Friendship Sloop Days

1966



Three Days of Fun

July 28 / 29 / 30

THURSDAY / FRIDAY / SATURDAY

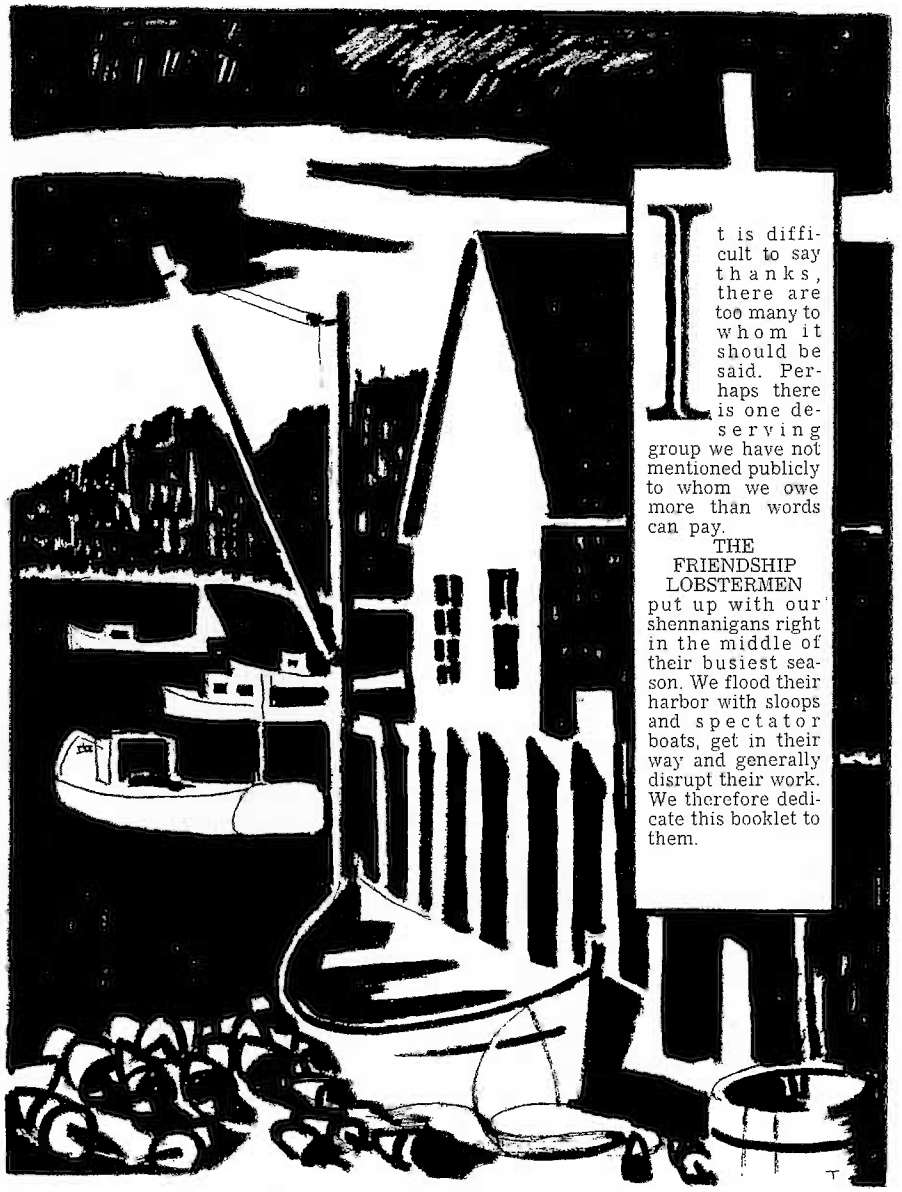
Friendship Sloop Society, Incorporated 1961

COVER STORY –

Photo by Paul Jones

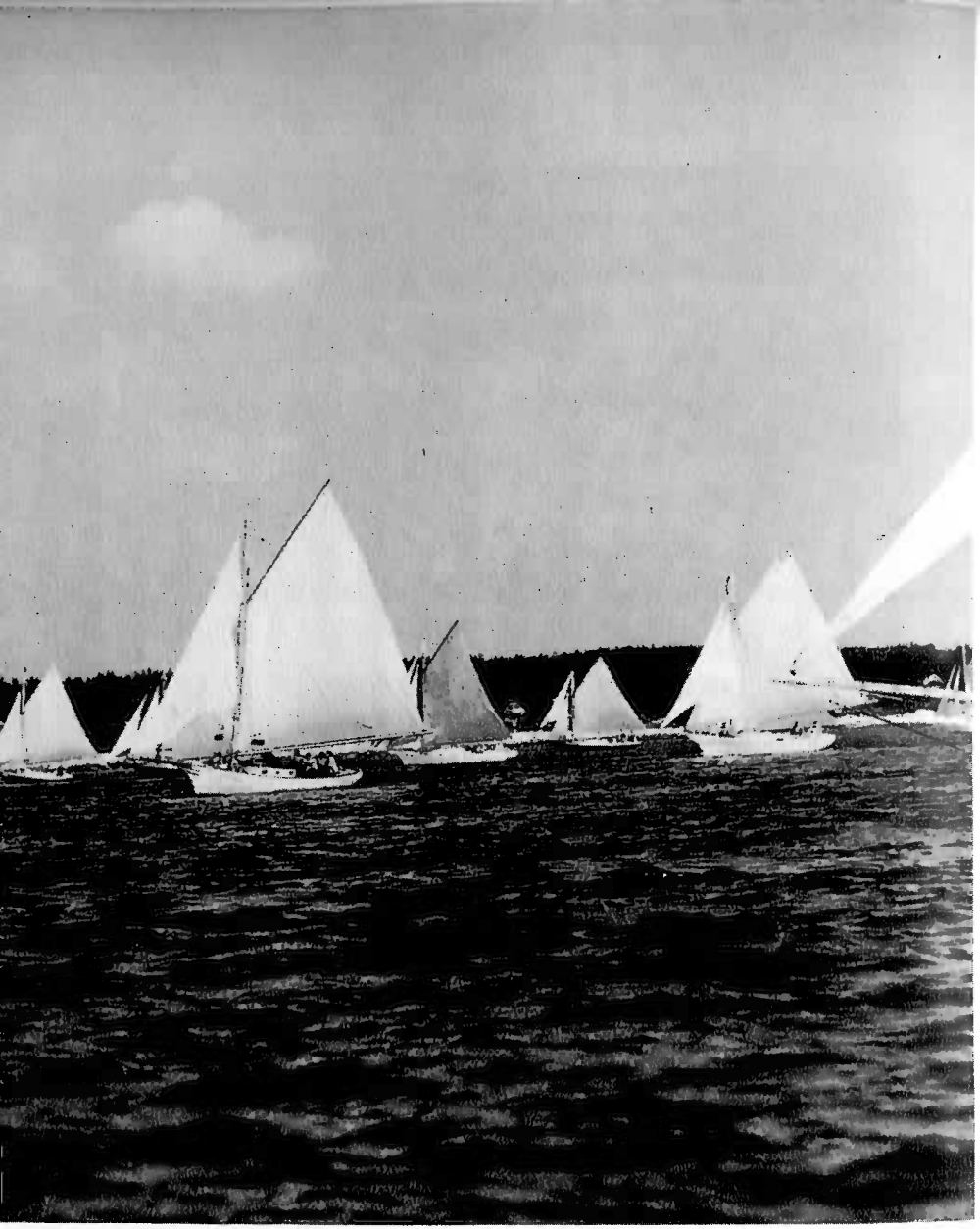
The lazy comfort graphically illustrated by the crew of Dr. Files "Chance" on our cover epitomizes the feeling of owning a FRIENDSHIP. The owner would be the first to admit these are not racing boats, but they congregate in Friendship each year for a few days of fellowship with kindred spirits to compare notes and boats.

Back Cover – photo by Leo Chabot



It is difficult to say thanks, there are too many to whom it should be said. Perhaps there is one deserving group we have not mentioned publicly to whom we owe more than words can pay.

THE FRIENDSHIP LOBSTERMEN put up with our shennanigans right in the middle of their busiest season. We flood their harbor with sloops and spectator boats, get in their way and generally disrupt their work. We therefore dedicate this booklet to them.



THIS PAGE CONTRIBUTED BY

MANSET MARINE SUPPLY CO.

COLUMBIAN ROPE COMPANY

SOUTHWEST HARBOR — MAINE

Welcome To Friendship

Whether you came to see the beauty of the place, the lobstermen and the intrigue of their world of lobstering, the boat shops, the Museum, the Friendship Sloops and regatta, relatives and friends, or just followed the road which dropped you here, we hope you will long remember "our town" as one of your favorite visiting spots.

Friendship is a small town, but especially for this regatta we have tried to think of your comfort, and have provided the services listed below. We hope you have brought your camera for we believe you will be really impressed with the sight of those Gaff-rigged sloops "running home" at the end of the race.

Enjoy yourself!

1. A Free Shuttle Service to take you wherever in town you want to go. These cars are made available to us by the Waldoboro Garage, Harold Ralph, Chevrolet dealer of Waldoboro, and Camp Oceanward in Friendship.

2. Free Parking Lots for your automobiles. These lots have been prepared for your use, and will be attended by responsible citizens to assure the safety of your car. Please park here and remain parked until ready to leave so as to relieve the congestion on our roads. The free shuttle service will take you where you want to go.

3. Party Boats have been imported for Saturday's race so you can see what is going on at close range. Hourly trips at a nominal fee are available. Also reservations are needed for this interesting and scenic trip that gives a spectacular view of the race. Inquire at the information tent.

4. An Information Tent has been set up and volunteer workers will be on hand all day Thursday, Friday and Saturday to answer any and all questions you may have.

5. The Friendship Museum will remain open until 8 o'clock on Wednesday, Thursday, Friday, and Saturday evenings for your convenience.

6. Food is Available. Local organizations have set up eating facilities that range from snacks to lobster plates, and the regular snack bars will be open too. Inquire at the information tent for list of eating places.

7. Communication with the race. An intricate communications system has been set up to keep you posted as to what the sloops will be doing. Information will be relayed back from the race and given immediately over the public address system.

8. First Aid. We hope no one will need to use this service, but it is available. Inquire at the information tent.

Howard Chapelle

by AL ROBERTS

Shortly after the inception of the Friendship Sloop Society much correspondence was sent back and forth between Friendship, Maine, and the Smithsonian Institute in Washington. In the late winter of 1962, Betty and I found our way to Washington, and while there visited with Mr. Howard Chapelle, curator of the Transportation Division of the Smithsonian Institute. It is always a pleasure to meet someone with whom you have corresponded, and especially someone so well known and respected in his chosen field. We were far from disappointed when we were shown into Mr. Chapelle's private office, because never had we been more cordially welcomed anywhere.

Howard Chapelle seems to have a special place in his heart for Friendship Sloops. It was he who gave them national prominence through an article he wrote in Yachting in 1934 and also in his book, "American Small Sailing Craft" published in 1951, and ever since, he has been beseiged with letters from owners and would be owners of Friendships asking for his opinion or advice on some point or other. Each and every person who has written, says he has received the fullest cooperation imaginable and this is very easy to believe, once you have met this extraordinary man.

Betty and I found him both attentive and instructive, and after a half hour we felt we had probably taken all the time he could spare us. He would hear none of it, and bade us remain. At half hour intervals we made moves to leave — not because we wanted to, but because we didn't want to impose on his good nature, and each time he urged us to stay — and stay we did, until finally someone else arrived for an appointment. At last we had met someone as enthused over Friendships as ourselves!

The aid, assistance, and advice we as a Society, and many of our members as individuals, have received has been instrumental in the successful revival of the Friendship Sloop. Since the beginning of the Society in 1961, Howard Chapelle has served on our authentication committee and has given advice whenever required. We asked him to write an introduction or foreword for our book "It's A Friendship", and he unhesitatingly accepted the chore. The tribute he paid to the people of Friendship in that introduction was indeed heart-warming.

We in turn would like to pay him a long overdue tribute by making him our honored guest at our 1966 regatta. At this writing he says he will be here if it is at all possible. We hope he makes it, but if he does we'll impose on his good nature once more by asking him to talk informally with us at the Banquet on Saturday Night. Perhaps the chance to see a dozen of the original sloops and another dozen replicas that closely follow the lines of the originals will make it up to him.

Welcome aboard, Howard Chapelle.

List Of Events

THURSDAY, JULY 28 — FIRST RACE

9:30 A. M.	Skippers' Meeting
12:00 Noon	Starting Time of First Race
6:30 P. M.	Picnic for Sloop Crews and Their Families
8:00 P. M.	"Maine Mosaics" for the benefit of the Friendship Library
	Pictures taken by Maurice Day who did a lot of the photography for the film "Bambi".

FRIDAY, JULY 29 — 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 30 — THIRD RACE

9:00 A. M.	Skippers' Meeting
10:30 A. M.	Parade of Sloops
12:00 Noon	Start of Third Race
12:00 Noon	Lobster meal served 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.

GLOUCESTER RACE — AUGUST 20-21, 1966

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



"How Did He Get In Here"

Youngsters

Youngsters who are our guests for these three days as well as the youngsters of Friendship find plenty to keep them occupied from sunup to sunset. Some of those visiting act as crew, some as ballast, and some as spectators, but all have a good time.

The local boys and girls give a helping hand everywhere, and their talents are used where most needed, whether it be as messengers, carpenters, parking lot attendants, driving the cars for the free shuttle service, putting up decorations, erecting tents, or general clean-up work when the festivities are over.

On Friday following the chicken barbecue all those who are interested, join in the competition for the trophies for rowing, swimming, outboard races, etc. Beautiful trophies for all these events are donated by local people.

8:00 P. M. Friday evening there is a special program in the Town Hall for all teenagers, that has always been a huge success.

This year we are inaugurating a program of races and contests for all age groups to be held from 1:00 P. M. to 2:30 P. M. on Saturday, while the sloops are down the bay out of sight. This should be fun for contestants and spectators alike, and pleasantly fill the hours until the sloops cross the finish line.

List of Friendship Sloops

Listed numerically according to their permanent numbers are member sloops of the Friendship Sloop Society.

No.	Name	Class	Built By	Length	Present Owner
1.	Voyager	A	Charles Morse	30'	Bernard MacKenzie Scituate, Mass.
2.	Dictator	A	Robert McLain 1904	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'	Stuart Ford Bailey Island, Maine
6.	Eastward	B	James Chadwick 1956	32'	Roger & Mary Duncan West Concord, Mass. & Newagen, Maine
7.	Tannis II	B	W. S. Carter 1937	33'	Francis Neiring, Jr. Norwood, Mass.
8.	Banshee	A	Morse	30'	Benjamin Waterworth New Bedford, Mass.
9.	Amity	A	Morse 1900	30'	James R. Wiggins Washington, D. C.
10.	Mary Anne	B	Lash Bros. 1958	31'	John Dallett New York & Cushing, Maine
11.	Old Friendly (L'Aigle D'Or)	B	Gannet 1938	24'	Jack Hensley East Boothbay, Maine
12.	Friendship	A	Wilbur Morse 1902	29'	Robert Cavanaugh Scituate, Mass.
13.	Easting	B	C. A. Morse 1920	29'	James R. Pierpont Milford, Conn.
14.	Sadie M	B	Morse (Thomaston) 1946	30'	Harrison Prindle Castine, Maine
15.	Vida Mia	C	E. L. Stevens 1942	30'	Frederick S. Brown Kittery, Maine
16.	Retriever	B	Gannet 1942	32'	John Plante Chelmsford, Mass.
17.	Jolly Buccaneer	A	McLain (Bremen) 1909	45'	Richard & Gloria Swanson Winchester, Mass.
18.	Chrissy	A	Morse 1912	30'	Ernst Wiegleb Hawthorne, N. J.
19.	BlackJack	A	Wilbur Morse 1900	33'	William Pendleton Suffield, Conn.
20.	Wanderer	A	Morse 1910	30'	Robert Trayes Beverly, Mass.
21.	Wilbur Morse	B	Carlton Simmons 1945	30'	C. Wilfred Brann Gardiner & Friendship, Me.



Past Winners

1961 Governor's Trophy — won by VOYAGER (one race)

1962 Governor's Trophy — won by EASTWARD
Eda Lawry Trophy — AMITY
Lash Bros. Trophy — EASTWARD

1963 Governor's Trophy — won by 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
Lash Bros. Trophy — DIRIGO
Wonalancet Trophy — HERITAGE
Eda Lawry Trophy — CHRISSY
Palawan Trophy — HERITAGE

Eda Lawry Trophy awarded for first orginal on Saturday.

Lash Bros. Trophy awarded for first replica on Saturday.

Wonalancet Trophy awarded for first near replica on Saturday.

Governor's Trophy awarded for first overall in total points of Classes A and B.

Palawan Trophy awarded for first overall in Class C.

This year we are adding the Jonah D. Morse Trophy given in memory by his daughters, Bessie and Carrie MacFarland, for the overall Class A winner.

List of Friendship Sloops

No.	Name	Class	Built By	Length	Present Owner
22.	Ellie T	B	John Thorpe 1961	26'	John Thorpe Woolwich, Maine
23.	Depression	A	1899	32'	Dr. Myron Hahn Bremen, Me. & Boston, Mass.
24.	Ancient Mariner (Tern)	A	Wilbur Morse	26'	H. C. Vibber Waterford, Conn.
25.	Sea Duck		Morse Boatyard (ketch rig)	36'	Laurence Bershad Marblehead, Mass.
26.	Swan	A	Wilbur Morse 1917	28'	Wm. & Joan Bornstein Mt. Sinai, L. I., N. Y.
27.	Yankee Trader	B	Bob McKean Sid Carter 1939 Friendship	28'	John Kollett Johnston, R. I.
28.	Bounty	B	Gannet	'22	George McFadden Glenside, Pa.
29.	Susan	A	Wilbur Morse 1902	28'	N. Bradford Mack So. Miami, Fla.
30.	Kidnapped (Fly-A-Way)		believed lost recently in a storm		
31.	White Eagle	A	Wilbur Morse	28'	Robert Montana Meredith, N. H.
32.	Nomad	A	Wilbur Morse 1906	44'	James E. Ford Middletown, Conn.
33.	Cyrano	B	Philip Nichols	28'	George J. Putz Windsor, Mass.
34.	Pal-O-Mine	B	Gannet 1947	27'	James B. L. Lane Winchester, Mass.
35.	Mary C		N. D. Clapp (marconi rig)	20'	Nat Clapp, Jr. Prides Crossing, Mass.
36.	MarGin	C		25'	Rev. Gerald Kinney Thomaston, Maine
37.	Chance	A	Wilbur Morse 1916	32'	Thomas Files East Orange, N. J.
38.	Eleazar	B	W. S. Carter 1938	38'	Carl Arra Newburgh, N. Y.
39.	Downeaster	B	Lash Bros. 1963	30'	Dr. John Lachman Villanova, Pa. Dr. James R. McLamb Kittery Navy Yard, Maine
40.	Elicia III		Irving Jones 1962	32'	Winthrop Bancroft Jacksonville, Fla.
41.	Snafu			35'	Alfred Gastonguay Beverly, Mass.
42.	Nancy	C	Carlton Simmons J. P. Hennings 1963	26'	John P. Hennings Falmouth, Maine

Mackerel Fishing

The Friendship Sloop, today a familiar sight on the New England coast once more, has had a varied career. This fame originally came about because of its adaptability. Intended, and used primarily as a lobstering boat, it quite naturally was used for fishing of all kinds in all kinds of weather. In other articles and other issues of this booklet we have recounted stories of seining for herring, handlining for cod and pollock, lobstering, smacking, and yachting in Friendship Sloops. A new use recently came to our attention when Captain Lincoln Webber of West Southport told us about the summer he went crew on the 38-footer WILBUR MORSE off Block Island and New Bedford.

Captain Al Brewer of Boothbay Harbor was owner and skipper, and in the late spring, fished for mackerel and swordfish all summer and sailed home again in September. Captain Webber was 28 years old at the time, and although he appears to be in his sixties today, he told us he was 83, so this trip must have been made about 1910. The WILBUR MORSE was one of the very first sloops to have power. She was the proud possessor of an 8 horsepower 1 cylinder Lathrop, with the wheel off to one side of the sternpost, which was not uncommon at that time. She was a good sailor, and Captain Webber came to love her as he came to know her.

The procedure for catching mackerel as it was done then, was called "settin' 'round the boat", and referred not to a crew of loafers, but rather to the manner in which the mackerel net was set around the sloop. First the sloop was hove to and allowed to drift while toll was spread out all around the boat. If the mackerel were in the vicinity it wasn't long before the net (a purse seine) was dropped overboard in a circle, completely around the sloop. When the circle was completed, up went the jib and out on the bowsprit went a member of the crew armed with a long pole, equipped with an oar lock on one end. As the sloop slacked off and gained headway, this man pushed the edge of the net under water with this specially prepared pole, and the sloop sailed over and out of the net. Although no power was used in this operation, it was particularly necessary to keep the net deep enough as they sailed over it so it could not catch in the wheel. All that remained to be done was to haul the mackerel aboard and sail into port to market them. The J. A. Young Company was the big name in the fish business then, with operations extending from New Jersey to Lunenburg, Nova Scotia, and the catches of the WILBUR MORSE were sold to them.

To add a little spirit to the humdrum life of mackereling a hand was turned to swordfishing when the swordfish were schooling inshore. Can you picture yourself on the end of the long bowsprit of a Friendship, poised with a harpoon, trying to spear an elusive fish as the sloop under you rolled and tossed? It's no wonder the era produced the title of "Wooden Ships and Iron Men."

List of Friendship Sloops

No.	Name	Class	Built By	Length	Present Owner
43.	Gypsy	C	Judson Crouse	23'	Robert Lash N. Penobscot, Maine
44.	Sazerac	A	Wilbur Morse 1913	33'	George B. Morrill Portland, Maine
45.	Flying Jib	B	W. S. Carter 1936	30'	Elbert Powell Arlington, Mass.
46.	Dirigo	B	Lash Bros. 1964	30'	Ernest Sprowl Searsmont, Maine
47.	Galatea		Roth (California) 1964	30'	Muenzer San Francisco, Calif.
48.	Channel Fever	C	F. A. Provener 1939	33'	Gordon Winslow Southport, Me. & Mass.
49.	Surprise	B	Philip Nichols 1964	33'	Philip Nichols Round Pond, Maine
50.	Heritage	C	Elmer Collemer Murray Peterson 1962	28'	W. K. Hadlock S. Freeport, Maine
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	B	Wilbur Morse 1925	31'	Dana Huston, N. Reading Donald Huston, Nahant, Mass.
54.	Echo	B	Lee Boatyard Rockland 1965	22'	William Thon Port Clyde, Maine
55.	Right Bower		Morse	40'	Thomas Baldwin III Norwich, Conn.
56.	Iocaste	A	1912	33'	Charles B. Curier, Jr. Wellfleet, Mass.
57.	Old Baldy	B	J. S. Rockefeller 1965	24'	Dr.Mahlon Hoagland Boston, Mass.
58.	Departure	C		18'	Franklin Perkins, Jr. Lancaster, Mass.
59.	Sarah Mead	B	Newbert & Wallace	30'	Dr. Henry O. White Camden, Maine
60.	Old Salt				Leon Knorr Rowayton, Conn.
61.	Windward	B	J. S. Rockefeller 1966	25'	Irving E. Bracy, Jr. Rockland, Maine
62.	Columbia		Lester Chadbourne (classification pending)	23'	Fran & Lee Greene Buffalo, N. Y.
63.	Kochab		Speers (classification pending) 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. Detroit, Michigan



THIS SPACE CONTRIBUTED BY *Aerial View of The Harbor*

ANDREW CROWE & SONS, Inc.

YOU CAN'T WRAP FISH IN A SHINY MAGAZINE



We design a paper to be useful to the readers in every respect! Chances are some copies may end up as dog-eared fish wrappers, but if you are like most readers you will file your NATIONAL FISHERMAN as a store of marine information you can find nowhere else. If you don't know us, send for a free copy . . .

NATIONAL FISHERMAN CAMDEN, MAINE 04843

It's A Friendship

Books! Books! Books! How many to print? How much color to afford? What price to keep our membership happy? And most important — how to pay the printer?

So many questions to decide — and this last one — well, we're a non-profit organization and the treasury, while adequate for ordinary expenses, couldn't be expected to carry the cost of printing enough books for, say maybe five years supply. We finally settled that one by borrowing the money.

We needn't have worried, for the reception of the book by both membership and public far outpaced our fondest dreams. Our secretary, Betty Roberts, was so swamped with the first rush orders that she had to call on local members to help fill them.

Books have been sent to twenty-three states, and Denmark, Greece, Canada and Hong Kong. Maine purchases head the list as one would expect, with Massachusetts a close second; Connecticut, New York and New Jersey come next; Florida and California purchased thirteen each, with New Hampshire, Pennsylvania and Maryland not far behind. Rhode Island and Washington, D. C., follow closely, with Delaware, Michigan, Missouri, Washington State, New Mexico, Arkansas and Tennessee getting at least one book each.

The responses have been so spontaneous and heart-warming that our secretary insists we share our pleasure in them by listing some quotes.

THE FOLLOWING ARRIVED WHEN THE BOOK WAS FIRST ANNOUNCED:

"Well, hurrah! I've been hoping somebody would get the Friendship story in one book. Please send my copy one of the first you mail, as I'm eager to get at it." J. K. C.

"'We are anxiously waiting to receive our copy, especially after our visit to Friendship this past summer, and the warm welcome we received there." F. C. (This from California)

"Please rush book described in advertisement attached. Good luck to your society's aims to preserve a fine yacht." W. T. H.

"I am enclosing my check for the Society's book. We have been talking Friendships with many yachtsmen here, and this will give us an opportunity to show them." A. H. D. (This from a naval officer stationed in the Aegean Sea!)

"Such a book fills an obvious need for a cumulative record of the Society's activities, as well as a definite volume on the history of the Friendship Sloop. I am looking forward eagerly to enjoying the evening when I first sit down to read it." G. M.

"I was fascinated with the review of your book in the Maine Coast Fisherman. Please send me a copy as soon as possible. We have had several Friendship Sloops sailing on Lake Ontario out of Rochester and they have always been admired." C. N. Y.

"(My brother) inquired at Doubleday's Book Shop for 'It's A Friendship', just to see whether they were carrying it. It took the clerk some time to translate 'Itzafrenchep!' " M. McG.



THIS SPACE CONTRIBUTED BY

SARGENT, LORD & CO.

Marine Distributors - Fishing Supplies — Portland, Maine

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And

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Insurors

ROCKLAND FRIENDSHIP

TWO EXAMPLES WILL SHOW THE ALMOST FURIOUS PACE OF SALES BY BOOK STORES:

"We received the five copies today. Kindly send five more. Such a beautiful book. We'll have a grand time selling it for Christmas (and after — if they last long enough)." Betts Bookstore, Bangor

The Paper Mill in Boothbay Harbor wrote as follows:

Dec. 4th: "I am very anxious to get a copy of your book for a customer. Will you send me two copies at your earliest convenience?" P. V.

Dec. 13th: Received two copies and would like two more at once. It is a beautiful book." P. V.

Dec. 15th: "I can't thank you enough for such prompt service. Now I want one dozen copies to be sent as soon as possible for customers Christmas Gifts." P. V.

Dec. 18th: "This is fantastic — and so is your service! Will you please RUSH me another dozen?" P. V.

Jan. 6th: "Please send me six copies. I surely hope you are having plenty of these for the coming season." P. V.

FROM INDIVIDUAL PURCHASERS, ONLY SPACE FOR A FEW:

John Gould writes, "The book is superb. Excellent. Congratulations all around. I am honored to be in it."

"A good friend admired the Friendship Book so sincerely that I gave it to him. May I have another for myself?" S. D.

"The book just came, and wow!! It's simply super!" C. P.

"Please send another copy of 'It's A Friendship'. It is superb! Congratulations. Thanks." A. B.

"The book presents the story of the Friendship Sloop in a wonderful manner. Years ago I had a 37-foot sloop named Ranger (Wilbur Morse)." F. L. W., Jr. (On a page of tide calendar!)

"A very fine piece of work — a worthy addition to our collection of 'Maine' Books." C. M. and W. F. B.

"Received my copy — it's a lovely book. I enclose a photo of my mother sailing off Blue Hill in 1904. In those days, a young boy who could say of his horse, "It's a Morgan" and of his boat, "It's a Friendship," was a very happy boy." E. M.

* * *

The book is dedicated to our secretary, Betty Roberts, and since publication she has done little besides fill orders. These excerpts from letters received should counteract any weariness:

"You could not have dedicated it to a more dedicated person than Betty Roberts." S. F.

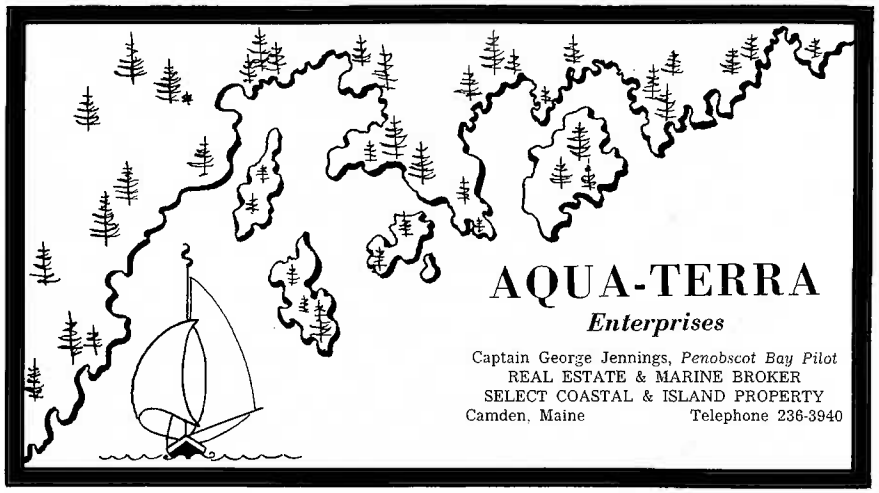
"Inside the cover I came to the dedication and this certainly made the book perfect without going any further. We know it was earned the hard way." W. H. P.

* * *

Now we are well aware that "a prophet is not without honor save in his own (town)," so we quote from two fellow-townspeople:

"You might like to get this book for a Christmas gift. Definitely worth the price." E. J.

"Received the book. It's a looulo! There is a whole lot of reading in it, and the *greater part of it is true*." L. J. R.



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Friendship Museum

Like many old New England towns, early records and relics of the past generations have been wiped out by fire making it impossible to have a complete picture of a town down through the years. It was for the purpose of preserving what we do have, and what the older people remember that the Friendship Museum was organized and incorporated.

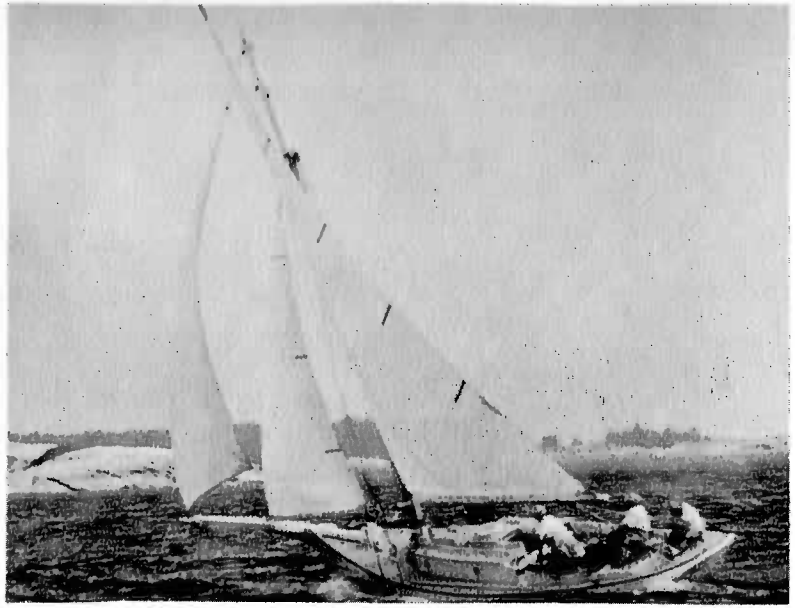
Even a quick walk around the small room would give a visitor the realization that this town had primarily a boat building and fishing heritage smattered with a little farming.

Many visitors pause at some strange object and ask what it is or what it could have been used for, then wonder about the person that used it or its history. For example one of the boat models is believed to be the "working model" for a boat built in Friendship and intended to take gasoline to submarines during World War I. She made a maiden voyage out of Portland to refuel a sub, and never returned.

Perhaps one of the most interesting stories is how Hatchet Cove received its name. The story is told that during the French and Indian War the English and Indians in Friendship and around the area decided to make peace. Now when the Indians make peace they bury a hatchet as a symbol that there will not be any more fighting. The English knew this custom of the Indians, but also knew that should the Indians be provoked into fighting at a later time the hatchet would be dug up and full scale fighting would begin all over again. So, the crafty Englishmen would not let the Indians bury the hatchet. Instead they made them throw it into the water of Hatchet Cove from which it could not be retrieved.

These stories, our curator who can relate them all, hundreds of antique articles, and friendship have brought about 2,600 people into our Museum both years it has been open. Many come to see the models of Friendship Sloops. The museum is not part of the Sloop Society, but by its nature is very closely allied, and the Sloop Society has contributed when possible to its efforts.

Because it is a "Museum of Friendship, in Friendship" all are welcome, without charge, between the hours of 10:00 A. M. and 5:00 P. M. Monday through Saturday, and 2:00 P. M. and 5:00 P. M. on Sunday. The season will be from June 10th to September 10th. We hope to see you there.



THIS SPACE CONTRIBUTED BY *Dirigo*

LASH BROTHERS BOATYARD

Telephone 832-9777 Friendship, Maine

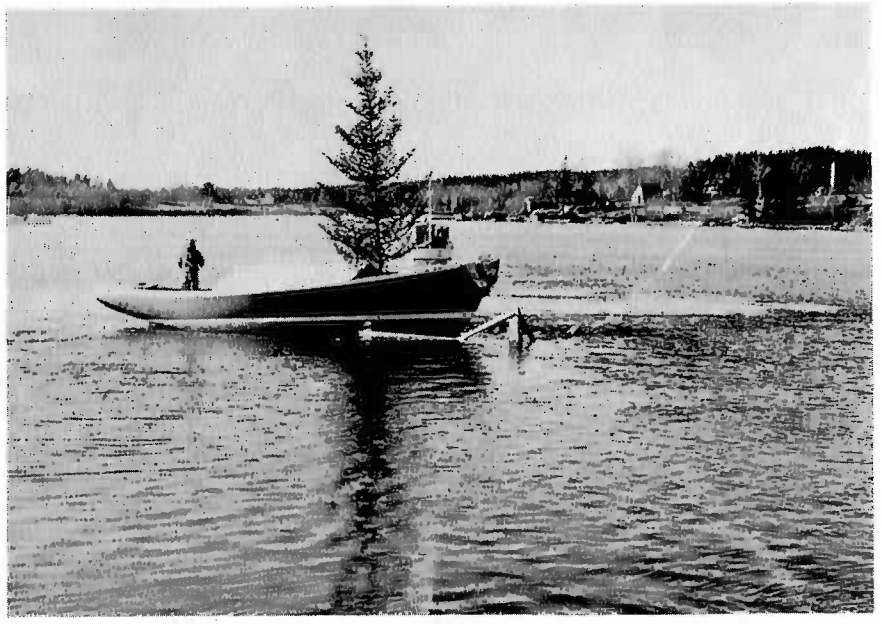
Another of Maine's Summer Events

Maine Seafoods Festival

ROCKLAND

August 4-5-6-7

Three Days of Fun and Feasting



"Voyager II"

New Sloops

When the Friendship Sloop Society was formed in 1961, its constitution proclaimed its purpose was to promote an annual race and regatta out of Muscongus Bay, and one of the ultimate aims was to promote boat building in the area. Both these aims have been highly successful. Each year the number of boats racing has increased, and each year the number of Friendship Sloops being built has surpassed that of the previous year. Where it is all leading is a question none dares attempt to answer.

Six sloops have been built in our area since last year's program went to press. The Lash Brothers here in Friendship launched two last Fall, for Massachusetts owners. The first went to Dr. Colpoys of Milton, Mass., and the second to Bernard MacKenzie, of Scituate. These boats were built almost simultaneously, one behind the other in the Lash yard. Dr. Colpoys' sloop, the Amicitia, was christened by his daughter on October 30, 1965, and Bernard MacKenzie made the traditional presentation of a Muscongus Bay chart to the new proud owner. Mr. MacKenzie's sloop slid down the ways on November 20, 1965. Herald Jones, first secretary of the Society officiated for the presentation, and Miss Helen Hatch swung the bottle of champagne that christened the sloop, "Voyager II".

These two sloops were to be fitted out in Massachusetts, so they motored down the coast, with the Voyager II, carrying a 20-foot Christmas tree in place of a mast so she might be seen more readily from a distance.

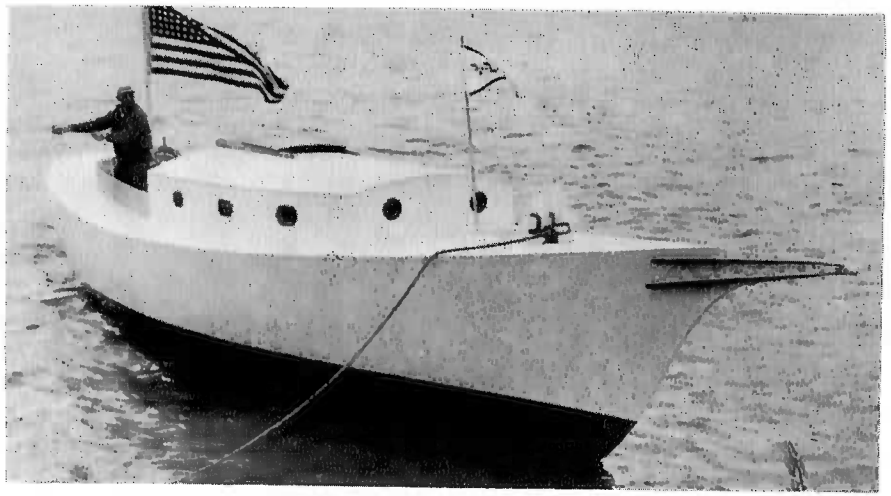
An early September launching at the Newbert & Wallace yard in Thomaston found our secretary Betty Roberts presenting new member Dr. White with his chart of Muscongus Bay. Betty had sent a message to Dr. White

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Mr. and Mrs. Bill Thon launching "Echo"

through Helen Simmons (wife of our Treasurer, Carlton) that this sloop was for sale, and two weeks later the sloop was his. The Doctor's wife, Marion, christened the boat admirably well, but under difficult conditions. The sloop was to be christened "Sarah Mead" after Dr. and Mrs. White's youngest — a daughter of 18 months, so Mrs. White held little Sarah Mead on her left hip while she smashed the bottle on the stem of the new Sarah Mead to send her on her way toward the 1966 regatta.

James S. Rockefeller of Camden provided one of the most spectacular launchings of the year, when he had "Old Baldy" launched last August in Rockport Harbor with his mother doing the honors. Mr. Rockefeller's boat yard is on the top of Bald Mountain, Camden, eight miles from salt water.

It was as if someone had turned the clock back 60 years to see two yoke of oxen hauling "Old Baldy" overland to the sea. People came from miles around to line the roads, and watch this unusual procession. Cameras were whirring and clicking, and hands waved from every doorway and window along the route. The four handsome oxen pulling the loveliest of ships — a Friendship Sloop, truly made a magnificent sight.

Depending upon your point view, this launching ran the gamut from the ridiculous to the sublime or from the sublime to the ridiculous. From the antiquity of oxen to the most modern of methods, the final stage was set when the oxen deposited their load for the Travelift at ROCKPORT MARINA to lower it into the water. Following the brief ceremonies, a jovial crowd gathered at Luke and Norma Allen's SAIL LOFT to stuff themselves with goodies and this rounded out a perfect day.

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"Friendship In Off Season"

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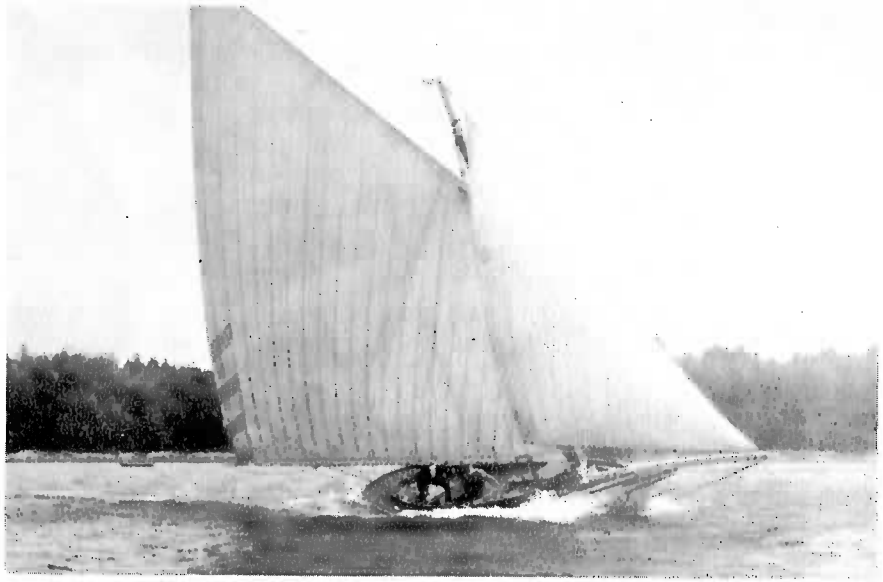


To add to the contrast between old and new, "Old Baldy" took up winter residence at Tibbetts LOK MARINA in Camden, the most modern boat storage installation on the coast of Maine. There, this little replica of the "Pemaquid" rode out the winter snug and secure, free from ice and untouched by wind or waves.

Many people think launchings like so many things — follow the old saw — 'if you've seen one you've see them all," but nothing could be further from the truth. Each launching has something distinctive about it, as you may have noticed in reading this account. The launching last spring of Bill Thon's sloop "Echo" was no exception. At dead low water, she was run down onto the mud flats of Rockland harbor from Lee's Boatyard. There she was christened by Mrs. Thon and when the tide floated her, artist owner Thon pulled her off the cradle with no power other than what he generated from his little skiff with a pair of oars. The traditional chart of Muscongus Bay was presented to the new and proud owner, and the Echo was fitted out and sailed to Port Clyde.

Malcolm Brewer of Camden launched his Friendship in the fall of 1965. He spent six loving years building this sloop and she is a thing of beauty. Her cabin deviates from the classic lines of the originals or the traditional lines we have all come to expect in a Friendship, which makes people do a double take when they see her. "Is she or isn't she," is the first reaction, but when you see her lines out of water there is no mistaking the craftsmanship and attention to detail that went into her building.

These are six of the sloops built within 25 miles of Friendship Harbor in the past twelve months. There will undoubtedly be more.



"The Hustler" Lapstrake Construction
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Communications

Heretofore after the start of the race, enthusiastic and excited spectators have hung from the spiles on the wharves grasping at any snatch of information a passing boat might bring back about positions of sloops in the race. This "pony express" type of information was accurate when the boat was on the scene, but maybe half an hour had passed while the small boat was navigating from the race course to the harbor.

This year through the efforts of Jim Hartley of Raymond, Maine, (one of our most ardent supporters) and Bud Sawyer of WGAN, Portland, everyone is to get "on the spot" coverage of the races. Not only will a boat carrying radio equipment send word back to the public address system, but will transmit direct to WGAN so the races will be carried on that station's broadcast.

Bud and Jim tell us it is also possible for other radio stations desiring to carry this broadcast to "hook in" so that anyone could keep track of his favorite sloop.

We are most grateful to these two men and Station WGAN for their interest and endeavors in our behalf as it will increase everyone's enjoyment of the races to know what is going on at all times.



Honeymoon Cottage

by JIM ROCKEFELLER

One of our new boats this year is WINDWARD, a 25-foot PEMAQUID built for Irving Bracy, Jr., of Port Clyde by the Bald Mountain Boat Works of Camden, Maine. Skip graduated with honors from the Maine Maritime Academy at Castine last spring with things on his mind, one being his fiancee, Jane Glidden of Rockland, and the other a Friendship Sloop. The sloop was a wedding present to themselves from themselves with love, and in this beautiful Friendship they will spend their honeymoon this summer when Skip receives his annual vacation.

It has been rumored that at first, the boat part of the romance raised an eyebrow or three from the respective parents, but we are happy to say The Friendship prevailed.

There are no prosaic silks and satins, electric frypans and high heeled shoes in Jane's wedding trouseau. "Give me sneakers," said Jane. The parents came through with a set of sails, someone made a set of bunk cushions, another supplied gimbaled lamps, and so it went. While from the shop of Jane's father was heard the whine of saws and the blow of a hammer for how were the honeymooners ever to return ashore without a dingy.

A Friendship Sloop has a heritage deep in the heart of Maine, and we think this union of Skip and Jane is in the highest tradition of our maritime state.

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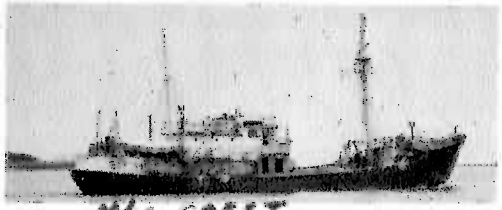
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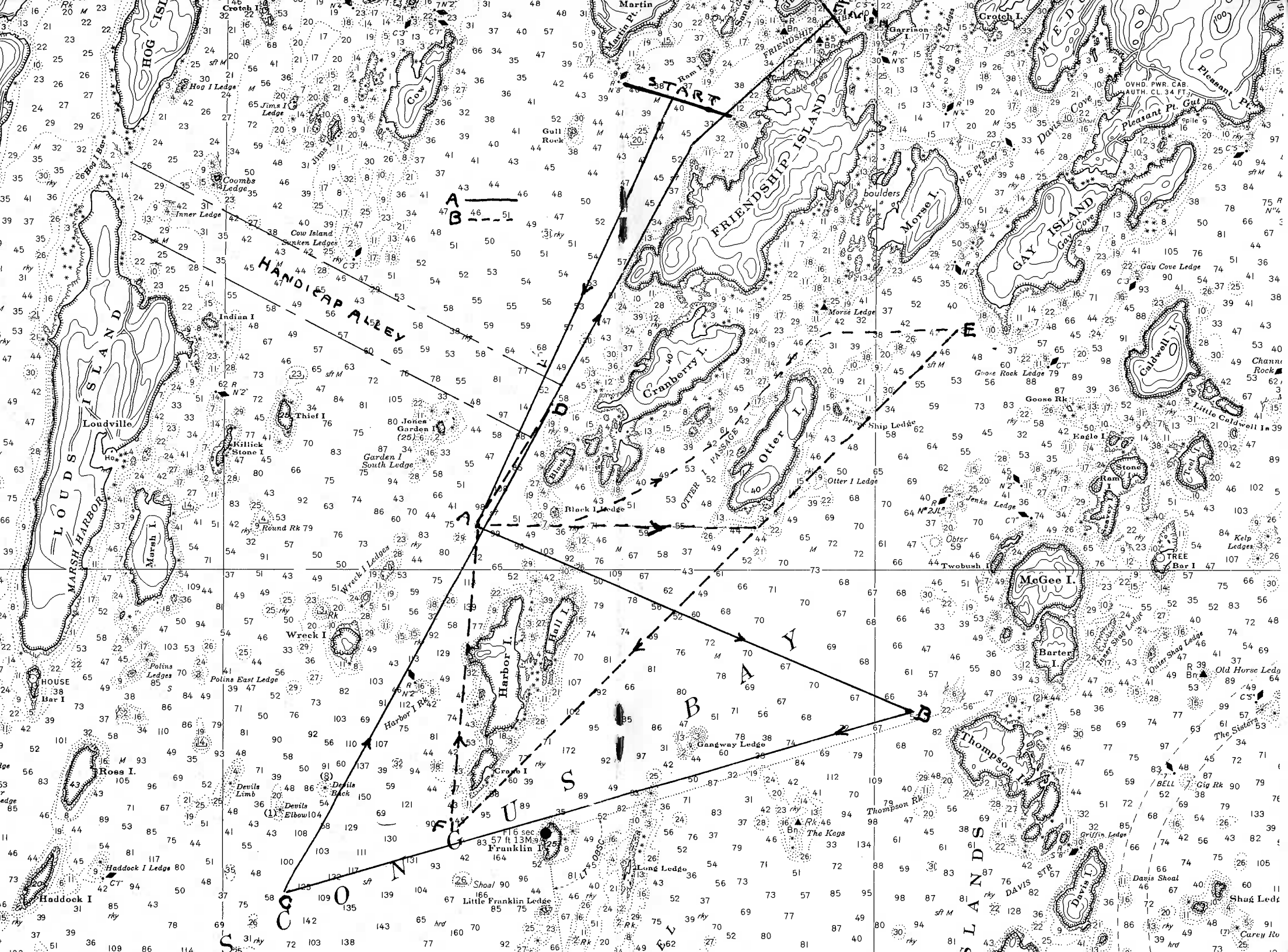
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Coastal Area Events

The newly formed Coastal Area Council welcomes you to this part of Vacationland. In addition to the special events listed below, this area is well known for its variety of recreational facilities. Museums from Bath to Searsport portray the history of the coastal area, and hotels, motels, and camping areas offer varied types of accommodations for your pleasure.

July 2	Hope Volunteer Firemen's Frolic Noon to Midnight — Bazaar – Games – Dancing
July 4	Thomaston Celebration — Parade at 12 Noon Carnival – Ball Game – Fireworks 10 P. M. Camden and Boothbay also have fireworks in the evening.
July 13 & 14	Windjammer Day — Boothbay Harbor Rendezvous of Old Coasters – 6 or 7 participating
July 21	Camden Garden Club Open House and Garden Day 10 A. M. to 5 P. M. – Rain or Shine
July 23	Cushing Day 11:30 A. M. to 3:30 P. M. – Cushing School Handwork – Cooked Food – Games – Grabs – Hot Dogs
July 25	General Henry Knox Day — Thomaston
July 27	Auction to Benefit Knox County General Hospital Held at Kennedy Crane barn – Rockport, Maine
July 28-29-30	Friendship Sloop Days — Friendship, Maine
August 4-5-6-7	Maine Seafoods Festival — Rockland, Maine
August 10	Wiscasset Open House Day — 11 A. M. to 5 P. M. Benefit Lincoln County Cultural and Historical Society
August 13	Broad Cove Church Fair — Cushing 12:30 Attic Sale – Handwork – Cooked Food
August 22 - 27	Knox County Agricultural (Union) Fair 26th being observed as Blueberry Festival Day


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Crab I
Ross I
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Devils Back
Devils Elbow
Haddock I
Haddock I Ledge
Polins Ledges
Polins East Ledge
HOUSE Bar I
HOG ISLAND
Hog I Ledge
Hog I Bar
Jims I
Jims I Ledge
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Inner Ledge
Cow I
Cow Island Sunken Ledges
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Martin Pt
Martin
Ram I
Garrison I
Crotch I Ledges
Cable area
Morse I.
boulders
N.E. Pt Reef
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Cranberry I.
Otter I.
Otter I Ledge
Black I
Black I Ledge
Goose Rock Ledge
Goose Rk
Bertie Ship Ledge
Eagle I
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Ram I
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Kelp Ledges
Gangway Ledge
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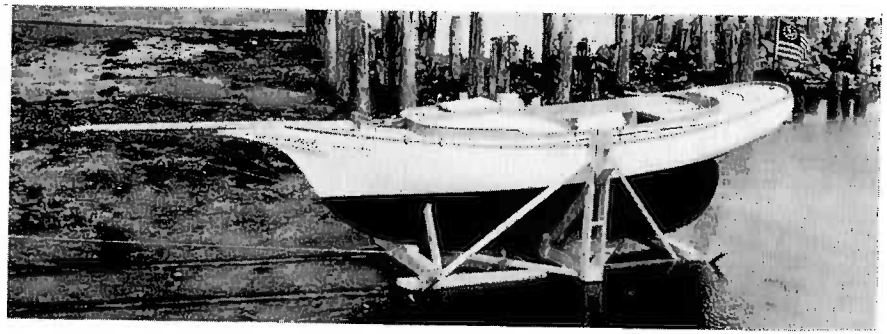
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Harvey Simmons

"When Hector was a pup" —

"Back in the good old days" —

"Things have changed since Hannah died" —

"When I was knee high to a grasshopper" —

"A lot of water's gone over the dam since" —



Harvey Simmons

No matter how you say it, the sentiment is the same. We all like to recall the days of our youth. Time softens the memory, and smooths over the rough places so little remains but the best. Perhaps it's our youth we miss more than the times. Some pundit once said "It's a shame youth is wasted on children."

Harvey Simmons, at the age of 78 seems to remember the bitter with the sweet in the days around the turn of the century. Harvey was born in Friendship in 1888 and probably remembers as much about the goings on in the town in Wilbur Morse's day as anyone. He worked in Wilbur's shop off and on from the time he was 14 until he was 22. In those days a boy could go to school until he was 21, and after the age of 14 he was allowed to pick what studies he wanted to persue and could more or less come and go at will. Harvey went to school regularly until he was 14 and then went to work for Wilbur and finished his education in between times when he wasn't busy working. These were Wilbur's busiest years, and it was not uncommon for the yard to launch two boats in one month, but Harvey says more often the launchings were at the rate of three every two months, with 10 or 12 men working. There would always be two sloops under construction, one in the center of the shop and one off to the side. When the center one was launched, the other would take its place and a new one would be started.

On one occasion, Harvey was told to hold the second sloop while the men launched the one in the center of the shop. Wilbur came along and saw him and ordered him to help with the launching — "that sloop will stay there by herself" — So Harvey did as he was bid. After all, Wilbur was the boss, but shortly thereafter a crash announced the falling of the unattended sloop. Luckily no one was hurt and no damage was done, so nothing further was said.

E. S. BOHNDELL and SON

Sails

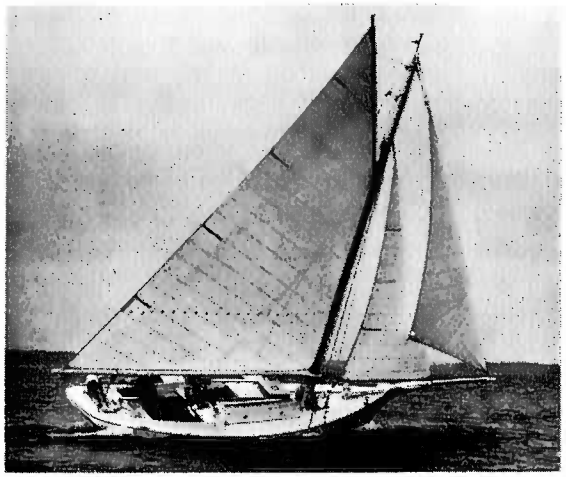
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Harvey was only 13 years old when Wilbur moved from the Goose River section of town to the harbor, and built a house and boatshop there. The lumber for the buildings was brought down from Bangor on a schooner and the house (a large two-story house that Harvey lives in today) cost Wilbur just $1,200.00 complete.

But this was in the days when completed Friendship Sloops, fully rigged and ready to go were selling for $500.00 and a man's wages were $2.00 per day. (Harvey, at the age of 14 was paid $3.50 per week.) Pine planking for the sloops came from Whitefield, was hauled to Wiscasset by the narrow guage railroad, then loaded on a scow and delivered to Friendship for two and one-half cents per board foot. The keels were usually beech and the timbers were oak. The oak came from North Warren, and was hauled down by oxen. According to Harvey, Jonah Morse cut all the keels, stems, and stern posts by hand with an adz, and he claims Jonah could cut a pencil line in half with a sharp adz. Before the move to the harbor, there was absolutely no power in Wilbur's shop. Everything was done by adz and broadaxe. With the move, came improvements. A steam engine was installed to provide power for a band saw and other power tools, and there was even running water in the shop. The water was pumped by hand into the house, but fed by gravity into the shop. The steam engine was a fine addition and power added to the efficiency of the shop. But everything no matter how good it is has its difficulties. One day when both the planer and the saw were going full tilt, amidst much hissing and steaming there was a loud report and the one piston in the steam engine burst up through the head, kept right on going right up through the roof of the shop, and then in a few seconds it made a second hole in the roof as it fell back to earth again. Thus the steam engine was replaced with gasoline. In 1910 further improvements were made at the shop. A generator was installed to run more power tools and to provide lights for the short winter days.

During the winter months the men had their weekly wages cut because they only worked 54 hours instead of the customary 60, due to the shorter days. We think of labor unions and strikes as being unheard of in those times, but one summer Wilbur's men were seriously considering going on strike for a 54-hour week with no decrease in pay. At the time Wilbur had contracts for boats enough to keep his shop busy for a year and a half. There was much grumbling and growling among the men, and each day at lunch time there was much discussion, sometimes becoming quite heated. Wilbur had based his contract figures on a 60-hour week. Harvey, being one of the family, was aware of this and had tried to talk the men out of striking, but word returned to Wilbur's ears that Harvey was inciting the men to strike. Wilbur spoke to his sister (Harvey's mother) about this and she set him straight, but naturally Wilbur had been furious to think his nephew would do this to him. The upshot of it was that the men agreed to work the 60 hours until the present contracts had been filled, and then they would go on a 54-hour week with the same pay. When this went into effect it was generally believed the ment produced more in the nine-hour day than they had in ten.

Being the youngest of the boatyard crew, Harvey was at first given the jobs no one else wanted, and that didn't require as much skill. Some of his earliest jobs were things like mixing all the paint and putty and applying the copper to the bottoms. He then was elevated to the job of putting on the copper sheathing. This was a strip of thin copper about a foot wide that was applied to the hull at the waterline and extended to midships, to prevent ice

IN CAMDEN – – –

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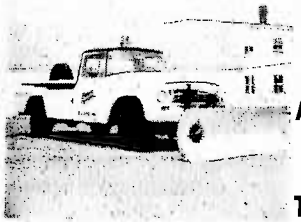
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from cutting the hull. This was put on with five-eighths-inch escutcheon pins, just one inch apart all the way around. Harvey swears he was always asked to do this on a cold day and that it was impossible to hit these tiny nails without hitting your cold fingers in the bargain.

By the time Harvey had reached the ripe old age of 16, he was occasionally entrusted with jobs that required some degree of skill in boat building. One of these tasks nearly ended his days at the boatyard. He had been told to cut plank that required two tricky bevels and he cut one of the bevels wrong. Discouraged, and certain he would be fired on the spot, Harvey decided to initiate the move himself. He picked up his dinner pail and started for his jacket when Wilbur spied him.

"Where do you think you're going?"

When the horrible truth was known, Harvey went back to work with these words of advice in his ears —

"A man that never makes a mistake is no good to me. Do it over, and you'll never cut a bevel wrong again." Harvey has been cutting them right ever since.

Eventually Harvery was left to work by himself. His first job was to complete an 18-foot power boat that had been set up, and complete it he did, but Harvey was well over 16 years of age by this time and was making $2.00 a day for his skills.

Probably the only time in his life Harvey ever became intoxicated was while working for Wilbur. The father of a Rockland occulist and Harvey were down in the fo'castle applying an undercoat for varnish. They had a kerosene light to enable them to see what they were doing, and the fumes from the light combined with the fumes from the undercoater made them both so lightheaded they climbed out on deck staggering.

Harvey remembers that the first engines to be used in the boats were brought down from Rockland. They were two cycle Knoxes and ranged in power from 1½ to 6 horsepower. The work of converting the old sloops to power was done in various ways. Sometimes the shaft came out under the rudder, sometimes off to one side, and sometimes even over. The "Depression" has had her rudder cut down so that the prop could be put in over the rudder. Harvey did this work himself on the "Depression".

Many people don't realize that Wilbur's shop turned out many, many boats that were not sloops, including everything up to draggers over 100 feet long. Even the men in the shop could not understand how he made any money at all on his sloops. They always felt the larger boats helped to make up for the small margin realized on the $500.00 sloops.

RUSH! RUSH! RUSH! RUSH!

Did you hear about the English lady who arrived in Friendship late one afternoon? The wind was sou'west as usual, and she remarked, "Isn't that typical of the Americans, they've parked their boats headed out the harbor so they won't waste any time in the morning."

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Reginald Wilcox

Reginald Wilcox, a present day resident in Boothbay, and a Friendship Sloop enthusiast of many years standing, made his first trip to Friendship in 1950. He had owned the Friendshipper "Little Andre", and like so many sailors, no other boat could ever satisfy him again. Owning a Friendship seems to be a fever — almost a disease. Whatever you call it, it is unquestionably incurable. Reggie had decided he wanted to build one for himself. He sold "Little Andre" to a young school teaching couple in 1947 and had been without a sloop just about as long as he could stand it. The youthful school teachers took "Little Andre" to Florida and lived aboard her before selling her to still another enthusiast who took her to the Great Lakes.

Reggie's trip to Friendship proved to be a fruitful one. His first stop was the Post Office, and Postmaster Carlton Simmons was naturally a big help. After many more trips to Friendship and many hours of talk with Winfield Lash, Reg went home armed with a set of plans he had wheedled out of Winnie's possession (a task not easily accomplished).

Construction started in 1951, and the launching was in 1958. The story of the years between and the background of the man who built her, can best be told by quoting from the Newington Connecticut Reference Guide of 1956. The following is an excerpt from that report.

"I met Mr. Wilcox one day last year. Being interested in boats I decided to stop by and inspect the hull, which was then being planked. I remember walking up to the only man in sight and saying, "Would you mind if I looked at your boat, sir?' Expecting some sort of gruff reply, was both surprised and delighted when he not only gave his permission, but conducted me on a guided tour of the operation.

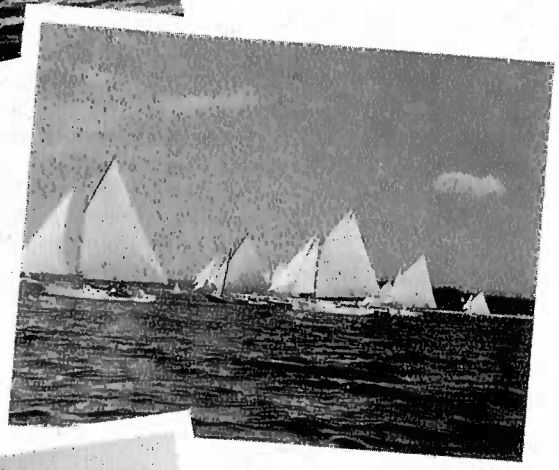
"Since that day, I have seen quite a bit of Mr. Wilcox, and learned a great deal about his boat. It is to be a gaff rigged Friendship type sloop with an over all length of 37 feet, 6 inches, and a breadth of 11 feet, 9 inches. She will draw six feet of water with a displacement of 10 to 12 tons. The frames and timbers are of Connecticut white oak, which may have originally come from Newington, as all oaks in a 200 mile radius are related. Mr. Wilcox cut the keel — which is 31 feet long, 29 inches wide, and five inches thick — from solid white oak with a hand saw. The cut totaled 62 feet and took approximately 48 working hours. The long yellow pine used for the decking was cut and milled to the correct dimensions by the West Hartford Stair Building Company of Newington. The plans came from Friendship, Maine, a town famous for the type of boat which bears its name. Mr. Wilcox had to convert these plans to full size before he could start any carpentry work. He also had to construct a steambox for bending the oaken ribs to fit the contours in the plans.

"Perhaps the most amazing thing about this intricate and exacting project is the fact that Mr. Wilcox has had no previous boat building experience.

"He has, however, had enough experience at sea to fill a book. Born in Newfoundland, he was the son of a fishing schooner skipper. At the age of nineteen he signed aboard the seal hunter THETIS for his first trip to the Arctic. Several years later, he joined the noted Arctic explorer Captain Bob



Sadie M.



The Fleet



Flying Jib

Bartlett aboard the captain's schooner EFFIE M. MORRISSEY. He accompanied the captain on scientific expeditions to Greenland, Baffin Land, Ellsmere Land, and the Hudson Straits. He remained aboard the EFFIE M. MORRISSEY for ten years until Captain Bartlett's death in 1946.

"Then 'Reg' as Mr. Wilcox is known, joined the survey schooner BLUE DOLPHIN under the command of David Nutt, commander, U.S.N.R. Reg still holds down the berth of mate aboard the BLUE DOLPHIN, and will leave for Boothbay Harbor, Maine, sometime in May to get the 100-foot ship ready for sea. This year will be his eighth aboard the BLUE DOLPHIN."

A SLOOP FOR EVERYONE

One of the favorite old time stories about boat builders cropped up again recently — This time it was told about Warren Morse. It seems Mr. Morse started to build himself a Friendship Sloop. Friends and neighbors dropped in from time to time and gave him advice and suggestions as to how it should be built, and Warren tried to please everyone by following this advice. Consequently the finished sloop didn't please him, so he set the sloop outside beside his boat shop and started another. When the inevitable suggestions from his well meaning friends began, he would take them outside, show them the sloop there and inform them that there was everyone's sloop — now he was building one to suit himself. It is said he named the sloop "Everyone's" and sold it to someone "to the westward".

TYPOGRAPHICAL ERRORS

During our six years of operation, there have been hundreds of thousands of words printed about our activities. That a few typographical errors should turn up in all this copy, is understandable and almost to be expected.

The first blooper that came to our attention was a newspaper article that announced the Friendship Slop Races. In following years this misnomer was changed to Shloop, and Slope, but the ultimate insult came about last year, when an engraver marked one of our trophies — Friendship Sleep Races.

The Portland Press Herald proudly proclaimed the sailing of Bernard MacKenzie's sloop with the big headline "THREE MASTED SLOOP", when Bernard stepped a Christmas tree for his trip to Massachusetts last November.

Perhaps the most controversy has arisen from the statement in "It's A Friendship", that one of the distinguishing features of a true Friendship is the placement of the mast "about one-fifth of the L.W.L. length abaft the stern." There are those who think the mast would look better that same distance abaft the stem.

Best of Luck To All Sloop Race Contestants

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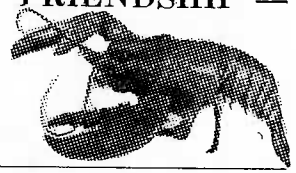
Captain Dodge and daughter Elaine on deck of smack "Consolidated"

Smacking

Without fear of contradiction, it is safe to say that "Charlie" Dodge has carried more lobsters more miles over the water than any other man in Friendship. He has skippered large and small smacks over long and short distances, ranging from 50 hour trips east to 50 minute trips locally.

It has been pointed out that not everyone reading this will know what a lobster smack is used for, or how one is built, so perhaps a word of explanation is in order. A lobster smack is a heavily constructed work boat varying in size from 30 to 60 feet usually, but perhaps most commonly in the 50 to 60 foot class. Below deck there are two tight bulkheads. Between these bulkheads in what would be called the hold in any other ship, is where lobsters are carried. The entire bottom of this section is drilled full of 1½-inch holes spaced approximately an inch apart in all directions, so actually there is more open space than planking in this section. The circulation of water, especially when the smack is underway keeps the lobsters alive. This section of the boat is referred to as "the well", and it has hatch covers usually around four feet square through which the lobsters are dumped in and hauled out again. The tight bulkheads at either end of this well give the boat buoyancy fore and aft. Many Friendship Sloops were converted to use as smacks. This conversion naturally changed their water line so they squatted a little but otherwise didn't affect their appearance any. A few Friendships were originally built this way. More about this in the article starting on page 49.

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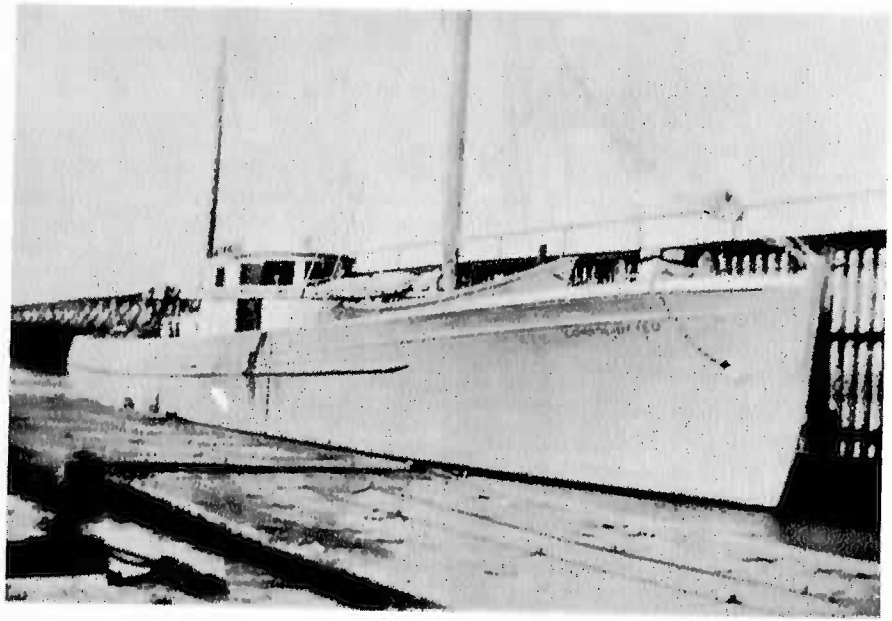
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"Consolidated"

Charlie Dodge had Wilbur Morse build him his first Friendship Sloop when he was 22 years old. This was in 1910. The sloop was the Annie Margie, a forty-one footer that Charlie used for lobstering and for party boating during the summer.

John Cox of Boston hired Charlie to skipper the smack Grace Cribby for him, but the draft for World War I took Charlie away from this job. He went back to it for a year at the end of the war, but then quit and went lobstering for three or four years. However, smacking must have become a part of Charlie, for he went back to it when he came home from the war.

Some of the old timers tell about how cheap lobsters used to be, but Charlie's earliest recollection was nine cents apiece. He was sent Down East by John Cox, owner of the Grace Criggy, to buy lobsters as cheap as possible, and was advised to go further down than any other Maine smack had ever been. Charlie wound up at Cross Island, in Lunenburg where he bought 8,000 lobsters at nine cents each. These were bought on the old 10½-inch measure, so they probably averaged over a pound and a half each. Will White was the warden there at the time, and he came aboard and stayed aboard all the time the boat was there, but as this was during prohibition, it was more with an eye for smuggling, than illegal lobsters.

The "Mary J. Beale" and the "North Star" were the next ships Charlie skippered, and he now went further afield, quite often going as far as Cape Breton Island. The first trip he ever made in quest of swordfish was to Cape Breton, and he came home with 90 swordfish that weighed in at 30,000 pounds. The largest fish was 700 pounds and the smallest was 100 pounds, and the price to the fishermen was eight cents per pound.

the pier

on the damariscotta

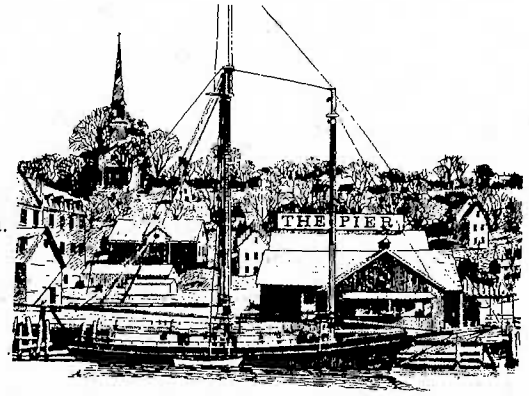
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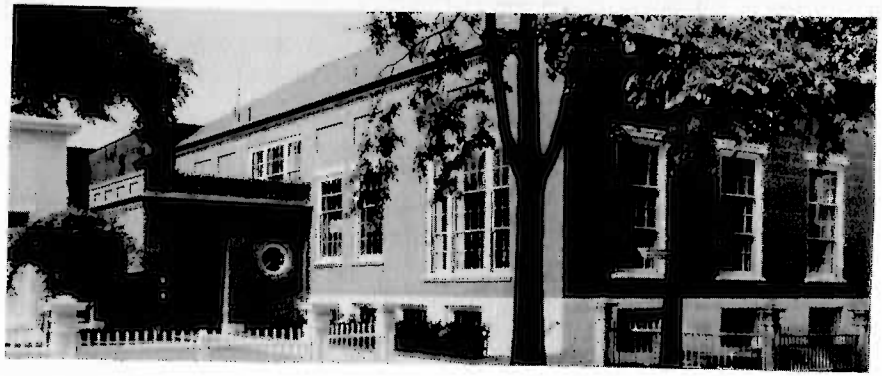
By this time the boats had power enough to push them at a speed of eight knots. The return trip to Boston took 50 hours and more often than not it was a pretty rough trip across the Gulf of Maine.

It was on one of these trips that Charlie asked Amos Simmons to go forward and get him something to eat. It was blowing a good breeze and snowing, so Charlie had to bring the boat into the wind to enable Amos to get from the pilot house to the fo'c'sle. Pretty soon he saw the hatchway cover slide open and Amos made empty handed gestures, so there was nothing to do but bring the boat about again and see what was up. The sea was so rough, it was impossible to cook anything, so while Amos held the boat into the wind, Charlie went below to survey the mess in the fo'castle. The stove lids were on the deck, the fire was out, and the bed clothes were off the bunks and all over the cabin. Charlie had to settle for a cold can of beans that night.

On most trips to Boston, the plan was to arrive at seven or eight A. M. so as to be unloaded by the work crews when they came to work in the morning. This schedule put the boats off Cashes Ledge at or near midnight, and Charlie reports that he was boarded by the Coast Guard there four trips running. After the fourth time, he asked them how come! They were looking for smuggled whiskey, and on this particular trip Charlie had passed close enough to a known five-masted "rum runner" so the Coast Guard from a distance had assumed contact between the two ships had been made — "Semper Paratus."

On still another trip home from Boston, Charlie had pulled into a wharf in Chelsea, and as he came by the Navy yard on his way home, and unbeknown to him, a cutter started following him. Charlie was in a hurry and hoped to reach Friendship by daybreak so he could spend some time with his family. With a fair wind, and all sails set, he was making excellent time, but when he came by Monhegan the Coast Guard boat overhauled him. Thirteen enlisted men and three officers swarmed over the boat, searching every nook and cranny for contraband liquor. Their efforts nullified the good time made on the trip, as they held up the return trip an hour and a half. The Coast Guard was so sure Charlie was heading inshore with a load of liquor when they saw him head shoreward from Monhegan.

The usefulness of smacks deteriorated when trucks became dependable as a means of carrying lobsters to Boston, and today there are very few being used, and those only locally. The old smacks that are still floating have for the most part been converted to other uses. The Pauline McLoon, a 55 footer was made over as a sardine carrier. The Grace Cribby, at last reports, was still doing a day's work in New York Harbor. She has been lengthened out and serves as a tug. The last smack to work out of Friendship was the Mayflower, skippered for many years by the late Ralph Simmons, carrying lobsters from Friendship to Portland. She was recently sold and is being used as a dragger today. Several have died of old age, and some met sudden destruction by fire or sinking. The Anne Sylvia sank in Friendship Harbor, trying to get out through heavy ice, and was later salvaged. The Consolidated went ashore on Baker's Island off Schoodic Point in a blinding snow storm and the Fannie also sank. The Thelma burned when her engine ignited while she was being started. Many of the hardy vessels came to a rugged ending doing a rugged job, skippered by rugged men.



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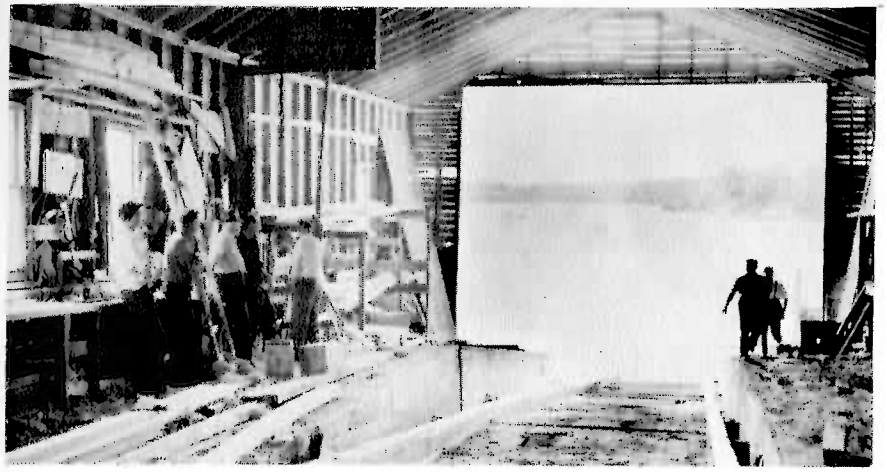
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Reminiscences

We had a snow storm last winter. We had one this winter too, and by noon I had shoveled about all the snow I cared to, and was looking for something else to do. That snow shovel had dulled my appetite for hard work, so I conveniently forgot my supply of wood was low, and completely overlooked my saw and axe standing in the corner of the shed.

"What to do?"

Well, the Sloop Day program needed some work, but I wasn't in the mood for writing, particularly so I decided to strike out and just talk to someone who could give me information for future use. Thus it was that I found Tommy Delano and Charles Collamore and spent a couple of hours listening to their tales of yesteryear, a very pleasant way to spend an afternoon avoiding work with a clear conscience.

When I walked into Charles' snug kitchen armed with a pad of paper and a cuople of pencils, Mrs. Collamore looked at me a little quizzically, and later I found out she thought I was after signatures for the support or rejection of one of our local political problems. Tommy, however, knew what I was after and the conversation soon turned to Friendships, and to those who lived around the turn of the century.

Although Charles and Tommy are half brothers, Charles is Tommy's senior by 15 years, and his memory of Wilbur Morse's sloop building days takes him back to the turn of the century, just four years before Tom was born. There are still many people in town who remember when Wilbur's shop was a couple of miles away from the water, even though most of them were youngsters at the time.

Charles' memory of the sloops and other boats is amazing, and he told me stories about a lot of the sloops about which we have heard before. No matter how many times we hear these facts, figures, and dates, we find very little discrepancy in them. The one thing that was news to me, was that Wilbur had built a boat in another part of town called FOREST LAKE. The Hilda Emma was a lobster smack, schooner rigged, and she was built for Ernest Burns at about the place where the lobster pound now stands at Forest Lake.

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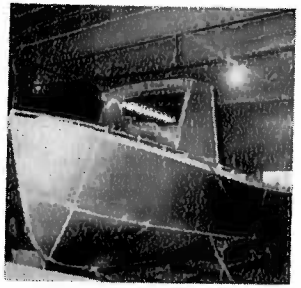
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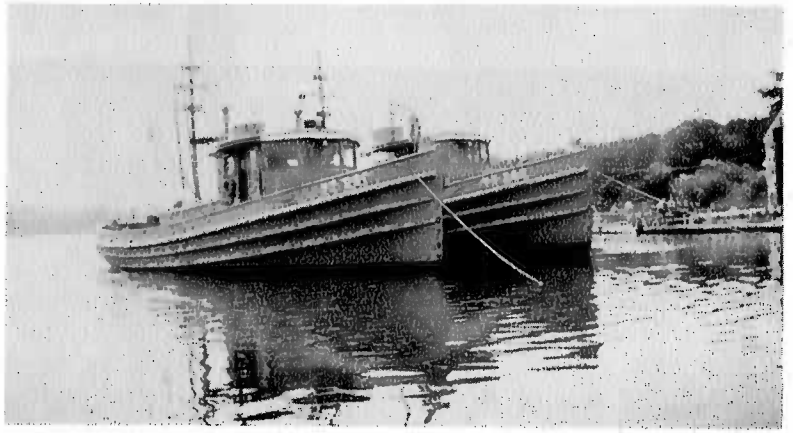
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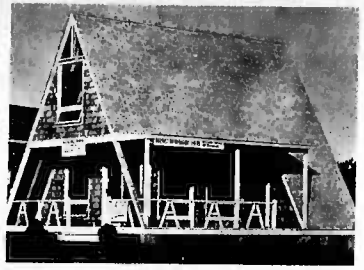


Tugs Built in Waldoboro

Zenas and Ellis Lawry were an enterprising pair. Between them they operated a clam canning factory, and bought lobsters locally and hauled them in smacks to Boston. One of the largest Friendships Wilbur ever built before he moved his shop to the harbor was the Hattie Lawry. She was a 45-foot smack that Zenas had Wilbur build for him, and he sailed lobsters to the Boston Market in her. The Marion was another Friendship built as a smack. She was about a 30 footer which was small for a smack. Wilbur built her for Al Pottle, who had her built that way to keep the lobsters that he caught alive. At that time the fishermen had to car or crate their lobsters for several days before they were picked up and Mr. Pottle's idea was to use a small sloop built like a smack instead of using crates. Zenas Lawry later bought the Marion from Mr. Pottle and used her around the local islands, buying lobsters.

Charles remembers many of the old sloops and reaffirms the fact that each sloop was different from the previous ones. He recalls the Admiral Dewey, the Vigilant, the Alice May and the Gladys, and on and on. He recalls that the Admiral Dewey was much sharper and narrower than any of the others. He remembers the inside and the outside ballast, and many differences and improvements that went into the sloops. Far from being a "class" boat, these old Friendships evolved through trial and error and experimentation.

Although Tom and Charles have both done a fair share of boat building in Friendship, neither of them ever worked for Wilbur Morse. Charles worked for Scott Carter for close to 25 years, and Tom worked for him off and on as a young man when he wasn't lobstering. Scott's boatshop was in Hatchet Cove where the Lash Brothers operate today. The major part of Scott's boat-building was draggers, but if he were alive today he would be right in the middle of the current boom in Friendship Sloops, for not only did Scott come from Carters of Sloop building fame on Bremen Long Island, but he proved his interest and ability by beating the Friendship Sloop Society to the punch by about 25 years. He started a small revival of Friendship Sloops all by himself in the 1930's when he built four Friendship hulls ranging in size from 30 feet to 42 feet in length. Two of these have raced in the Friendship regatta, Tannis II raced in 1961 and the Flying Jib for the past two years.


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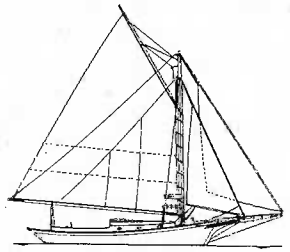
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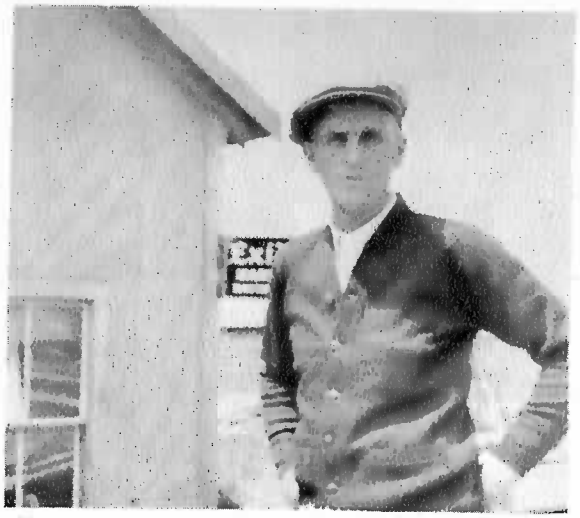
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FRIENDSHIP STREET WALDOBORO, MAINE



Donald Carter, son of Scott and Alice Carter, is building boats even today, which seems to bear out the belief that boatbuilding ability is inherited. We felt it might be well to include Donald in our conversation about his father, and he wasn't too difficult to contact and was most willing to tell us what he could, and to verify dates, etc., where possible.

Scott was born on Bremen Long Island in 1892, the son of George Carter, and learned boatbuilding from his father before moving to Friendship. He started his own business in 1926 and had built many big draggers, as well as other types of boats including four Friendships when World War II interrupted his work in his own shop. The U. S. Government was looking for a boat shop and a capable man to operate it. Due to the location of Scott's boatyard, it was dropped from consideration. Instead, Scott was persuaded to open up and operate a shipyard in Waldoboro, where four 60-foot harbor tugs were soon turned out to head an impressive list of boats to be launched during the war years.

Probably the greatest mishap that ever befell Scott was the burning of his boat shop in Hatchet Cove. He had just completed the Anne Sylvia for Bernard Zahn, and was painting a dory when a gallon of paint was accidentally overturned on the hot stove. The yard was burned flat, but true to the spirit that governs the lives of true Yankees, Scott was rebuilding as soon as the smoke cleared, and by Fall he was building a knockabout for a Boston architect in his new boatshop.

If Scott were living today there is no question in my mind that he would be building Friendship Sloops in the old family tradition, but he was taken from this life, still a young man. His son Donald gave us an article from the July 1946 issue of the Maine Coast Fisherman which we hereby print in part:

"Carter-built boats soon became famous from Castine, Maine, to Montauk Point, Long Island. For fine workmanship, grace and design, and rugged durability his boats and vessels earned him the highest reputation among fishermen and yachtsmen throughout New England. In building boats Mr. Carter put quality and strength ahead of profit, and often repeated his maxim: that he would build all boats as though his own son were taking them to sea."

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Sloop Society president Bob Lash looking over the course with friendly rivals.

My Friendship With a Friendship

by BOB LASH

"No kidding! A Friendship Sloop?"

That's how it all started in April 1963. I had been crawling the boat yards for years, looking for a boat that would fit my budget and yet suit my fancy, but the two were worlds apart.

"Well, it looks like a Friendship — in Gerry Gray's boathouse at Orcutt's Harbor — and I think you can buy it right."

It was dark when I got there, but as I flicked the beam of the flashlight around — suddenly I saw it! By golly, it *did* look like a Friendship, but neglected, dried out and in need of caulking and paint. However, on closer examination, she seemed to perk up, the saucy sheer line kicking her stern up jauntily, her broad beam, fat as a porpoise, accentuating her hollow run. Oh, there was work to be done, *oh boy, was there work* to be done!

In the light of day, she still shaped up well, and with penknife and hammer, and with poking and prodding she seemed sound enough, at least below decks. Yes, (twenty-three feet she paced off) she was worth a gamble. Off I went to buy her, and on hearing the price, I was so pleased and excited, I forgot to ask if she still had her spars! I found out later she did.

I shan't go into detail on the three years of rebuilding. However, there has been a tremendous satisfaction in doing it, as well as some heartbreak. For instance, in July 1964, when, entered in the Homecoming Race for the first time, and the trip to Friendship all planned, she started to take on water, and fast! We found the trouble, (the credit goes to Jane), a split seam and

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seven broken timbers! Out she came for retimbering, and luckily for me, my good friend Harry Prindle needed a crew for the "Sadie M.".

Sure it was work, and as usual, there was more to be done than had been reckoned. New decking, beams and partners. Forty-two new timbers, thirteen hundred running feet of two-inch wide cedar for ceiling, new garboards, rebuilt cockpit and cabin. However, while all this was going on, a strange phenomenon was taking place. People had started "giving" me things! Now, I will admit to some "scrounging" from time to time, but the generosity of friends and family was amazing. This is the reason for the name "Gypsy" — a thing of hand-me-downs and patches, as well as a low budget wanderer! Let me mention a few examples.

Her mast is the boom of an old schooner, still bearing the scars of years of chafing in the gallows, and if you look closely at the tack of her cut-down mains'le you will find the name "Sadie M.". I was given a wheel that had the gray weathered surface of a piece of driftwood, and a gearbox for it that may have been marine, but smacks of a truck or tractor. I acquired a used two cylinder, two cycle marine engine from a friend who moors nearby, and I needed a coil for it. I found one among odds and ends on a shelf of my father-in-law who doesn't know a garboard from a sheer plank — and has had it since 1911! The trailboards were carved for me by Bill Gray of Brooksville, without whose help in rebuilding, I would have been lost. The piece of straight grained spruce for the bowsprit, and many of the fittings, blocks and hardware were all contributed by friends. Just recently I have been given a one hundred and fifty year old "sailor's palm" with the original initials "R.S.L." tooled on it. By strange coincidence, these are my exact initials! My brother, Dave, made me a scale model of "Gypsy", complete in every detail — running rigging, sails and all, right down to the cleats and fairleads. Maurice Day, of "Jake's Rangers" fame, presented me with a water color of "Gypsy" under full sail!

So — although "Gypsy" is rated as a Class "C" — near replica — can anyone deny she is truly a "friendship" sloop?

THE SAZERAC

Our feature article for next year will probably be about the re-birth of one of the old timers. George Morrill has bought the Sazerac from Clinton Merrill. The Sazerac participated in the 1963 and 1964 regattas with Mr. Merrill at the helm. 1967 will see George as her new master. As this is being written, the Sazerac is being practically rebuilt. All the planking below the water line will be replaced and the deck and cabin have been removed. The original lines will be preserved, but the work will be extensive and costly. George hopes to restore the cabin lines to conform more nearly to those of 1913, when Wilbur Morse launched the Sazerac for the first time. We're trying to trace her history now and should have an interesting story to tell next year.

Our appreciation and thanks are extended to Irving Nevells who has given rights to use any of his pictures in our programs. His great talent and cooperation has aided greatly to the attractiveness of our program.

Mr. Elmer Barde has also given unstintingly of his talent. We are most grateful for his pictures found throughout this booklet.

The staff of The Courier-Gazette deserve thanks as they hop in their car and "toot" off to photograph some boat or object to be used in ads or various spots. We thank them for favors over and above the call of business.

While many of our pictures are the results of the efforts of our official photographer, Carlton Simmons, the above mentioned have eased his burden.

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