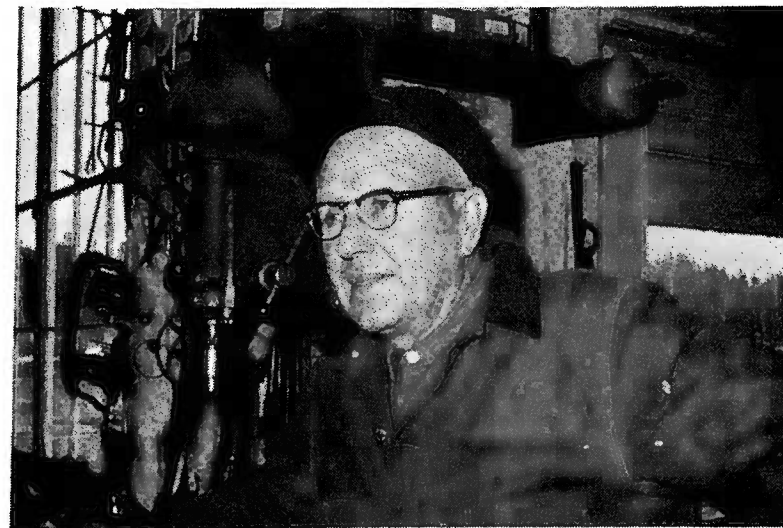
Did you ever stop to reflect about who might have stood in the spot your shoes now occupy, or what great or everyday things have happened in bygone years on this very sod? It is fun to reflect, but usually not very rewarding, for who is there now to tell you these things? Once in awhile you are fortunate enough to meet someone whose family records and his own interest in his heritage make it possible to glance back to see a place as it used to be years ago. Thus it was that Ivan Morse, year 'round resident of Friendship Long Island, pictured the active and colorful past of his home island.

To see Friendship Long Island today with its stately evergreens, rocky shoreline, and scattered dwellings, you would never dream that this place was once a hive of activity. Its three-mile length was once devoted mostly to farming until the granite quarry was started. About 145 people were employed to work at the quarry, and this necessitated housing for them. A large rooming house was built for this purpose. There were two stores to fill the needs of the islanders. Mr. Thompson ran one store down on the southeast end of the island, and delivered provisions all over the island by horse and buggy. The other store was eventually owned by Jim Simmons, and this became a great place to get anything you might want. People came from all the surrounding islands to purchase molasses, vinegar, and flour, which were sold from barrels, and yard goods, tinned meat, ribbons, candy, hair tonic, axe handles, rubber boots — you needed it — he had it. Ivan recalls how the men folk would gather in the store to play cards each evening.

The schoolhouse also served as a meeting house, and was erected as near the middle of the island as possible. When the quarry was running there were as many as 35 or 40 who attended the school.

The island had a great deal of open land, and thus farming and fishing were the chief occupations of the men. Of course each farm had its own dock, but anyone could use any of them. A "Keep Off" sign was never thought of.

(Continued on Page 59)



Ivan Morse — one of the few remaining rugged individuals who still maintains an island home.

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The lobster pound on the west side of the island is quite old, and this is still in operation today.

A great deal of granite came out of the quarry, and was shipped by boat near and far. The granite in Grant's Tomb in New York City came from Friendship Long Island, and there is a small plaque in the tomb attesting to this fact.

As in so many places, along came progress to change a way of life. Motors, roads, cars, trains, electricity and the like! With expanded travel, civilization moved more inland, and because it was not economically practical, and people wanted an easier way of life, most of the island activity came to a halt and the islanders moved to the "Maine" to live.

If you aren't inquisitive you will never know the history and struggle for life that this quiet peaceful spot has seen. Ivan can make you see it all as he tells you about his great great — well — his ancestor John Davis, the first on Friendship Long Island, and how he went there to get away from the Indians. His son Joshua married Sarah Bradford who barely escaped the Indians as a child, but that is another complete story.

Joshua and Sarah went housekeeping on the hill where Ivan now lives. They had 12 or 13 children. One day Joshua went off and never came back, leaving Sarah to bring up the large family. It is believed Joshua was pressed into the British navy as were many other men at that time. Sarah brought up the family, making the older boys work in their large garden. The story is told about Sarah having nothing for the family to eat one day. She loaded 3 bushels of corn into a boat and rowed it to the mill at Goose River, had the corn ground, and returned with it, to make bread.

General Henry Knox figured he owned Sarah's land and went to her about it. Sarah produced a sheepskin deed from the Sachem Indians. General Knox couldn't come up with anything older so was forced to leave, especially when Sarah threw a pan of hot potatoes at him.

Sarah's son Robert eventually ran a gristmill on the island, and he did a good job, but he always hated the British, believing they had abducted his father. He always swore he would someday kill a Britisher for himself and one for his father. Finally the opportunity came, and after killing the two Britishers, he himself dropped dead.

Today the lobster pound is still in operation; Ivan runs his boat and machine shop; his wife Josie looks after the chickens, garden, and house; Adelbert Cushman tends his lobster and fishing gear; "summercators" come and go from their cottages; but aside from these and the pulsating motors of lobster boats going by, to and from hauling traps, there is nothing to break the sound of wind whistling in the tall trees. Living on an island is a way of life, and deep down we all envy Ivan and Josie.





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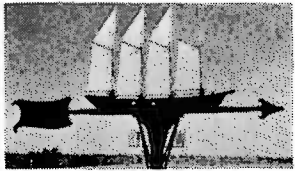
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Concert Music at Sea

By David W. Bell

Any sailor with a drop of blood in his veins, is ready to talk stories of sailing at a moment's notice. While in the office of Dr. M. F. Rogers, Optometrist, on another matter this past winter, I noticed a picture of a sailboat on the wall. It was not long before we were talking of good breezes and clear channels. Dr. Rogers happened to tell me of the story of his visit to Boothbay Harbor in the summer of 1949.

He recalled the day he was walking along the dock looking at the number of boats that were in the harbor when he began to hear the strains of Bach coming across the dock. It was fine piano music and he was a little startled at such fine music out in this unsuspecting place. Looking around, his eyes were drawn to a Friendship Sloop at the end of the dock, and as he approached, the music became louder. To his surprise he found that the music was real and coming from the hold of the Friendship Sloop, Suzanna, tied at the end of the dock.

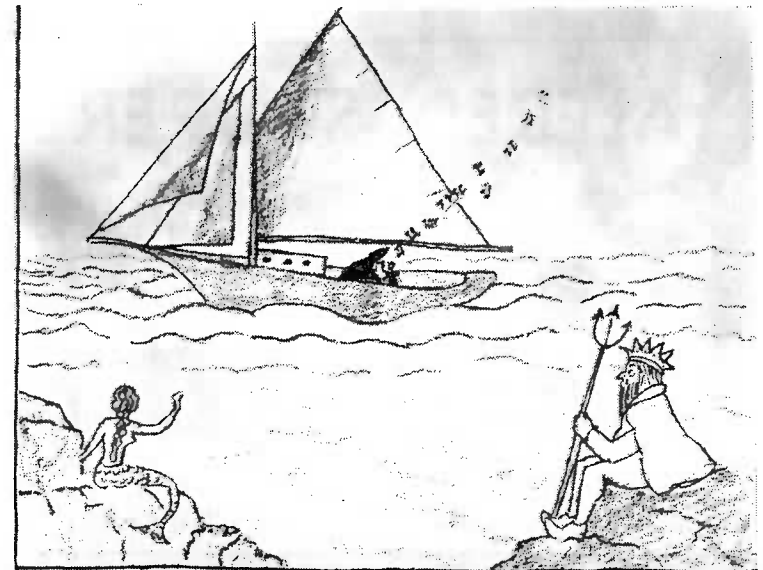
Well, it is not every sloop that has a grand piano in its hold, in fact, to our knowledge the Suzanna is the only sloop in the world equipped with a concert grand piano.

Dr. Rogers had a fine sail on the Suzanna that August afternoon. It seems the ship was in the business of sailing for afternoon groups throughout the fall.

This story lingered in my mind for several months and I began to wonder about this unique equipment aboard a Friendship Sloop. After some inquiry I found an article in the Bangor Daily News dated October 29, 1949. Here I learned the fuller story of the Suzanna.

The Sloop was then owned by Paul Coolidge, a student at Harvard University and New England Conservatory of Music. Mr. Coolidge was a pianist of considerable talent and naturally enough he wanted his instrument to be wherever he happened to be. This unusual piece of furniture was lowered into the hold of the Suzanna after her deck had been removed. The Steinway Concert Grand piano was installed with less than

(Continued on Page 63)



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an inch to spare on either side. The keyboard was in the fo'c'sle itself with just room enough left behind for the player to sit at the keyboard.

The rest of the instrument extended back into the cargo hold. By some manner of means the ship's owner had also arranged a space for icebox and food storage, berth and a small galley and auxiliary engine.

The Bangor Daily News article went on to report that it was Coolidge's purpose to stay aboard the Suzanna during the coming winter while he was attending Columbia Music Department. He would live and practice in New York Harbor upon his Friendship.

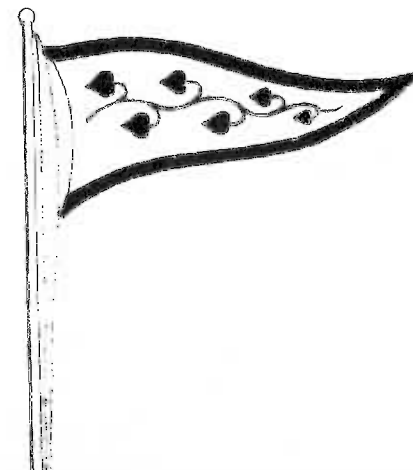
When this ship was last seen it was heading down through Eggemoggin Reach shortly before noon on the last October day. The wind was brisk, out of the southwest and with a good crew consisting of John Merriman, Dr. Lyman Burgis and Clarence Hale. They were headed for New York City.

I have not been able to learn of the whereabouts of the Suzanna or the Grand Piano since that day but if you are by chance strolling along some harbor wharf and hear the strains of Bach or Beethoven, investigate closer for you might be able to add another chapter to this somewhat unusual story of a Friendship Sloop.

Burgee

The Friendship Sloop Society had not long been incorporated when it was decided we definitely needed a distinctive insignia, flag, burgee — all our own that would identify us to one and all. The trailboard design that identified so many of the Friendship Sloops just before and after 1900 was "a natural," and was quickly adopted to be our official sign of recognition. After much trial and error and many hours of sewing and stitching the following was ruled to be the official burgee of the Friendship Sloop Society, and might be flown or displayed by any member in good standing.

The by-laws of the Society describe the burgee as: "a pennant with the fly one and one-half times the hoist, consisting of a black leaf design on a white field with a red border."



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Surprise

At 74, Phil Nichols of Round Pond is a young man. If you don't believe it, run down to his boatshop and take a look at what he did this winter while he was "loafing." Phil's latest Friendship Sloop will not be launched this year, but she's all planked and looks like she'll be a beauty. Her planks are one inch pine and are put on with galvanized nails — a true old timer in the deepest tradition, a sharp contrast to the 42 foot fiberglass job his nephew Bruce Cunningham is finishing up across the harbor a couple of hundred yards away.

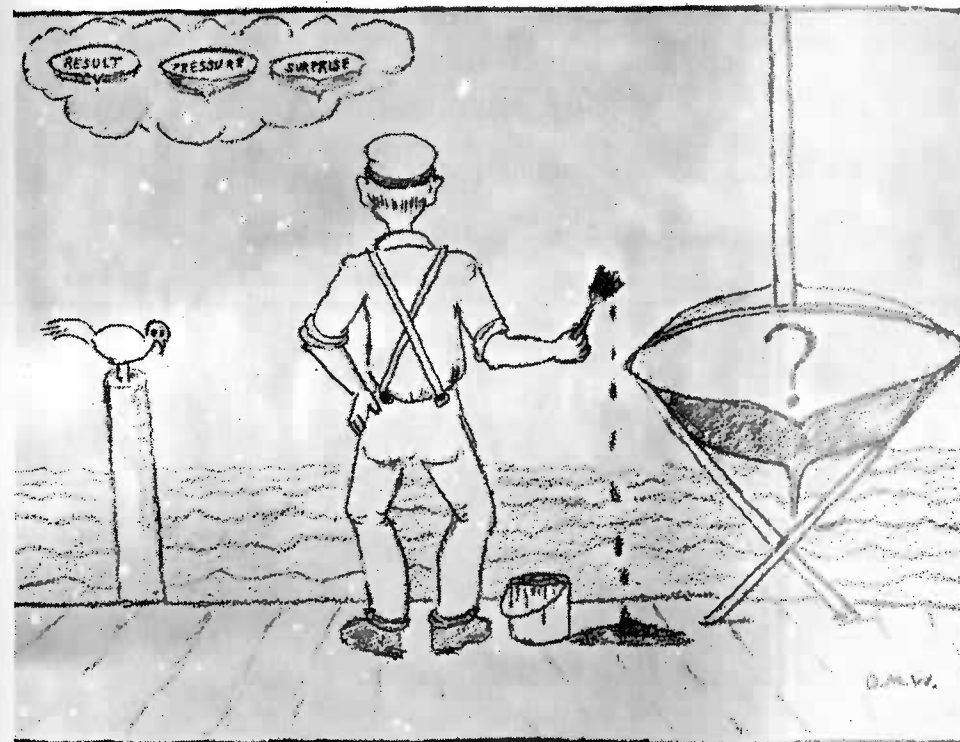
Although Phil has built close to twenty boats, he says he has never built one "for" anyone. Phil builds boats because he wants to, and because he loves boats. If he sells one, he builds another, and more often than not he owns several boats simultaneously. The first Friendship Phil built was launched in 1932. His second was launched ten years later, and the third slid down the ways 19 years later, in June of 1963 — and was nine years "abuildin." That nine years of loving labor was the reason Phil called her SURPRISE. He said it came as a surprise that he ever finished her.

His 32' sloop was the "Result" — of hard labor.

His 42' sloop was named "Pressure" — which I'm sure Phil can work under if he has to.

After nine years his "Surprise" came as one to him.

And now we'll all have to wait to see what sort of name Phil gives his latest, for I'm sure no one will know until Phil takes up his brush to paint her name proudly on the beautiful elliptical transom.



the result will be no surprise . . .

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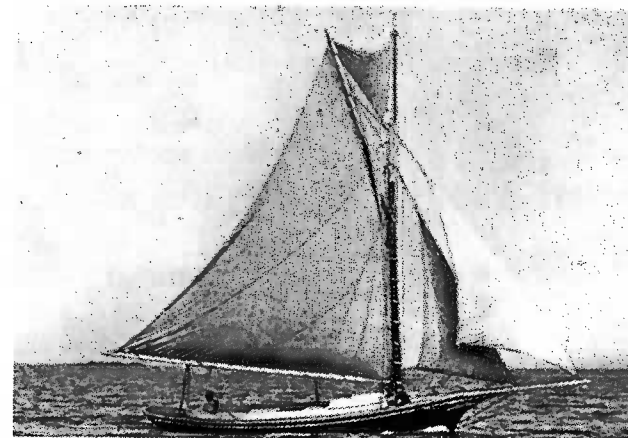
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Another Honeymoon Cottage

For nine years we have been digging up stories relating to Friendship and Friendship Sloops, to put in this annual booklet. Our search for interesting highlights and sidelights have brought to light the various uses to which these beautiful sloops have been put. We have regaled you with stories of handlining, purse seining, for sardines and mackerel, smacking, lobstering, yachting, and racing. Three years ago we recounted how "Skip" Bracey and his bride Jane gave themselves a Friendship Sloop for a wedding present and spent their honeymoon on it. That was the summer of 1966. Whether or not knowledge of this idyllic honeymoon planted ideas in the minds of other young people is speculative, but history is repeating itself.

John Thorpe built his "Ellie T" from the lines of "Pemaquid" in 1961, and has sailed in every Friendship Regatta since. The first year, John and Ellie brought a young boy along for the ride, the next year, this boy — Paul Bryant was graduated to a full-fledged crew member, a status he has enjoyed every year since. As a matter of fact, the "Ellie T" finishes better in the races when Paul is at the helm. Because of pressing business, John has had to miss some of the races, and Paul has taken over completely on these occasions. His has become a familiar face at the regatta, and one we all enjoy. Consequently when he appeared in Friendship late last fall in a howling storm, his smiling countenance at our door was a welcome sight. Paul had come to check out the dates of the 1969 regatta so he could plan his vacation to coincide with the races. Nothing could keep Paul from returning to compete and enjoy the festivities. There was a sparkle in his eye and a grin on his face that couldn't be ignored. Paul was planning his wedding and honeymoon!

John Thorpe's daughter Katy and Paul Bryant are to be married on July 19th and will sail away on a honeymoon on their beloved "Ellie T," returning to Friendship just in time for the regatta.



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Fiberglass Friendship

By Jarvis Newman

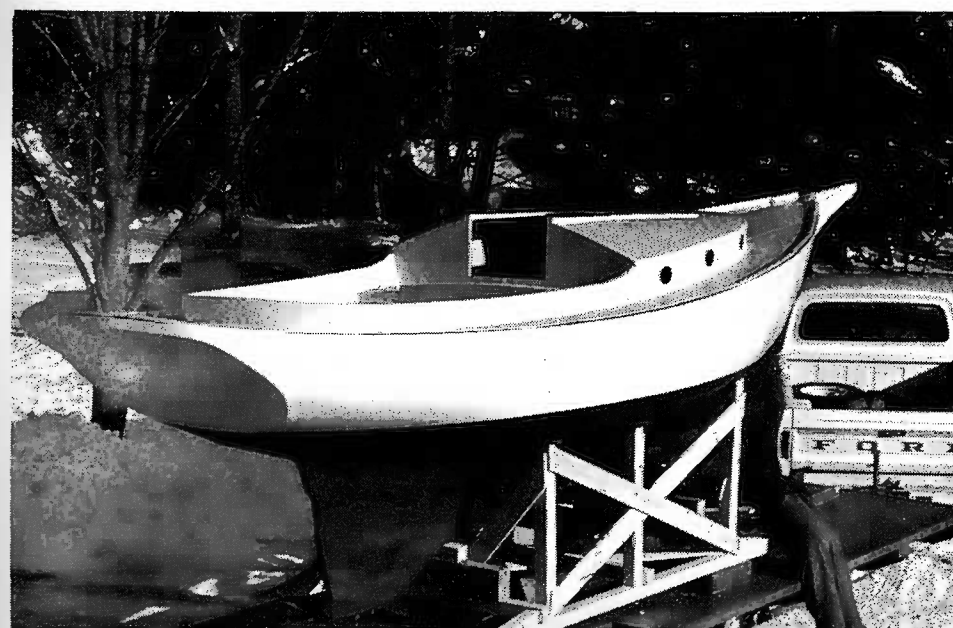
EDITOR'S NOTE: We asked Jarvis Newman and Jim Rockefeller to write us an article on fiberglass Friendships, thinking we would add a note by way of introduction or explanation. — None is needed. — HERE ARE THE PRODUCTS OF THEIR LABORS.

Who ever heard or wanted to hear of a "Plastic Friendship"? This has been a major discussion point among Friendship Sloop members. It looks as though the doubts are about to be resolved because by summer, 1969, the first fiberglass Friendship Sloop will be launched in Penobscot Bay.

The question is why — why build a plastic Friendship? It all started many years ago by my having an interest in handsome boats of character. Once a person has been stung by the bee of a Friendship, he has had it because one cannot erase it. The Friendship is in a class all its own, especially with its history and popularity since the late 1800's. Its proven design for durability, stability and maneuverability, along with its unsurpassed character, is why I decided to initiate such a task of building them out of fiberglass. With the ever increasing costs of labor and materials these days and the maintenance cost, it became apparent that fiberglass had to enter the picture. For the past three years I have been building traditional fiberglass rowing tenders built from the lines of Arthur Spurling's model of Cranberry Island which is noted for its fine rowing and towing characteristics. Then I had the urge to go on to something larger.

I discussed my interest with Dr. Mahlon Hoagland, owner of "Old Baldy" in July of 1968 and negotiated to use his hull as a form to build a fiberglass mold. The idea was also talked over with James Rockefeller of Bald Mountain Boat Works who built "Old Baldy" in 1965.

(Continued on Page 71)



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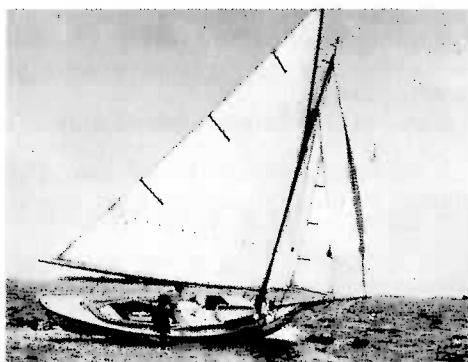
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Just prior to Labor Day, the Hoaglands sailed their little vessel to Southwest Harbor where we hauled her to my shop and started the long task of removing all her exterior hardware, mahogany, oak trim, and paint. I had the assistance of my father, Laurence Newman, as well as a daily visit from my grandfather, Lyle Newman, age 92. They questioned how a boat could be built out of fiberglass. By laying "Old Baldy" down on her side the hull mold was made, one half at a time.

The next step was the deck mold. I rebuilt the cockpit, making it 6" longer than "Old Baldy" and added 18" on the cabin so to have the option of sleeping four below deck. The cockpit area is now over 8' in length with a bridge deck and is self-bailing. The cabin house length is approximately 8' long and is only 3/8" higher than "Old Baldy," keeping the same low profile and graceful sheer.

With a few basic ideas in mind, I had Ernest Brierley, a naval architect from Southwest Boat Corp., design a unique interior incorporating two main berths, two quarter berths under the cockpit seats, a hanging locker, two-burner alcohol stove, ice box, sink, head, pedestal table and chart table. The interior can be altered to fit the individual's liking.

The first hull was built in December, 1968, using the same laminates as a 35' Hinckley Pilot with a minimum of 1/2" of fiberglass throughout, and from two to five inches of fiberglass in the keel area. Net weight of the hull is 1700 lbs. The first deck was completed in early February, same 1/2" thickness without using any sandwich construction — net weight, 900 lbs.

In mid February the hull and deck were shipped to Bald Mountain Boat Works where Jim and his crew will complete her for early summer delivery. As of this writing the 2000 pound lead keel is installed and bonded. The floor stringers are secured to the hull and the engine mounts are built to handle the 15 HP Volvo two-cylinder diesel.

My experience in the fiberglass business started in 1964 when I was employed by the H. R. Hinckley Company in the fiberglass department where I helped build over 100 sailboats ranging from 30 to 48 feet. Hinckley boats speak for themselves regarding the high quality of workmanship and construction techniques, and I am very grateful to have been able to serve my apprenticeship there.

On Friendship Sloop Construction

By Old Baldy

Time and tide wait for no man, not even the devil, so when OLD BALDY'S Mahlon Hoagland hailed me on Al Robert's wharf and asked if I knew a guy called Jarvis Newman the plot was patently apparent.

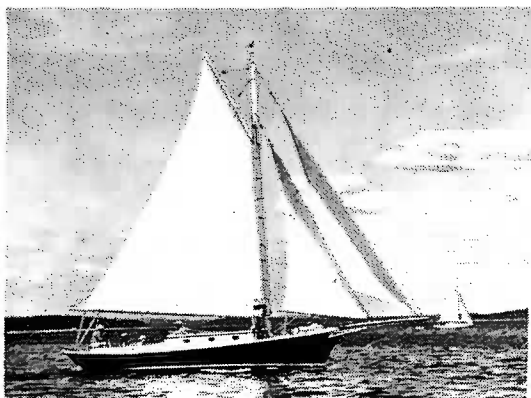
"Jarvis of the lovely glass dingys? Fine Fellow!" I enthused. "Good eye for the traditional. Marvelous craftsman in his material. His father-in-law is Raymond Bunker — one of the best wooden boat builders on the coast. Teases Jarvis ---."

The good doctor cut me short. "He's offered me a proposition."

From the corner of my eye I watched Phil Nichols tack SURPRISE up the harbor, thinking how of all the Friendships here she looked the most authentic, right down to the builder-owner.

"I said he's offered me a proposition." Mahlon glanced furtively up and down the dock and lowered his voice. "He wants to use OLD BALDY to make a mold for a glass one."

(Continued on Page 73)



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"Fiberglass Friendship!" The ballon was loosed. Heads swiveled. A venerable member of The Society reeled, crossed himself, making the sign of the gaff, and glared in our direction.

Hoagland hustled me around back of the bait house. "See!" he said, laying into my shins. "People are going to get the wild hair up. A glass Pemaquid — its like renouncing God, Motherhood, BAKED BEANS! Do you think they'd kick me out of the society?"

"Dammit!" I said, rubbing my leg. "Take in a little sail. The important thing about Friendship Sloops isn't in how they are put together. The magic is in their past utility, their pleasing lines, the people who sail them. Construction-wise, the originals are nothing to found a tradition on. Take one with a little age on her and all you've got is trailboards, dry rot, and a damn good pump. Wilbur Morse was a marvelous business man, not a patron saint of wood boat construction."

OLD BALDY'S owner looked nervous. I pressed on, **"Boats are for fun.** What difference if they are built of wood, cement, glass, melted down old chocolate-covered rubber heels, long as the material is used well and honestly and the result is pleasing to the eye and it does the job!"

"Whose side are you on, anyhow? I thought you were a wooden boat man?"

"The side of magic," I replied. "Whispering breezes, raging gales, and the gaff rig even though it's a bitch for chafe."

"Don't get frivolous. This is serious. Newman would put OLD BALDY in his shop this winter — sand her topsides mirror smooth. She'd come out looking a lot better than when you built her."

"Golly! Wouldn't that puff the old girl up," I said, ignoring the slur. "The chance to found a dynasty isn't offered to just any old Friendship wallowing in the gunk hole. Good stock there, Hoagland. Fine background. Breeding always shows!"

"I hope Jarvis can fix those cracks in the deck," he said. "They look awful."

Out in the harbor Phil Nichols brought SURPRISE into the wind. His nephew, Bruce Cunningham, the fine boatbuilder from Round Pond, went forward and let go the hook. I knew Bruce was working on a 42' fiberglass hull in his modern shop, while across the cove Nichols, with no power tools, was building another wooden Friendship a little smaller than SURPRISE.

Glass and wood, the materials change but the people don't. I was happy Jarvis was going to make a glass PEMAQUID. I knew he would do a first rate job for he was a craftsman and he was building it for the right reasons. He was nuts about Friendship Sloops. His burning ambition was to own one. Later on others, no doubt, would jump in to catch the bandwagon with tasteless imitations. But this first fiberglass one by Jarvis, I knew it would be right.

(Continued on Page 75)



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And I couldn't help but muse what Friendships meant to me. It was Betty and Al Roberts giving unstintingly of their time. It was Jane and Skip Bracy sailing off across the bay in WINDWARD on their honeymoon. It was John Gould carving SAZERAC'S trailboards on the wrong side; the friendly rivalry between Malcolm Barter and Roger Duncan, George Morrill's bald head, Phil Nichols working on a new Friendship in the dead of winter in his unheated shop with his shirt open, and when asked why he did it at his age, replying, "Better than looking at TV." It's the sight of all those gaff rigs coming into harbor the last three days in July against a background of spruces and rock. It's a thousand little things — a magic brew of people, place, and time — and 'just messin' around in boats.'

Dr. Hoagland interrupted my thoughts. "If you were going to build another Friendship for yourself what would you use?"

I answered without hesitation, "Old chocolate-covered rubber heels."

(Editor's Note — Word is out that a ferro cement Friendship is being built in Detroit.)

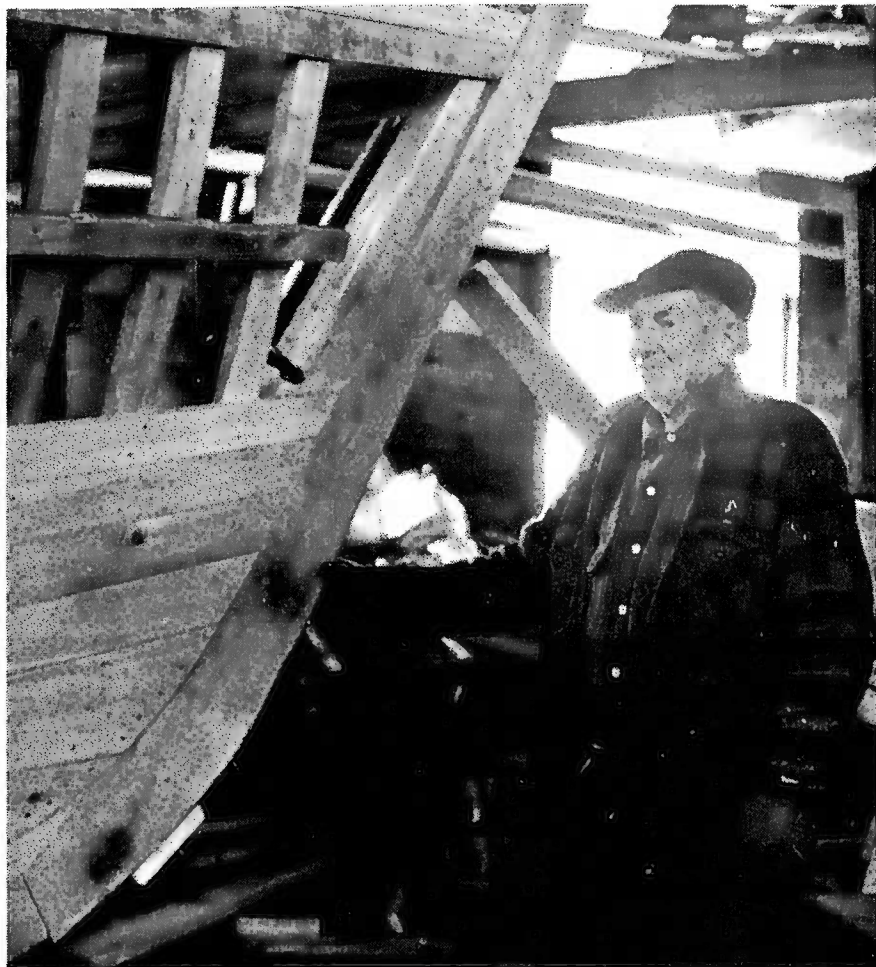
Publications

This is the ninth year we have published a program-booklet like the one you are now reading. Some of the material of course is repetitious, but much of it is new each year, and all of it is pertinent to Friendship or Friendship Sloops. Each year we think we must have run the well of information dry, but something of interest always comes up. (Even a few highlanders and ridgerunners have written articles for us to take up the slack.) All the yachting and boating magazines as well as many newspapers and other periodicals have featured the famous Friendship Sloop from time to time, so it is doubly amazing there is something left to be said.

In 1963 we published a small book called "Ships That Came Home." It was primarily a book of pictures of the sloops that had raced in the 1961 and 1962 regattas, but it also had a modicum of information about the history of Friendship Sloops. The five hundred books we had printed were soon gone and our printer had lost the plates so we couldn't have a reprint. Consequently we started the second book and this one came off the presses in 1965. This was a far more ambitious book than the first, complete with six pages of beautiful colored photographs and a more nearly complete history of Friendships, including reprints of many of the more interesting articles that had appeared in the first five program booklets. For years whenever the graceful lines of a Friendship Sloop heads into a harbor, the word spreads along the shore — "It's A Friendship" — so this was the name of our second book. The two thousand book edition was quickly absorbed by a boating public eager for news of the revival of Friendships and a second printing was soon ordered.

Now as we approach our tenth anniversary with only a handful of books unsold, it is time to get to work on a third book — a tenth anniversary edition that will probably bear the title "Lasting Friendships."

As this ninth edition of our annual program-booklet goes to press, we are setting a target date of November 1969 for publication of "Lasting Friendships," so everyone interested can give it to all his friends for Christmas.



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Weekday Luncheon Specials — Saturday Night Buffet
THROUGH SUNDAY, NOVEMBER 30

Wise Owl Chooses Friendship Sloop



FIGUREHEAD WANTED — Attractive model needed to pose for vessel figurehead for bow ornamentation on latest Friendship Sloop. Call anytime 545-0943.

My above ad hardly had time to run in the Boston Globe when a visitor called at my boatshed in Scituate where Voyager II is being completed for a June launching. This applicant was quite small as models go but carried herself well and had a commanding appearance. The figure was well proportioned with a fine head and large exotic amber eyes. She was dressed in a brown and gray coat that was finely mottled and streaked with black, her feet were quite large and her nails long and sharp.

The interview was conducted with her sitting on the knight-heads at the bow of my sloop and looking all the world like the finest figurehead I have ever seen. This was my introduction to "Terry" my North American screech owl, and it was love-at-first sight.

But then haven't birds and ships always found something in common through the ages as noted by the carved figureheads of eagles that have graced the bows of sailing vessels throughout their history. The use of figureheads goes back to the earliest day of man's ventures on the lonely sea. At the beginning the motive was primarily to appease unfriendly gods, creatures of the deep, and demons of the darkness.

Later on the figurehead of a vessel came to represent the spirit of the ship and the name, possibly symbolizing the nature of the superstitious seaman himself.

During the heyday of the sailing ship in the Western world carved figureheads were the accepted rule and naked was the vessel without one. In a visit to the great port of Boston one could find all images of women, men, beasts or birds, at the beak head of the great ships that brought about man's conquest of the sea. Subjects were as varied as the taste and imagination of those who made them.

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Later in the 19th century bow ornamentation began to disappear from our larger vessels but carving in the form of birds being simpler had a more enduring charm and appeal persisting on smaller fishing craft such as the Friendshipships.

In our present century such work of artisans are all but forgotten but along with the revival of the Friendship sloops there are many signs of a return in the use of bow decoration, not only on our gaff rigged craft but on many Norwegian and other merchant ships.

But I am getting away from my story of the owl that came to live on the sloop and though a friendly rascal at heart she proved a fussy eater. The owl being a wild creature requires a diet of live food, consisting of mice, insects, birds, etc. Being as this was in the dead of winter this fare was out of the question. Finally she grudgingly accepted chicken wings and would eat two per day but only at night in the darkness. Once in a while I would splurge and buy a white mouse which when released on the deck of the sloop would scurry down the sheer aft. When Terry spotted the mouse she would glide down on noiseless wings to scoop the little morsel up in her talons and fly off to her box at the end of the boatshed.

She soon took to dropping her chicken parts on the ground under the boat and would watch for hours to see if this would attract little animals from the outside but the snow was too deep this year and nothing seemed to stir.

Now the snow is gone but Terry the owl is still there at night watching me paint, varnish and put the finishing touches on a three year project. Her vision I am told is eight times sharper than ours so I'm thinking about those Maine fogs and how useful she might be sitting up there on the tressle trees with her built-in radar. When Voyager II sails into Muscongus Bay this summer and you see the figurehead under the boswprit move a little you will perhaps know I had help getting there.

By Bernard MacKenzie

Picture credits to Frank Gillis, Scituate

MYSTERY SOLVED

One of the old-time Down East Skippers was known to be not too brilliant. In fact many people thought him to be downright stupid. Nevertheless, he had a tremendous record for fast voyages and for keeping his vessel out of difficulty. His mates and crew knew that just before he sailed on any voyage he would go to a small locked drawer in his cabin and look at something in it. Having done this he would go topside and give the order to haul anchor or to let go all lines. This became standard procedure just before every voyage and naturally aroused the curiosity of the crew as to what was in this small drawer under lock and key. Eventually this captain went to his just reward and as soon as possible his mate found the key and unlocked the drawer. In it was a small card with the following: "PORT - left. STARBOARD - right."



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