Friendship Sloop Races





3 DAYS OF FUN

THURS. FRI. SAT.

July 27 • 28 • 29 1967

Cover Design — By Clinton Lawry of Friendship

Dedication Page —

For the second year running, Bill Thon, owner of ECHO has created our dedication page for us. Bill is one of America's outstanding artists and received three national honors this winter. He was named a member of the National Arts and Letters in New York, he won the $2000 Altmann Prize, for a landscape, and he was made a trustee of the American Academy in Rome.

Art Work — Clinton Lawry, Donna Weisel, Betty Roberts.

Photographs — contributed by: Carlton Simmons, Jim Moore, Irving Nevells, and "Red" Boutilier

Program Printed By Courier-Gazette, Rockland, Maine

General Information

The first sloop race in 1961 was the beginning of it all. At the last minute Clinton Lawry put together an 8 page program booklet to tell people what it was all about. 500 of these booklets were distributed locally. Each year since then the program booklet has grown, until it now boasts 68 pages with a coastal distribution of 10,000 copies.

In order to make this booklet as attractive and informative as possible we have diligently searched for material that would be of interest to sloop minded people. This has not been an easy task, and for the most part has been one that has been the responsibility of the program chairman.

This year has proved to be different, and we hope, a turning point, for this year has brought forth a number of volunteer author-contributors to whom we are deeply indebted. Instead of the usual one or two people doing the writing we are proud to present many different authors this year.

The advertisements in our booklet are the lifeblood of our activities. The entry fees and membership dues pay for all the trophies and regatta expenses, but the income from the ads in our booklet enable us to provide free parking, free taxis, free programs, etc., etc. These features have greatly contributed to the success of our operation. We are most grateful to our advertisers, and to the men on the program committee who contact them.

We hope you will enjoy the Sloop Races and will avail yourselves of the services the Sloop Society has provided for your convenience and comfort. On Page 7 is a list of the activities and the times they will occur.

The information tent will answer your questions, and the free taxis will take you to the Museum, the boat shop or the village.



Beginning of a Beautiful Friendship

Radio Station WGAN in Portland is a big booster of the Friendship Sloop races. Bud Sawyer, one of WGAN's announcers has his own program, and is also a boating enthusiast and ardent Friendshipper.

On the morning of March 28th, Bud was holding forth at great length on the subject of boating. His fellow workers thought he was rushing the season, and let him know it, so Bud, with tongue in cheek, apologized and promised to say no more, BUT announced the next song on the program as "Bowsprit" — and as the record started to spin he added — "Well not exactly "Bowsprit" — actually the name of the song is "The Beginning of a Beautiful Friendship'."

Friendship Sloop Society

PRESIDENT

Robert Lash (owner of "Gypsy")

VICE PRESIDENT

Dr. Myron Hahn (owner of "Depression")

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

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Everyone in Town Willing To Help

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Charles Weisel - Herald Jones - George Owen
Dwight Simonds - Betty Roberts

GLOUCESTER RACE

William Haskell - Chairman
Boston Yacht Club - Marblehead

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Howard Chapelle - Cyrus Hamlin - Bertram Snow
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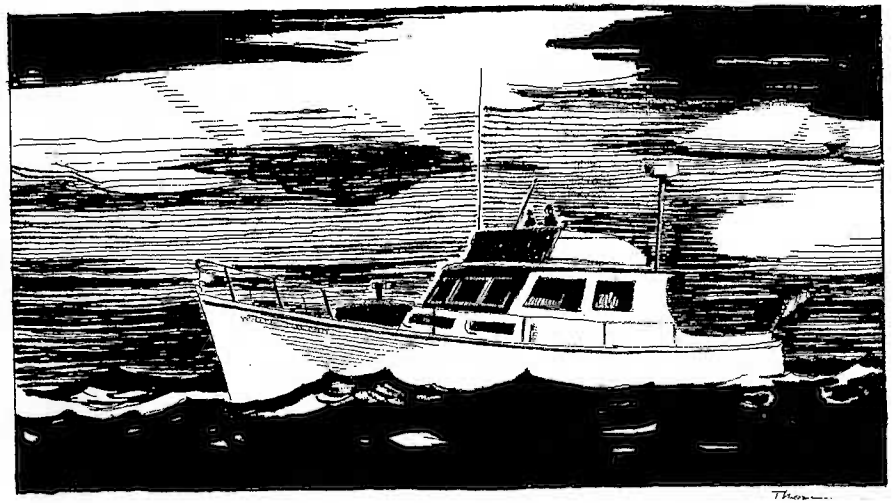
OFFICIAL HANDICAPPER

Cyrus Hamlin

OFFICIAL PHOTOGRAPHER

Carlton Simmons

Dedication



BILL DANFORTH

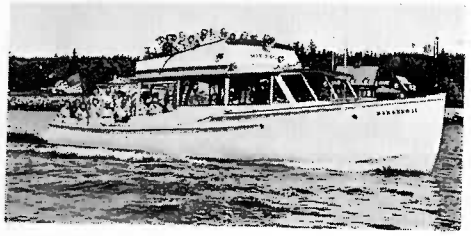
has been one of the pillars of the Friendship Sloop Society since its beginning. His boat, the White Falcon, pictured here is a familiar sight in Friendship Harbor. Bill's untiring efforts in our behalf have gone unheralded and unrewarded. Even though he has been commander of the Wawenock Power Squadron for the past three years in addition to his many other activities, he has been to all our executive meetings and is once more our Race Committee Chairman this year. We cannot possibly pay him for all he has done for us, but by dedicating this book to him perhaps we can convey to him our appreciation in some small measure.

Thanks, Bill, for everything!

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



Spooky Buoy

Anyone who has ever been out in a fog can and usually will tell you all about it; how unusually thick it was and what tricks it played on him with regard to sounds, distances and directions, etc., etc. Many of us have been "lost" right in our own harbor whether we will admit it or not. The most common observation about fog is that it makes everything look unnatural. After running a course for a long time, and finally "making" a headland or an island, that landfall never looks familiar, even though it might be something you see every day. Many wonderful and weird stories have been told about the fog, but the most unusual to come to this writer's ears is the one about the whistling buoy that followed a ship to sea.

The S. S. ORIENTE was proceeding for Havana out of New York and left a whistling buoy bobbing in her wake. After a few minutes it was noted that all topside hands could still hear the whistle, and as the minutes passed the sound didn't diminish. All sorts of theories and conjectures were offered and one by one discarded. Someone started timing the sound because it seemed to have a steady rhythm, and the answer was finally found. Every time the ship rolled to port, the whistle sounded — just as loudly as it had been a half hour before. An investigation found a partially filled coke bottle propped up on the after deck, and every time the ship rolled to port, the wind crossing the mouth of the bottle whistled in the same key as the whistling buoy many miles astern. "Elementary my dear Watson."

List of Events

THURSDAY, JULY 27 — 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

FRIDAY, JULY 28 — 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 29 — 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.

GLOUCESTER RACE — AUGUST 19-20, 1967

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



Eda Lawry

Eda J. Lawry, one of the most ardent boosters of Friendship and the Friendship Sloop Society, died quite suddenly and unexpectedly this winter.

Eda was a granddaughter of Wilbur Morse, one of the early builders of Friendship Sloops and the man whose boatyard probably turned out more of these sturdy craft than any other.

Eda donated a trophy to the Society to be presented each year to the first of the original sloops to cross the finish line in the homecoming race on Saturday. She gave the trophy in memory of Wilbur. Last year this trophy was won for the third year in a row by CHRISSY, and was thus retired from competition.

As a tribute to Eda, the Executive Committee voted to buy another trophy to replace the original and to call it the EDA J. LAWRY TROPHY in memory of WILBUR A. MORSE. It was felt this would be the way Eda would want it.

However, the Sloop Society was not alone in recognizing and appreciating Eda. Several townspeople who knew Eda's interest in the Society and the annual regatta, came forward with offers of money to perpetuate the trophy she had originated.

Eda's cheerful friendliness overcame her handicap of total deafness and gave a lift to everyone who knew her. We feel this trophy is a great tribute to a grand lady, and one that would bring great pleasure to her if she knew about it.

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 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'	Donald Hall Amherst, Mass.
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 W. Rice Scituate, 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'	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 Bremen, Me. & Boston, Mass.
24.	Ancient Mariner (Tern)	A	Wilbur Morse	26'	H. C. Vibber Waterford, Conn.

(List Continued on Page 11)



Friendship Winners

1961 Governor's Trophy — Won by 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 — EASTWARD
Palawan Trophy — HERITAGE
Wonalancet 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

Eda Lawry Trophy awarded for first original on Saturday. Given by friends of Eda's in memory of Eda and Wilbur Morse.

Lash Bros. Trophy awarded for first replica on Saturday.

Morrill Trophy awarded for first in Class C on Saturday.

Governor's Trophy awarded highest overall in Classes A and B.

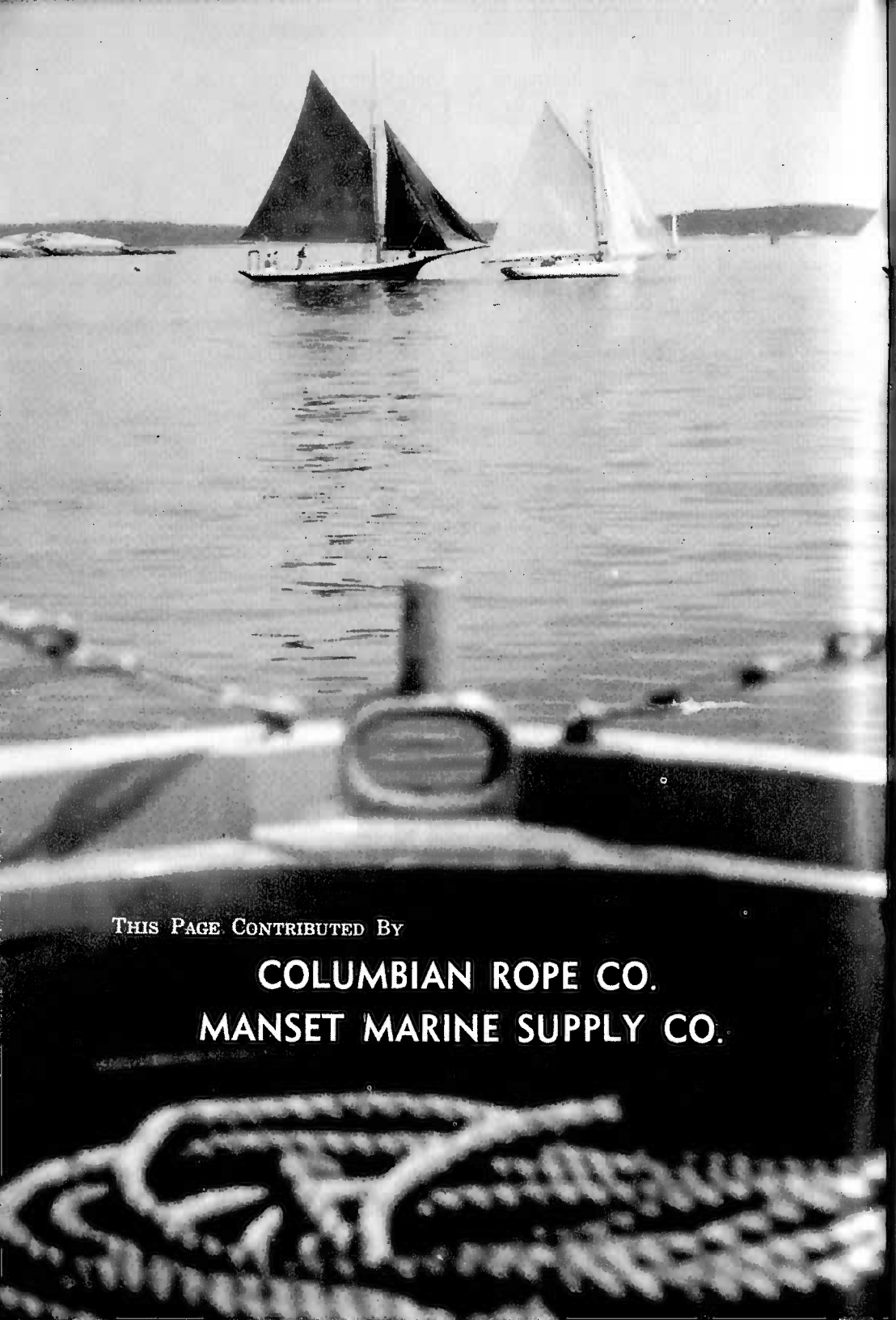
Palawan Trophy awarded highest overall in Class C.

Jonah D. Morse Trophy awarded highest overall in Class A. Given in memory by his daughters, Carrie and Bessie MacFarland.

List of Friendship Sloops

No.	Name	Class	Built By	Length	Present Owner
25.	Sea Duck		Morse Boatyard (ketch rig)	36'	Laurence Bershad Marblehead, Mass.
26.	Swan	A	Wilbur Morse 1917	28'	Warren A. Smith Levittown, 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.	Smuggler	B	Philip Nichols	28'	Thomas Montgomery Winthrop, 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.	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'	John P. Hennings Falmouth, Maine
43.	Gypsy	C	Judson Crouse	23'	Robert Lash N. Penobscot, Maine
44.	Sazerac	A	Wilbur Morse 1913	33'	George B. Morrill, Jr. 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

(List Continued on Page 13)



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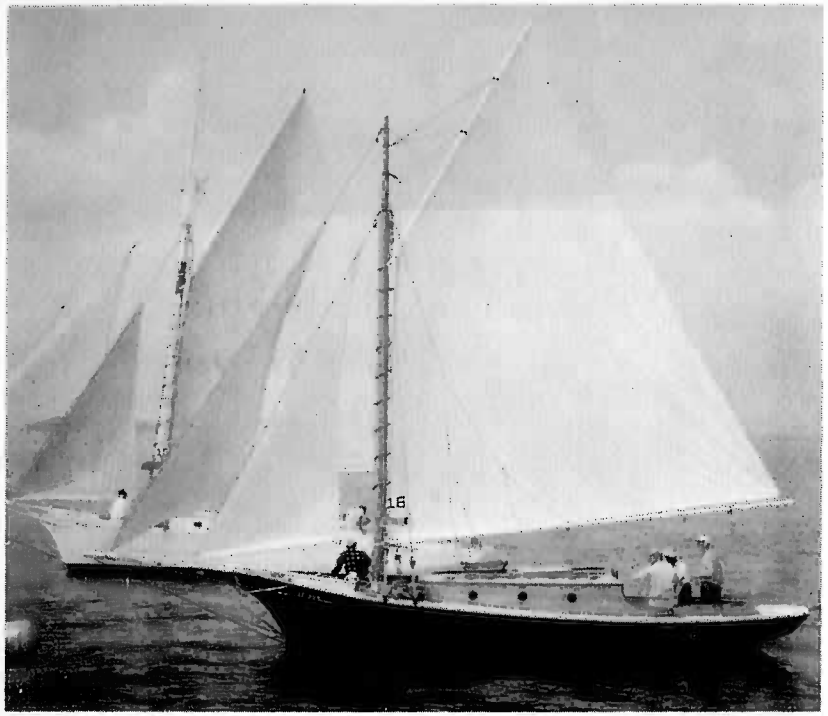
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List of Friendship Sloops

No.	Name	Class	Built By	Length	Present Owner
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'	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. Currier, 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
66.	Venture				Robert Thing Brunswick, Maine
67.	Hieronymus		Ralph Stanley 1962		Albert Neilson Avondale, Pa.
68.	Lucy Anne		James Hall 1967	25'	James H. Hall Rowley, Mass.
69.	Coast of Maine		Vernell Smith 1966	30'	John Rutledge Westwood, Mass.
70.	Margaret Motte		Morse Boatbuilding 1967	30'	Michael Grove Milford, Conn.

(List Continued on Page 15)



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List of Friendship Sloops

NON-MEMBERS

Amity	W. S. Carter	Benjamin Plotkin, Norwalk, Conn.
Aurara		Richard Steele, Rockport, Me.
Carolyn		A. J. Rousseau, Warwick, R. I.
Dottie G.	Simms, Scituate	Joseph Plumb, Rochester, Mass.
Emma B.	Reginald Wilcox	Reginald Wilcox, E. Boothbay, Me.
Fascination	W. A. Morse	Bruce Read, E. Pepperel, Mass.
Loon		Harry McCausland, Beverly, Mass.
Omaha	Morse	Fred Jensen, Staten Island, N. Y.
Princess		Joe Richards, Key Biscayne, Fla.
Red Wing	W. S. Carter	Majorie DeBold, Middletown, Conn.
Surprise	Gannet	
Susanna		Dr. Richardson, Boston, Mass.
Stella Maris		Ted Wells, Duxbury, Mass.
Volunteer		Brian Neri, Buffalo, N. Y.
Westwind	Morse	Mrs. Matheson, Wakefield, Mass.

Well Well Well

Those of you who were here in the summer of '65 may recall what a dry year it was. Wells went dry that year that had never been known to dry up before. Friendship was in dire straits for water. Visiting boats were refused water, cars and lawns went unwashed and unwatered, and many a spigot around town was dry for weeks.

This is a difficult situation and calls for drastic measures. Groups of local citizens put their heads together in consultation and the town fathers met with committees to try to alleviate the situation, all to no avail.

Finally a solution to this dilemma became apparent during a discussion being carried on by a group of fishermen. One of the men remembered there was a deep well on Friendship Long Island that had long ago been abandoned, but which still held an abundance of some of the finest water in the state.

Now the only problem was how to get that beautiful crystal clear water to the mainland where it would do some good. It was too far to pipe it, and too costly to haul it by the barrelful so the problem seemed no nearer being solved than before.

However, there is always one ingenious fellow in every crowd. This time it was Stan Simmons who recalled how his father had once moved a whole well to the mainland from Bremen Long Island. Stan recounted how it had been quite an undertaking, but everything had gone smoothly until Stan's father was approaching the wharf on the mainland. One of the big timbers supporting most of the weight of the well cracked under the strain, a couple of lines snapped, and just as the boat was being docked, the whole kit and caboodle slipped overboard. Luckily it was high water, and so when the tide went out, the well was easily retrieved and hauled to high ground, but Stan says to this day that well water tastes salty at high tide.



Dr. File's "Chance" painted with Woolsey Paint.

THIS HALF-PAGE CONTRIBUTED BY

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Burgee

Can you imagine our chargin when told the 1966 program-booklet did not contain even one picture or drawing of the Friendship Sloop Burgee? We were reminded of this fact by a maritime captain who was discussing the Society with a Mate on a ship in the Far East.

The By-laws say: "The burgee of the Society shall be 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."

So — when you see this distinctive burgee you will know the owner belongs to the Friendship Sloop Society.

You may well ask now, as to the reason for this particular design. The leaf pattern on the pennant is derived from the original trailboards of the Friendship Sloops. So far as we can discover, all the Morses, McLains, Carters and other original builders, and even the present day builders have used this vine design on their trailboards, but much research has not turned up the reason for the vine. Our delving into the use of this particular pattern has only served to produce a discussion as to whether this is a vine or grape leaf design, but nothing as to the origin. Everyone has finally settled on just a plain "vine design" which was carved into the trailboards with the builders name along the vine. Many people in Friendship remember sanding trailboards (probably because they like sanding about as well as I do) and that they were gilded with real gold leaf (wow!) That is as far as we can go, but if you see the above burgee or the trailboard pictured below on a sloop — you have a Friendship.



Trailboard of "Voyager I" owned by Bernard MacKenzie, founder and Honorary President of the Friendship Sloop Society.

All Under One Roof

THE COURIER-GAZETTE

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

THE COASTAL COURIER

A summer weekly, covering items and current events of interest to our summer visitors. Maine's major tourist publication.

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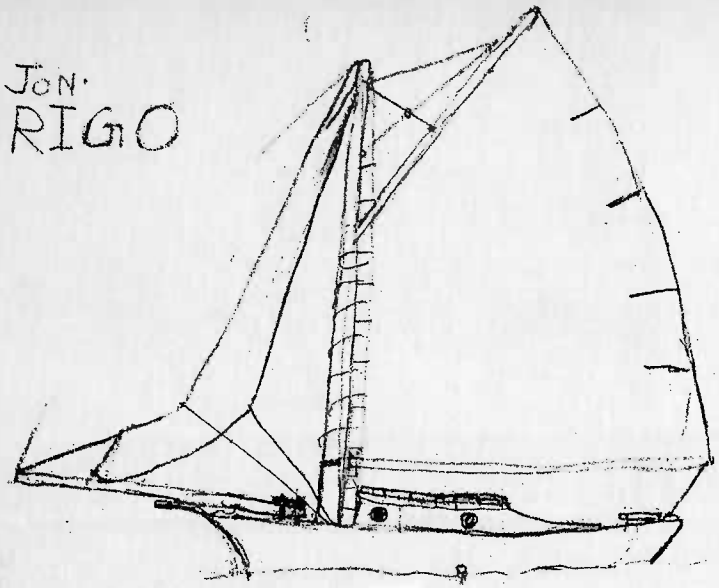
Another of Maine's Summer Events

Maine Seafoods Festival

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August 3-4-5-6

Three Days of Fun and Feasting

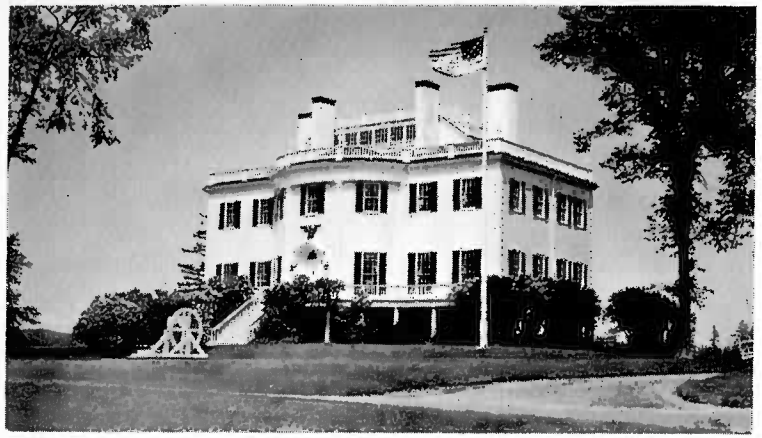


When we were in Maine last summer and wanted to learn about Friendship sloops, it's built over 100 years ago by fishermen who needed strong and safe boats. They had to be sturdy to handle in stormy weather and fast enough to bring in the fish to be sold.

The Lash Bros. boatyard in Friendship is still building these sloops. They gave us a ride on their sloop named Dirigo in the harbor. Dirigo had beautiful white sails and cuts through the water like a clipper ship of the olden days. Dirigo was the boat displayed at the New York World Fair during Maine days.

This year we plan to see the Sloop Boat Race in the harbor which are held every summer in July. I can't wait to go back to Friendship!

Written and drawn by Jonathan March, 10 years old, of Naugatuck, Conn., when asked in school to tell about his most exciting experience. Story and drawing are completely his own work.



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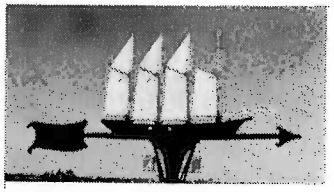
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Truant

A landmark is gone!

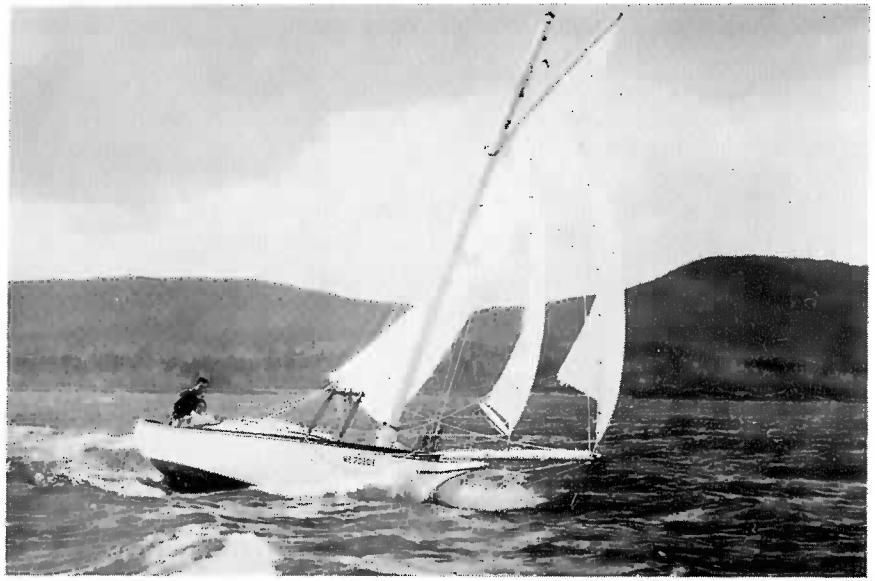
For a dozen years the sedate old lady of Searsport has attracted the eye of every passer by on Route 1, but she is no more.

In 1954 Robert Gardner of Chicago presented his Friendship Sloop, "Truant," to the Penobscot Marine Museum. It was cradled beside the highway as a tourist attraction and advertisement for the Museum, and there it remained until the fall of 1966.

The upkeep on a ship out of water is really something to contend with, — was it Samuel Coleridge who wrote — "and how the boards did shrink?" It was a never ending and losing battle, and all went well until the fall of '66 when a 68 m.p.h. sou'wester added the straw that broke her back. This storm damaged her to the point it seemed advisable to dismantle her. Everything of any historical value was salvaged and has been put aside for posterity. Even the Friendship Museum now has a piece of her, but the major part of this once proud vessel was hauled off and burned.

Robert McLain and son Almon (see page 23) built and launched the "Truant" in about 1900. Her original name was "Lottie Mae," and it is not known when her name was changed.

For a ship that spent twelve proud years as one of the major attractions on the Maine seacoast, high and dry, perhaps "Truant" was an appropriate name.



THIS SPACE CONTRIBUTED BY

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Off on their honeymoon

Almon McLain, born and brought up on Bremen Long Island, was returned to his beloved island for burial in the late spring of 1966. Arriving at a rocky cove where Almon undoubtedly had launched many a boat, the funeral group prepare for the inland island hike.

Almon McLain

Six years ago, we started a policy of scouting out and interviewing people with an interesting story to tell. We felt their stories should be preserved for future generations, and made a permanent part of the records of the Friendship Sloop Society. In our pursuit of pertinent facts and interesting personalities we have interviewed a couple of dozen local men and women.

One of the very first of these, was Almon McLain, one of the few remaining men who had helped with the building of sloops in the first decade of this century. Almon was born in the late part of the winter of 1882 and died in the spring of 1966, still dreaming of spending one more summer on his beloved Bremen Long Island, where he was born, and where he spent many years assisting in the building of Friendship Sloops. Almon never tired of talking about his sloop building days and especially liked to recall that he helped his father Robert build the "Lottie Mae" which for many years brought attention to the Marine Museum in Searsport under her new name "Truant."

In was indeed fitting that Almon should be buried in the family plot in sight of his old homestead on the island. Nothing would have pleased him more.

Area Events

POINTS OF INTEREST

SALT WATER GROUND FISH DERBY — May-September — Boothbay Harbor Monthly over-all prizes.

BOOTHBAY PLAYHOUSE — June 30-September 2.

BOOTHBAY RAILWAY MUSEUM — May 25 throughout summer.

BOOTHBAY HARBOR REGION PASSENGER BOAT TRIPS — 45 trips daily — May 25-throughout summer.

ART GALLERY - RED BRICK HOUSE — July 1-September 4 — Boothbay Harbor; Daily 12-7 P. M., Sunday 1-5 P. M.

MARINE AQUARIUM — West Boothbay Harbor — McKown Point.

LINCOLN COUNTY CULTURAL WONDER HOUSE — Opens early June.

OLD CONWAY HOUSE — July 1 to after Labor Day — Camden.

MONTPELIER — Home of General Knox — Thomaston — May 30 through October.

BATH MARINE MUSEUM — 963 Washington Street, Bath — Daily 10:00-5:00; Guided tours on request.

TUBEROUS BEGONIA GARDENS — 169 Camden Street, Rockland — Daily until 5:00 P. M.

FARM MUSEUM — Union Fairgrounds — Daily July 1 through Labor Day.

FRIENDSHIP MUSEUM — Open 10:00-5:00 Daily, 2:00-5:00 Sundays

SUMMER EVENTS

May 3	America Launching — Boothbay Harbor — Anniversary of 1st America.
July 1	Firemen's Frolic — Bazaar, Barbecue, Games and Dancing — Noon to midnight — Hope Corner, Route 105.
July 4	Thomaston — Parade. Camden — Fireworks at dusk. Vinalhaven — Parade and Fireworks.

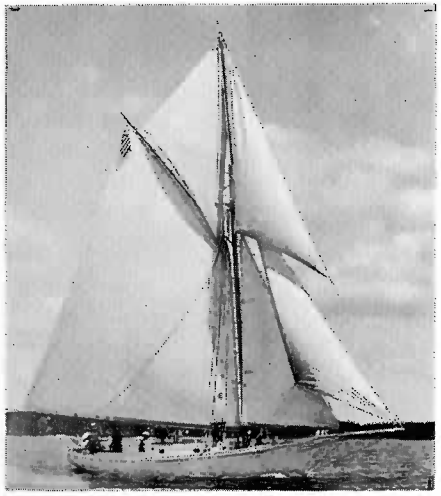
July 7	Harpswell Day — Meeting House — Exhibits - Lunch - Program — Route #123.
July 7 & 8	Belfast Broiler Festival — City Park — Belfast.
July 12 & 13	Windjammer Days — Boothbay Harbor — July 12 is the Big Day when all Windjammers sail into Boothbay Harbor.
July 15	Mussel Ridge Day — Owls Head — Annual Event — 3rd Saturday in July.
July 15-Aug. 1	Waldo County Arts & Crafts Group Festival — Belfast — Open daily.
July 17	Warren Day.
July 20	Camden Garden Club Open House and Garden Day — 10:00-5:00 P. M. (rain or shine.)
July 22-Aug. 1	Artist Forrest Orr — one man show — Centennial Hall — W. Harpswell, Route #123.
July 23	General Knox Birthday Celebration — Montpelier — Thomaston.
July 24-30	Bailey Island Tuna Tournament.
July 27-29	Friendship Sloop Days — Friendship.
August 2	Lincoln County Home Founders Day — Boothbay Region Monday Club — Boothbay Harbor.
August 3-6	Maine Seafoods Festival — Rockland Public Landing — 21st Annual.
August 5-13	Tuna Tournament — Boothbay Harbor.
Aug. 11-12-13	Down East Festival — Ellsworth.
August 17	Zonta Club Hobby and Antique Show — Community Center — Rockland — Noon to 10:00 P. M.
August 22-26	Union Fair — Blueberry Festival Day August 25. Union Fairgrounds.
September 4	Labor Day Celebration — Vinalhaven.



The Spirit of '67 — you figure it out . . .

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New Sloops

Until you have opened a door a find a smiling, happy face beaming at you with an indescribable proud look, and heard the voice behind the infectious appearance remark "I own a Friendship Sloop" you have not really experienced the height of enthusiasm the human personality can radiate.

Mr. John Rutledge of Westwood, Mass., has just launched his sloop "Coast of Maine," built by Vernell Smith. John's biggest problem will be his home port, as Westwood is a few miles from the salty deep, but this has not dampened his enthusiasm one little bit as he gayly commutes to Massachusetts Bay.

I also recall at the last two or three regattas a man standing behind the announcers on the race finish line with high powered binoculars trying to make identification of the next sloop approaching. Also at several Friendship Sloop launchings the same man was on hand to see the pretty sloops slide down the ways for the first time. It was plain — Donald Hall was hooked by the Friendship Sloops. Don (from the School of Education at the University of Mass.) has purchased "OLD FRIENDLY" known to regatta followers as L'AIGLE D'OR which raced in Friendship in the first regatta in 1961.

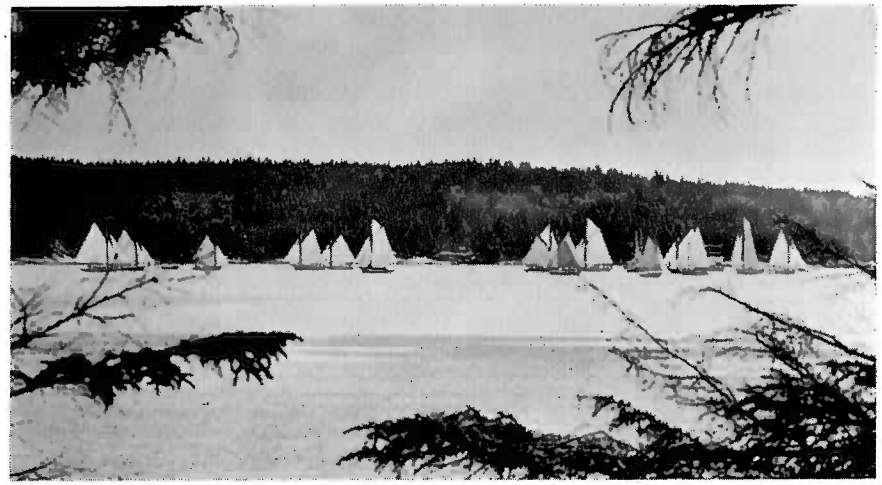
Holt C. Vibber of Waterford, Conn., has a major problem of rebuilding. I doubt if anything could kill his enthusiasm. Imagine driving to Maine in the uncertain weather of November to attend the annual meeting! Holt also attends each regatta just to see and be near Friendship Sloops and other people interested in them. His sloop is not completed and will not be ready in time for this year's regatta, but he and his son will one day sail ANCIENT MARINER to Friendship.

Kenneth Rich and his wife of New London, N. H., are building their own Friendship Sloop. They also arrived at the annual meeting with that well-known gleam in their eyes. We wish them good luck with the building, and will eagerly await the appearance of the new sloop from New Hampshire.

We are really devastated at the sale of one of the most popular sloops in the fleet. As several skippers at the Gloucester Race remarked, "There goes the queen of the fleet." The sale of JOLLY BUCCANEER and her removal to southern waters is a blow to all enthusiasts and particularly the townspeople, photographers, newscasters, and — et tu Brute-? We understand Dick and Gloria Swanson have bought a new "Morgan" centerboard boat and we wish them much happy sailing, but the view of "Jolly Buc" with her sepia sails and wonderful family crew will never be forgotten in Friendship.

Another sad moment was when Bob Trayes announced he wished to sell the WANDERER. The only sad thing about it is the fact we will no longer see that happy jolly Bob Trayes unless we can talk him into coming to Friendship to help from shore. The sale of WANDERER to Mr. Jay Hubbard of Manchester, Mass., gives us the opportunity of welcoming another kindred spirit to our ranks. We well remember the year WANDERER and RETRIEVER were signed up for the regatta, and at race time neither had arrived in the harbor. The by-word around Friendship was "the RETRIEVER had turned back

(Continued on Page 29)



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to retrieve the WANDERER." This brings us to RETRIEVER which has also changed hands. Mr. John Rice of Scituate is now the proud owner. Our warmest welcome to Mr. Rice and Mr. Hubbard, and we look forward to their sailing to Friendship for the regatta.

Never question the devotedness of Warren Smith of Long Island, N. Y., who purchased SWAN. He called Friendship, Maine, in mid-winter just to talk Friendship Sloops and to converse with someone in Friendship. It is regrettable SWAN needs so much work that she will be unable to race with us this summer, but if at the regatta you see a starry-eyed man named Smith wandering around sloopless, — walk up and say, "Hi, Warren."

Our newest sloop is not yet launched as of this writing, but if all goes well MARGARET MOTTE will hit the water on May 6th. This sloop will be launched in Thomaston, Maine, as the proud possession of Michael Grove of Milford, Conn. Happy Sailing, Mike!

Florida and Jacksonville are a long way to come for a race, but still the ardent fan, Carlton Wilder, keeps in touch as a very new member of the Society. Carlton bought ELICIA III which used to be berthed in Boothbay by Winthrop Bancroft. Mr. Bancroft, still a staunch supporter of the Society, sold ELICIA to Mr. Wilder, who in turn renamed the sloop COMESIN. We hope she will do just that (come in) but realize the distance is a deterring factor. Carlton says he is going to try to make it though.

Bill Thing and VENTURE are not new to Friendship, but as the sloop was not complete, Bill didn't race and was not a member until last summer. As a matter of fact a story states Bill built the galley on a trip to Friendship to view the regatta one year. Maybe the length of the trip and empty stomachs determined the time for accomplishing this pressing project. Anyway, Bill — welcome to the Society.

Shortly after the regatta last year a Friendship Sloop came into the harbor. HIERONYMUS was making her first appearance. This new sloop owned by Albert Neilson of Avondale, Pa., was built by Ralph Stanley of Souhtwest Harbor, Me. Mr. Neilson's son was really excited as he told of meeting BLACKJACK which was heading home from the regatta, and in passing someone aboard had saluted them and yelled that they looked like a beautiful Friendship. The boy was very proud that the sloop was recognized and belonged to him and his family.

Start the boating season of 1967 with a bang —! That is exactly what the relaunching and renaming of SAZERAC is going to do. It is claimed every cannon in the area will be fired to herald the rebirth of SAZERAC as she descends from Bald Mountain to her beloved home on the sea. George Morrill, our great supporter and now owner of this original sloop will be on hand to have the thrill of competing in our races and will carry on SAZERAC'S contention for honors so ably started by our oldest racing skipper, Clinton Merrill. Good luck, George.

We know many new sloops may have slipped our notice, but we hurriedly assure you space is the eliminating factor. In future issues we'll get to all, but rest assured every hand in Friendship is outstretched to welcome any and all Friendhip Sloops to this our seventh regatta.

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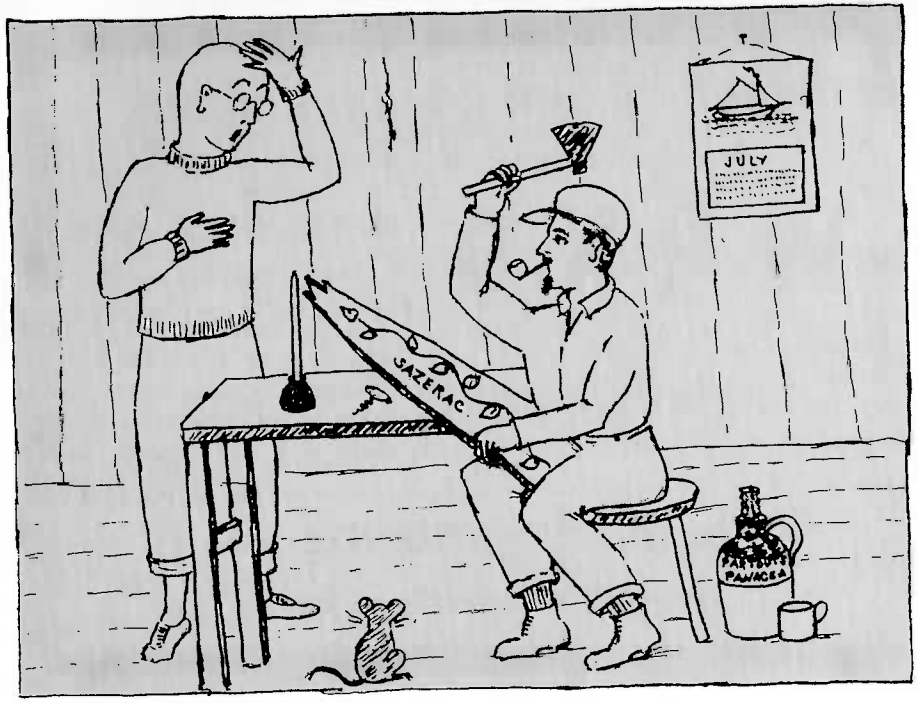
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Dispatch From The Farm

By JOHN GOULD

The imbecility of frittering around with Ridge Runners has often been elucidated to the Friendship Sloop Society, and ultimate proof is now at hand. Go look at the trailboards on the SAZERAC.

When George Burnham Morrill III won the Sazerac in a raffle he dickered with Pebbles Rockefeller (why do I always want to call him Vanderbilt?) to plug some of the cracks with putty and see if a planned miracle could keep her afloat long enough to impress George's new neighbors at Hilarity Haven, over by what Marge Cook calls Tents Hahbr.

And when the Sazerac steamed up Howe's Hill on a heavy August dew, in the same fuzzy condition as a man being wheeled in to have his hernia repaired, it was noticed that she lacked the traditional Wilbur Morse trailboards with the entwining vine. They may have eroded in the distinctive air of Casco Bay, or somebody may have pilfered them long since. New trailboards were fashioned and George said to Pebbles, "I'd like to have my highlander friend carve these!"

Thus they were brought inland, far from the rote of the inexorable tide and the lonely cry of the marauding gull, and I was permitted the extreme honor of whittling them with the ancient design. I sharpened my shingling

(Continued on Page 33)

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hatchet and went at it, and found it was really not much of a job. I've had a white birch lodged in two pines, and it took me a good deal longer. My farm woodworking shop, where I have made everything except boats, was not ideally equipped for carving trailboards, but I made out. For once I had something I couldn't do with the peavy and the pod-auger, but the shingling hatchet worked pretty well. The only real trouble came on "Wilbur Morse — 1911," which I did with a corkscrew and a horseshoe nail.

Then I carried the trailboards to Camden and gave them to Mr. Vanderbilt. "Gracious," he said. "They're done on the wrong sides!"

I did them over again, of course — right. So the Sazerac has the only double-barreled trailboards in the history of yachting, and if you look on the wrong sides you'll see the same delicate traceries as you get from the front. I chewed on some spruce gum, whittled, and meditated on the reasons for this tedious error.

Pebbles said, "It's prolly my fault; I should have marked them clearer."

I said I didn't know that he had marked them.

So he showed me where he had put on "right" and "left."

"Well," I said. "No wonder! You ought to know better than that! Up in the woods we never use the terms right and left. We always mark things with the nautical expressions — gee and haw!"

Thus the thing is explained. George thinks it's sort of comical.

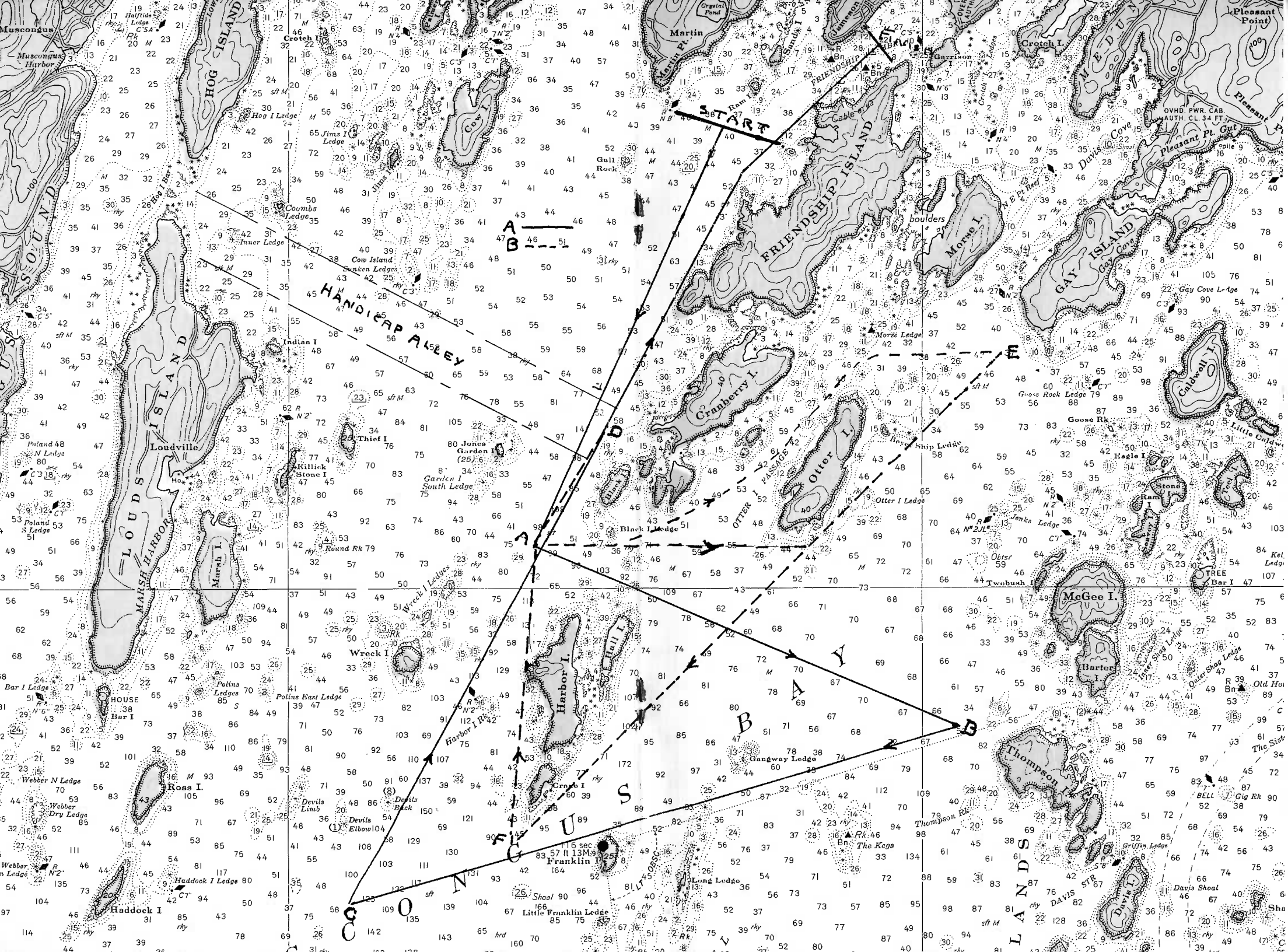
You Should Start Sooner Or Be The Last One In

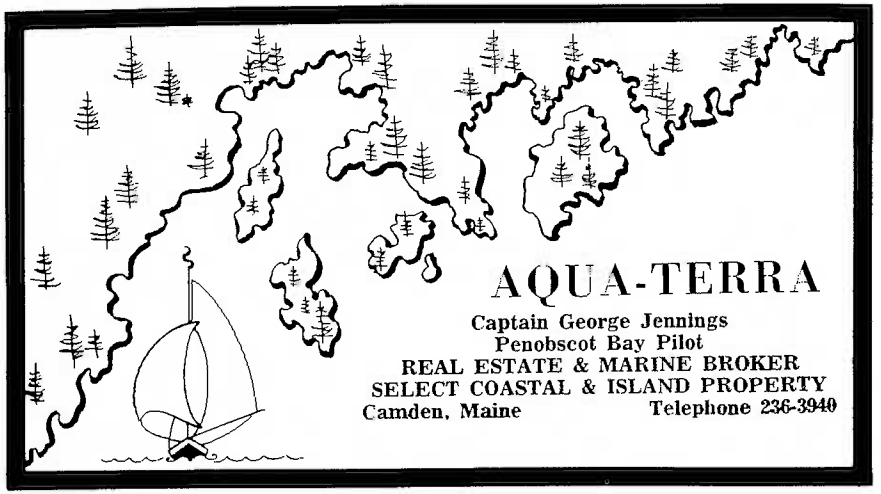
Last November, Stuart Ford, owner and builder of "Content" fell and broke a leg just before the annual meeting of the Friendship Sloop Society. As soon as he was able to get around, he flew to Florida to do his convalescing in the land of sunshine. Friends sent him John Gould's latest book, thinking it might help to pass a few hours pleasantly.

Stuart's "thank you" note for the book was a gem. He asked, "Where did you get a title which so appropriately described my sailing ability?" The book was "The Last One In."

This bit of humor started us thinking about the titles of three of John's latest books — all written since he became associated with the Friendship Sloop Society. Could it be he is trying to tell us something, or were these three books unconsciously labeled the way they were?

In 1966 he came up with "Last One In." In 1965 he authored, "You Should Start Sooner" and 1963 it was "Monstrous Depravity." Intentional or not, it makes one pause and contemplate what Freud might say.


Muscongus
Muscongus Harbor
HOG ISLAND
Hog I Ledge
Jims I Ledge
Coombs Ledge
Inner Ledge
Cow Island Sunken Ledges
Gull Rock
Martin
Martin Pt.
Crystal Pond
Cameron
Sandy I
Crotch I.
Garrison I
FRIENDSHIP
Ram I
Cable
START
FRIENDSHIP ISLAND
boulders
Morse I.
Morse Ledge
N E Pt Reef
Davis Cove
Pleasant Point
Pleasant Pt. Gut
OVHD. PWR. CAB. AUTH. CL. 34 FT.
Pleasant Point
MEDUNCOOK
GAY ISLAND
Gay Cove
Gay Cove Ledge
Caldwell I.
Little Caldwell
Goose Rk
Goose Rock Ledge
Eagle I
Stone I
Ram I
Jenks Ledge
Twobush I
TREE
Bar I
McGee I.
Barter I.
Outer Shag Ledge
Old Ho
Thompson I.
Thompson Rk
Griffin Ledge
Davis I.
Davis Shoal
Davis Str
The Kegs
Gangway Ledge
Long Ledge
Little Franklin Ledge
Franklin I
Shoal
Harbor I.
Hull I.
Wreck I
Wreck I Ledges
Harbor I Rk
Crow I
Devils Back
Devils Limb
Devils Elbow
Polins Ledges
Polins East Ledge
Webber N Ledge
Webber Dry Ledge
Haddock I Ledge
Haddock I
Ross I.
Bar I Ledge
HOUSE
Bar I
Loudville
Indian I
Thief I
Jones Garden I
Garden I South Ledge
Killick Stone I
Poland N Ledge
Poland S Ledge
Round Rk
Marsh I.
MARSH HARBOR
LOUDS ISLAND
HANDICAP ALLEY
Cranberry I.
Otter I.
OTTER PASSAGE
Otter I Ledge
Black I Ledge
Boyce Ship Ledge
Obstr
Wreck
Rk
Ho
Bn
Gig Rk
BELL
Thompson Rk
Shoal
Ledge
Rock
Pt
Cove
I
Rk
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Obstr
Wreck
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Gig Rk
BELL
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The Kegs
Gangway Ledge
Long Ledge
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Webber N Ledge
Webber Dry Ledge
Haddock I Ledge
Haddock I
Ross I.
Bar I Ledge
HOUSE
Bar I
Loudville
Indian I
Thief I
Jones Garden I
Garden I South Ledge
Killick Stone I
Poland N Ledge
Poland S Ledge
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Marsh I.
MARSH HARBOR
LOUDS ISLAND
HANDICAP ALLEY
Cranberry I.
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OTTER PASSAGE
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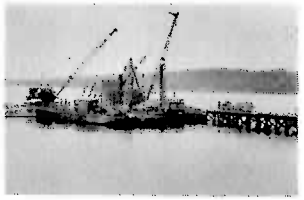
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First Race

By WILLIAM JAMESON

Back in the 1940's I spent several summers working for my grandfather, Sherman Jameson. He had been a lobster dealer for years in Friendship and went from island to island in Muscongus Bay buying lobsters from the fishermen. His lobster smack, the "Foster D," was a familiar sight in the bay for over fifty years. We had a lot of time to talk while waiting for fishermen to finish hauling and he told me many stories about the Friendship area. One of these stories had to do with a race he sailed in when he was a boy — a race won of course by the boat he was on, the sloop "Clara Benner." As I remember the story the "Clara Benner" had trimmed everything in Friendship so when the Rockland Yacht Club invited all boats to enter a Regatta on September 5, 1878, his Uncle Webb Thompson who was one of the owners of the "Clara Benner" decided to see what she could do in a yacht race. He took my grandfather, then a boy of fourteen, along with Will Hamlin, as the crew. Will Hamlin, a sailmaker by trade, had made the sails for the "Clara Benner" when she was built at the Cobb wharf far up at the head of Friendship Harbor. The race was sailed over a five mile course in Rockland Harbor so that spectators on the wharves could have a good view. Two boats from the Rockland Yacht Club had been taking first and second place in the races for a couple of years. These two, the "Nettie Pendleton," owned by C. H. Pendleton, and the "Maud" owned by S. H. Boynton were out to beat each other and didn't realize that the "Clara Benner" was winning until it was too late. After the race the captain of the "Nettie Pendleton" allowed as how the Friendship boat wouldn't have won if he hadn't been intent on beating the "Maud." Captain Webb retorted that if that was the way he felt about it why not go back out and settle the matter then and there. Webb was not unaware that the wind had freshened from the southwest during the afternoon and that the stronger the breeze the better the "Clara Benner" sailed. My grandfather said "Tillson's Wharf was black with people when we went out for our private race and this time we really trounced the 'Nellie Pendleton'."

The Friendship crew went home with first prize, a silver fruit bowl, and the joy of having beaten the best boats in the area. My grandfather always claimed that the publicity from that race interested people in Friendship Sloops for the first time. From then on the boat shops of the town had plenty of orders. As more sloops were built it became the custom to take the fastest of the year's lot to Rockland to show people there what a Friendship Sloop could do. In 1884 a Friendship Sloop won the Rockland Regatta and the next year it was decided to have a yacht race in Friendship as part of a big fourth of July celebration. That race was different from the present ones. That time

(Continued on Page 39)

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not all the sloops in the area entered. Evidently boat owners didn't want to race then if they didn't have a good chance of winning. Also there were no handicaps given. It was a straightaway race. The following is an account of the race 82 years ago as it appeared in the Courier-Gazette, Tuesday, July 14, 1885.

Friendship

"The following account of the Fourth of July Regatta at this place was received too late for publication last week: the morning opened fine with the wind S.S.W. and moderate. At 9 A. M. the wind breezed up a little and the small boats began to collect from all directions, some to join in the race and others to witness the sail. The route was determined from Cook's Wharf around Wreck Island and back to said wharf: whole distance 8 miles, out and back. The race was to commence at 12n., but owing to some delay did not start until 12:55 P. M. Only five boats entered, although there were thirty boats with their white sails dotting the harbor. The boats that entered were as follows: ALICE 29 ft. owned by Wm. Geyer, built by W. Morse and sailed by C. C. Wincapaw; boat owned by Horace Delano, 23½ ft. built by A. Morse; boat ADDIE LEE 26½ ft., owned and built by S. W. Delano and sailed by Capt. Ambrose Simmons; boat owned by N. Thompson 25½ ft., built by W. Carter, and sailed by Leslie Thompson; boat owned by C. W. Stimpson, Jr., Port Clyde, 31 ft., and sailed by G. Simmons. The breeze freshened and when all things were arranged the start was made as follows: H. Delano's took the lead; next followed by N. Thompson's, the ADDIE LEE, ALICE, ALERT, Stimpson's yacht. It was quite exciting to watch the little boats haul, digging to windward. The ADDIE LEE took the lead and got far ahead around Wreck Island, fifteen minutes ahead of the next best boat, and came in on the home stretch far ahead, leaving the other boats with but little difference between them."

The men and the boats of this early sloop race are gone now but descendents of both will be on hand for Sloop Days in Friendship this summer. Once again the harbor will be white with sails, only this time all the sloops will be in the race. Because of the careful figuring of handicaps these sloops will approach the finish line as a fleet. The winning skipper will probably find the second place boat only a few yards behind him. He won't come sailing in alone as "Cap Am" did with the rest of the fleet still way out near Wreck Island.

Perhaps this year there will be a fourteen year old boy in one of the crews — a boy who vividly remembers for the rest of his life the thrill and excitement of racing in a Friendship Sloop just as my grandfather did. It is this feeling of excitement among younger sailors that will help bring the sloops back to race in Friendship for at least eighty years more.

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Conversation Piece

There is one thing about building a sloop along traditional Friendship lines, it makes for great conversation, especially among the boat minded.

For the past 4 years, I have been putting together a replica of "Pemaquid" — the lines taken from that "bible on boats," Chappelle's "American Small Sailing Craft," and the interest that has been generated is amazing. Wilbur Morse and Abdon Carter really started something.

For instance, there was a boating friend of mine who, when I launched a small 16 ft. skiff back in 1962 said, "These small boats are alright, but when are you going to build something with some size? You know, big enough to sleep aboard." That did it, in the fall we started construction on the 25 footer, "Lucy-Anne."

A fellow from Lowell has been my most ardent fan, and comes over regularly to give me advice. He kind of favors a Friendship, he says because one week of his honeymoon was spent in "White Eagle," and aside from the time his bride was swept overboard by the boom, he has had good sailing ever since. Worried about ballast, he contributed several chunks of lead, because as Chapelle says, "I have no record of 'Pemaquid,' but from a memory, and this may be faulty, she had about 900# of iron in her."

Then there was Joe Ruest, who is quite a boat builder in his own right. He comes down on fair days, and gives little hints like, "When you're ready to sand her topsides, let me know, and we'll come up and get rid of that clapboard effect where the planks meet."

Another time last spring, a dentist from New York City drove up in a Cadillac to have a look at the Sloop. He climbed all over and when asked if he was also building a Sloop he said, "Well in a way, you might say I was." "Where are you building it?" I asked. "Oh, I'll show you," he stated. A little taken aback at this I followed him up to the car, and out of the trunk he produced several pieces of transparent plastic, and a hull, partially completed of the same stuff, all to a scale of 1" to the foot. He was so interested to see how the wooden pieces actually went into the hull full size that he came back the next day. After this we retreated to the house for coffee and more Sloop talk.

Once a family of four, father, mother and two children, came over to see what was fast becoming the "Country's Wonder." They had seen a Friendship one time in Maine waters, and were curious to see what one looked like close up.

A local resident, friend of mine, got so excited about this sloop building he asked me "What about a mast and spars?" I told him, "Well, I haven't thought too much about that yet. Why were you asking?" "Well think no more about it, I'll make them for you!" he said. Now if you don't think that is a chore, just contemplate a piece of timber 8" square and 28' long resting in your cellar. To Bob this was a pleasant challenge. With broad axe, draw shave, and plane, he produced a mountain of shavings, but from it all emerged a beauty of a mast, tapered and fitted all according to plan. How's that for Friendship! Everyone asks, "How's the boat coming?" "When is the launching date?" "Oughta be quite a whing-ding when she goes over!"

Enough champagne has been promised to float the craft come launching day. There may be a little left over to create more conversation. In any event, there has been a lot of satisfaction in the building of this little Sloop.

And so as you read this, expect to look out over Friendship Harbor and see "Lucy-Anne," a new Sloop in the fleet come racing days, July - 1967.

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A Maiden Race

By BENNETT NOBLE

This is the story of five fresh water sailors who took a 64 year-old Friendship to sea for her maiden race.

The time — September, 1966, and the occasion was the Friendship Sloop Society rendezvous and races off Marblehead Harbor, staged under the paternal eye of the Boston Yacht Club.

The sloop was the 46-foot "Westwind," built by Wilbur Morse in 1902, and owned by W. Kenneth Matheson of Wakefield, Mass. "Westwind" had never been raced formally, and had an improbable canvas main, a canvas working jib, no topsails, but something called a "Gloucester Genoa," also of canvas.

The crew was made up of five fresh water men who sail on a Massachusetts pond with the preposterous name of Lake Quannapowitt. They all own, and all race with varied skill, 16½-foot Town Class sloops. (Regatta handicappers refused to consider this liability, it should be noted.)

The crew arrived at "Westwind's" Gloucester slip at 4:30 a. m. on the first day of racing. They sadly contemplated the lush shrubbery growing around her waterline, shuddered at the thought of what lay beneath, and bravely set out for the starting line at Tinker's Ledge off Marblehead.

The early morning calm necessitated firing up "Westwind's" classic Model A engine, a smoky, breathtaking experience — and motoring the eight miles to the line.

By nursing the throttle, keeping the mate hunkered in the bilge to nurse the pump (and to control the generator's arcing,) and calming the rest of the crew, the skipper managed the trip.

During the trip, the racing skipper and mate, both of whom had sailed "Westwind" on less pretentious days, attempted to instruct themselves and the crew in the care and feeding of throat and peak halyards and topping

(Continued on Page 45)



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lifts — fretting that "Westwind's" working jib had more sail area than their own small Town Class.

At the line, "Westwind's" crew broke out her Gloucester Genoa, then, surrounded by the likes of "Eagle," "Jolly Buccaneer," "Voyager I," "Golden Eagle," she waited for the gun.

Well, sir, that genoa caused quite a ruckus. The huge canvas tacked on the headstay and her clew ran almost aft to the wheel. When the boys tacked ship, the mate straddled the end of the bowsprit and man-handled the big bag forward, between the headstay and jibstay, then let her fly aft on the new tack. Reaction from the rest of the fleet ran from noticeable pallor from some skippers to raucous catcalls. The fresh water boys promptly dumped the sail and ran up the old working jib.

"Westwind" got off well at the gun, going over on port tack and ignoring "Jolly Buc," which tacked off to the east on the first windward leg. The fresh water boys worked their boat like a Town Class, getting her to lay over in the light wind, and hauling on the topping lift until the huge main cupped to their satisfaction. They found "Westwind" loved to point and she ghosted to the first mark first, almost without incident. (Her racing skipper, thinking he was at the helm of a Town Class, nearly skewered Bernie MacKenzie's "Voyager" as they converged on opposite tacks near the mark.)

The wind began to freshen during the long run to the second (leeward) mark, and "Jolly Buc" came on with a rush, finally closing with "Westwind" as they made the second turn. From there they reached inshore, with "Jolly Buc's" bowsprit flicking the ear of "Westwind's" helmsman all the way. "Westwind" had her way in the luffing duel, however, and rounded the last mark with the cocky kind of a lead only a small boat skipper would appreciate.

"Westwind" continued inshore to find a spot from which she could lay the finish line. But Dick Swanson took "Jolly Buc" seaward, with what appeared to be a simple desire to be rid of the grass-bottomed Gloucester boat and her derisive crew.

To the crew of "Westwind" the race was theirs — they could almost hear the gun, and all, indeed was right with the world.

But they hadn't reckoned on that strange phenomenon called tide. After all, there were no inconveniences of that sort on Lake Quannapowitt. So they were set down way below the line, and by the time they were able to go over on starboard and fetch the line, along came "Jolly Buc" breezing in from seaward and crossing her bows on port tack. The best "Westwind's" crew could do was follow Dick Swanson across the line (1 seconds in arrears) and admit they had been taken to school.

There was talk of a second, informal race that afternoon, but the fresh water sailors bent on their preposterous genoa and high-tailed it for Gloucester.

In the final races on Sunday, Swanson and MacKenzie led the way around the course and walked off with the weekend's trophies.

Where was "Westwind" and her crew? Why, they were back on Lake Quannapowitt fighting like a bagful of cats in their own Town Class boats. But you can bet they'd like another crack at racing that big old lady from Gloucester!



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Bos'n's Choice

By HERALD JONES

"Bos'n is Lottie's pet, anyway you look at it," said Susan West as she returned to her place at the tea table. "We've been here less than two weeks, and each day I must let him out the front door at this time so he can meet her after school and walk a piece with her."

Ann Walters smiled incredulously. "Did you say 'Bos'n?' Isn't that a peculiar name for a cat?"

"Not in the West family. We're strictly nautical, especially since Tom wangled this job here on the coast. You see, he did his service in the navy, and has wanted a boat of his own ever since. You can imagine how much sailing he could do in an Iowa cornfield!"

"Oh, I don't know. So many people have trailers for their boats, and take them everywhere."

"But Tom wants a big boat — a sail boat, with a deck, cabin, head, galley — the works. He even calls our dining room the 'Mess,' and the library the 'Chart Room.' I expect him to come home any day now and announce that he's bought a boat."

"Well, sailing is a wonderful sport and this bay is perfect for it. The children will love it. You did say there was a boy, didn't you?"

"Yes. Gordon is fourteen and has absorbed his father's boating enthusiasm."

Ann rose to leave. "My husband must have his supper on time. I guess you folks are future members of our boat club. I'll see you are invited to join."

As Susan opened the door, she exclaimed, "Here come Tom and Gordon now. I'm so glad you can meet them," and during the ensuing introductions in walked Lottie, Bos'n in arms, and spouting fiery maledictions against that dog that had chased Bos'n up a tree.

At this point Gordon, plainly bursting at the seams with some earth-shaking news, blurted out, "Mother! we bought a boat!" Ann caught Susan's eye, and her lilting laughter as she went down the walk stopped both Gordon and his father cold.

"Now, what's so funny about that?" Susan's explanation revived Gordon's high spirits, and he rushed on: "It's a smoothie 14 footer, and Dad bought a 15 horse Johnson to go with it, and let's try it out after supper, so-"

Tom spoke up: "Just a moment, Gordon. You never have operated a boat in your life. There are many things about water safety which you as a member of the West family must learn if you are to be allowed to call this boat yours."

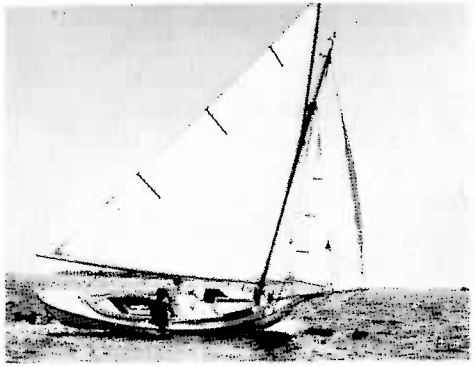
"Sure, Dad, but you know all those things and you could operate it and we'd all go along. How about it, Mom? Lottie? There's room for everybody!"

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Lottie was doubtful. "Can Bos'n go?"

"That darned cat!" from big brother. "Why can't you leave him at home?"

"Because he's had a terrible fright, and I wouldn't think of leaving him."

"Oh, all right! I suppose he can go. But you'll have to hold onto him so he doesn't jump out."

And so the West family en masse went to the dock and inspected the new boat.

"Isn't it sort of small, Tom," asked Susan doubtfully. "I thought you wanted a large boat."

"This is what Gordon needs to play around with, and we can all use it till we find just the right thing for a family boat."

"Come on, Pop!" called Gordon, "before it gets too late!"

They took their places as instructed by Tom, their mid-west Iowa background showing through their uneasy tension. Tom vowed that outboards had changed a lot since he had last worked one, and this was no Captain's Gig, and which was neutral, and where's the gas valve? There, now, pull. Oops!"

With a sudden roar, the motor started and the boat leaped forward so powerfully that Gordon had to choose between staying with the family or the dock. Tom controlled the direction just in time to squeak under the the transom of an old Friendship at its mooring, and finally eased back the throttle to bring the boat under control.

"Where's Bos'n?" Lottie sat frozen — knuckles of each hand white on the forward thwart. True enough — no Bos'n!

"I thought I told you to hold onto him so he wouldn't fall out!" This from helpful big brother.

"Fall out!" wailed Lottie suddenly, "Oh, Daddy, go back quick, before he sinks." As quickly as possible, Tom brought the boat back over the course it had taken. "Sue, you and Lottie look on that side while Gordon and I take this side. We'll find him, Lottie."

And so they searched — and searched — and searched — until Lottie dissolved into tears and found her mother's arm. "Poor Bos'n!"

Suddenly Tom began to chuckle.

"Now really, Tom!" Susan was quite upset. This was no time to laugh.

"Look over there on the Friendship!" and Tom turned the boat in that direction. Sure enough! There sat Bos'n, watching them gravely from his perch on the boom above the transom. He had jumped ship!

At the first opportunity, Tom went to the Marine Exchange in search of THE boat. "Now, I want a sail boat — big enough for a family of four: safe and steady, but one that can go."

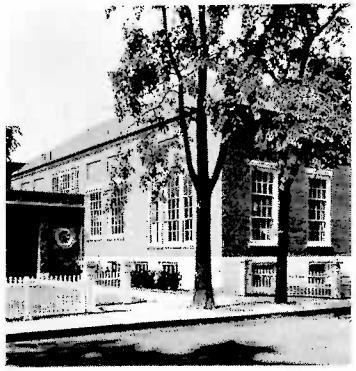
"That Friendship out there's a good buy. Owner had her rebuilt back a couple of years, thought a lot of her, but his company moved him out west, and he can't take it with him. She'd be perfect for your family."

(Continued on Page 51)

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"I've heard about Friendships, but I don't think I want one. They're so beamy, and that stubby mast doesn't thrill me at all. Now I'd thought of something like that schooner over there." Tom pointed to a long, black schooner whose masts raked the sky lazily.

The response came quickly. "She's for sale, all right." Then more slowly. "Howe much did you want to pay, Mr. West?"

"A friend of mine bought one for a few thousand some years back."

"Must have been quite a while ago, Mr. West. The owner wants a small fortune for that, and you'd have to equip it after you bought it."

Tom was disappointed, but rebounded quickly and his gaze drifted around the harbor until it fell upon a sleek, narrow hull with a long overhang, short water line and a tall mast which described circles as the craft danced at its mooring. "How about that one?"

The reply was a bit hesitant. "Lovely, is'nt it, but it doesn't quite meet your needs, does it? No cabin; no bunks: a family of four would find it crowded. Strictly for racing."

"But look at all that deck space. There's plenty of room. Is it for sale?"

"Yes, you could buy it. Tell you what. I'll arrange to take you for a trial trip to see how you like it."

"What's the asking price?" Tom's eagerness was apparent, but the salesman said, "After you try it out, we'll write the owner for a price. When can you arrange to go? Saturday afternoon?"

"Fine! I'll bring the whole family," and Tom hurried home with the good news. Everyone was duly excited. Susan talked with Lottie about what to wear and Gordon — well, Gordon turned a dour look on Lottie and asked, "Is Bos'n going?"

Susan interposed quickly, "No, I don't believe Bos'n should go this time."

"But Mother, with that horrid dog in the neighborhood, I wouldn't dare leave Bos'n!"

So Bos'n went. They discovered the cockpit was rather small, so Gordon chose to ride out on the after deck, while Lottie went forward where she could lean against the mast and hold Bos'n in her arms.

There were many ropes to pull and gadgets to work, and Tom and Gordon were intrigued with everything. When the sail started up the mast, Susan watched with awe as fold after fold of snowy white cloth lifted off the boom. She got a happy wink from Tom and knew he was getting a real thrill out of the preparations.

Soon the jib was in place and Mr. White from the exchange asked Tom to let go the mooring. That moment on a sail-boat when one looks up to find the world going by is always a thrill, and the four Wests felt it to the full. Tom dropped down beside Sue with "Well, Honey, how do you like this!"

(Continued on Page 53)

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She never answered that question, for just at that moment a sudden strong gust of wind struck the sails and the boat heeled sharply to port, putting the lee rail under water and tilting the deck at a sharp angle. Gordon grabbed a rope and hung on for dear life: Lottie dropped Bos'n and threw both arms around the mast: Bos'n made for the highest point, which was the starboard rail. The gust held for a moment, and suddenly Bos'n gathered himself together and made a wild leap off the tilting deck. Lottie wailed in fright: Susan said, "Tom, quick! grab him," and Gordon said, disgustedly, "Not again!"

Tom grabbed, but he never had a chance. His lunge brought his head where he could see over the edge of the still tilting deck, and for the second time in a week, he began to chuckle at the wrong time.

As quickly as it had come, the wind gust died down, and those aboard found themselves lying flat on a level deck. Quick as a wink, Lottie ran to where she had seen Bos'n's wild leap into space, and shrilled, "There he is!" Her father put a protective arm around her and said, "Yes, he made it, but not by much. His front claws just barely caught the rail and he had quite a scramble before he reached safety."

In disbelief, Susan said, "You mean?" "Yes, I mean that Bos'n is safe aboard the Friendship again. He'd be a mighty wet cat right now if we hadn't been passing the Friendship when that happened. Now, thank goodness we can enjoy our sail."

They finished their sail with Tom in the highest of spirits: "My! didn't she go! She could turn on a dime, and when the lee-rail went under, I got duck-bumps! Wasn't it great, Honey!"

"No, Tom," Sue replied quietly. "If you buy that boat, you'll have to leave me at home. When that mast tips over like it does, I get all kind of dizzy and squeamish inside. It would be no fun for me. I'm terribly sorry, dear." Tom gave her a hug. "Of course I'm disappointed, but there are other boats. Say, where are Lottie and Gordon?"

"They've gone to get the outboard and rescue Bos'n from the Friendship."

When they reached home, they found a letter from Bob Middleton in Decatur, Illinois, saying that he and Molly were taking a late autumn vacation trip through New England and would like to stop a day with them. A former ship-mate, Tom was overjoyed. "Maybe I can get Mr. White to take us for a sail on the racer. Bob would like that."

Mr. White would be most happy, but with one reservation: this was the windy season, and it might blow too hard for that boat. In his enthusiasm, Tom brushed that aside and made preparations to give his ship-mate a real thrill.

The day dawned clear and sparkling — one of those days people remember when they think of New England. The wind was blowing, but you can't sail without wind so Tom was happy. It would be a glorious sail.

(Continued on Page 55)

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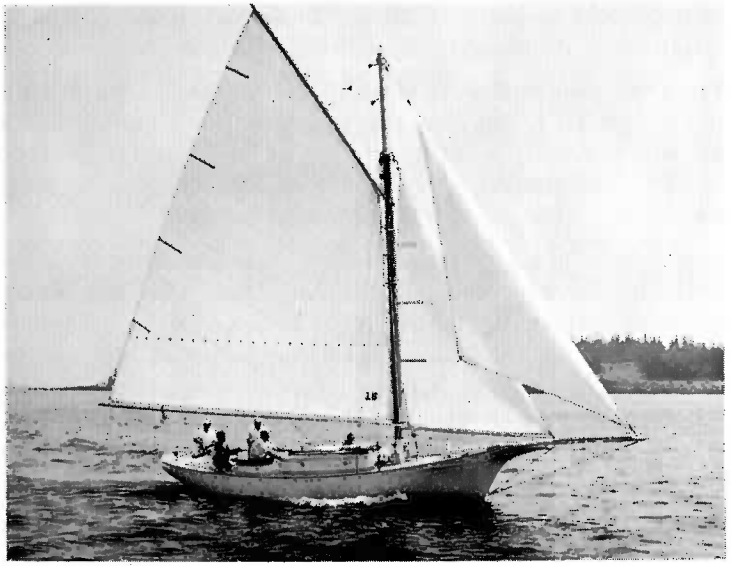
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LASH BROTHERS BOATYARD

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About 9:30 the phone rang. "Hello, this is Mr. White at the Exchange. I'm sorry, but there's too much wind for that sailboat today. We'll have to postpone our sail until tomorrow."

"Oh, no! You mean -! But my friends won't be here tomorrow and they had counted on this sail. They're from the mid-west and don't have any chance to sail at all."

"I see what you mean, Mr. West, but in sailing, you have to take the wind as it is. Perhaps you'd like to arrange for a power boat."

"No, no. That isn't the same at all. I'd promised him a sail. Isn't there anything else we could use?"

"Yes, we could take the Friendship, but you weren't interested in that. I think you would enjoy it."

"Well, let me talk it over with the family, and I'll call you back." Tom's face was gloomy and his voice apologetic as he turned from the phone.

"Mr. White says there's too much wind to sail today. You couldn't wait over a day, could you? It might not blow so hard."

"No, Tom," said Bob. "We're on a pretty tight schedule. It's today or nothing. Doesn't he have anything that he can use? After being out west for so long, I'd sure like to get my feet wet again."

"Nothing except a tubby old Friendship Sloop."

"Not really! You mean he's got a Friendship we can use? Hey, Molly! How would you like to sail a Friendship again?"

"You mean it? Wonderful! This would be just the right kind of wind for a Friendship. What are we waiting for?"

A little stunned by their enthusiasm, Tom called Mr. White back, and he promised to have the Friendship at his wharf in an hour. No, six wouldn't be too many — the cockpit was quite roomy.

"And can I take Bos'n?" asked Lottie. After a general laugh which had to be explained to the Middletons, Susan allowed that if Bos'n started on the Friendship, he'd probably stay with it for the entire trip, so Lottie scampered off to get ready. It turned out that Bob had grown up on the Maine coast and had sailed his father's Friendship. Schooling and a good job had taken him far from the coast and this would be a real treat, indeed.

As they left their car at the parking lot, Tom turned to the harbor and said, "Bob, that's the one I wanted to use — that sloop with the tall mast. Isn't it a beauty!"

"For my money, a Friendship under sail is lovelier. Wait till you see for yourself."

Embarkation was simple, with Bos'n the first aboard. Lottie was alarmed when he jumped from her arms, but quick as a wink he was up on the cap and sprang easily over the intervening water to the boat, where he settled

(Continued on Page 57)



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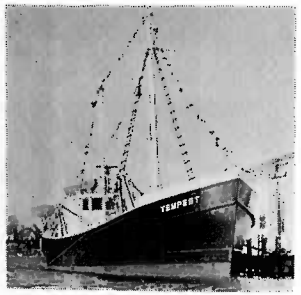
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on one of the ample cushions. There were things to do and gear to stow, and Mr. White allowed them to go ahead when he saw Bob was an old hand. The women found a small galley and stowed the lunch they had brought, then came out and moved Bos'n over to a less desirable place. They watched the huge gaff-rigged sail climb to the masthead, and the peak climb up until the sail was stretched taut: then the jib and staysail, and when they gave Gordon the word to cast off, the sails filled and the dock quickly backed away toward the land.

Tom and Bob talked together, and when the water was not so cluttered with moored boats, Bob took the wheel at Mr. White's invitation. Gordon and Lottie had found a place on the forward deck with Bos'n sitting between them. Tom sat beside the two women.

"Susan, do you like this?" he asked, and she knew it was important to him.

"Why not? This is wonderful. It feels steady — not the least tippy — and I feel like we're making good speed."

"I'll admit I'm surprised. Isn't that a big sail?"

"Yes, it is," replied Molly, "There's more to these Friendships than first meets the eye."

Soon Mr. White gave Tom a chance at the wheel, and they headed over toward Port Lloyd. Mr. White watched until Tom got the feel of it, and then sat with the others. Boats of all sizes and shapes were passing, and one of them turned on the loud speaker to call out the one word, "Beautiful." Tom saluted with a wave of his cap, then turned to grin back at Susan.

Soon Tom asked Mr. White to the wheel and talked with him at some length, Tom asking, and evidently getting the right answers. Finally he gave the wheel back to Mr. White and called Lottie and Gordon back to the cockpit.

"How would you like to have this for our boat?"

"Gee, Dad! really?" from Gordon.

"Yes, Tom," was Susan's quick response.

"Lottie?"

"Bos'n likes it fine, so let's buy it! Say, were is Bos'n?"

Molly said, "I saw him go below some time ago."

"Not!" Lottie froze and looked toward the rail.

"No, silly! Below decks," and she pointed. Lottie rushed off to find Bos'n ensconced on one of the bunks. He had taken up residence.

"But, Tom." This from Susan. "When do I get my turn at the wheel? If we're going to own this boat, I'm going to learn how to handle it."

Tom's laughing reply came quickly: "Not until we've had lunch! I'm hungry."

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Local Boat Yards

This booklet is an attempt at familiarizing the boating world with Friendships and all things pertaining thereto. As a step in that direction we asked all the local boatyards that have built a Friendship and have advertised in our booklet in the past, to write us a story about themselves.

The Newbert and Wallace yard in Thomaston launched "Sarah Mead," owned by Dr. White, and has built many large draggers. The Morse Boatyard in Thomaston launched the "Margaret Motte" in May of this year for Michael Grove of Milford, Conn., and Lee's Boat Shop in Rockland, in conjunction wtth Knox Marine Inc., of Camden, launched Bill Thon's "Echo" in the spring of 1965.

In spite of repeated requests for a story none was forthcoming from any of the above, but the following accounts were received from Lash Brothers of Friendship and Bald Mountain Boat Works in Camden.

Lash Brothers

By IRVING LASH

The annals of history are dotted with explorers, heritage, and famous men. Maine is no exception. Alongside such men as John Smith, Christopher Columbus, Ponce de Leon, we could put such men as Weymouth, Gosnold, Pring, Gorges all of which explored, lived, and loved this rugged coast of Maine. From here they took back stories of tall pines, fair-skinned natives, and an untold abundance of cod.

Years before Jamestown and Plymouth Company, adventurers were using Monhegan Island as headquarters and to dry fish. It was also necessary to "harvest" ice and build rugged vessels to coast these icy waters. Therefore it would be no surprise if the earliest people in Muscongus Bay were here for this purpose. It was not until 1750 when families of settlers braved the rugged winters and Indian menace to settle at Meduncook (Indian for Sandy Harbor.)

In 1850, twenty signers from Meduncook Plantation petitioned the general court of Massachusetts that this section of Muscongus Bay be incorporated as the town of Friendship.

There was one plot of land in this town that seemed to be out to prove something. It was just an acre or so, near where the Indians and white men were supposed to have "buried the hatchet," but this land was destined to be used at the time for all the major occupations.

Bill Geyer was the first to set up shop at this locale. He leased Parker's Pond, a half-mile away, and hauled the ice to Hatchet Cove, where it was stored for summer. This adventure was doomed, since twice a day the outrushing tide leaves Hatchet Cove looking like a giant ill-kept lawn of eel grass and mud; it was necessary to use lighters (shallow draft boats) to take the ice to their larger sisters.

Around 1890, Allison Wotton bought the ice house and moved it, piece by piece, to Martin's Point, where Crystal Pond lay just a few yards from salt water where deep draft boats could load more easily.

Meanwhile, back at the cove, the land lay dormant, but every day a young lad helped his dad land their dory at that spot as they came to work up the road at Charles Morse's boat shop. The father was George Carter, brother of Abdon, who designed the now famous "Pemaquid." The lad was

(Continued on Page 61)

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and we think they are pretty nice.



Winfield Scott, who would later own this land. These people were "Long Islanders" from Bremen. Each year they moved back and forth from Hatchet Cove to the island. In 1912, the family finally settled down at Hatchet Cove. Scott looked this parcel of land over carefully and in the early twenties purchased it from the town to build his own boat shop.

Heritage was on his side and he was ambitious. Before many months had passed he had earned a reputation that rivaled the best. Will Morse realized Scott's potential and, after his retirement from boatbuilding in 1927, decided to help Scott in his undertaking. Will has been quoted saying, "Took 'a likin' to'im," and offered his assistance, patterns, and even tools. Using Will's model, Scott produced several "Friendships," two of which are the "Flying Jib" and the "Tannis II." He was building everything from draggers to dories, when a pail of paint was upturned on the cast iron stove, burning the shop and all its contents. After a period of rebuilding, "W. S. Carter, Boatbuilding" was back producing the finest again.

Scott used this shop for only twelve years, for in 1946 death claimed anotherand Scott left the "Nellie G," a ferry for Casco Bay, uncompleted. Winfield Lash, Scott's nephew, and Charles Sylvester then purchased the yard and made arrangements to complete the "Nellie G." Finally came the day of glory, the first launching under the new management. The bottle was broken and the big vessel lumbered down the ways, and at the point where all spectators are supposed to exhale "Ahhhhh," everyone yelled "Ohhhh." She had built up enough momentum to continue her slide and stuck the hind portion of the cradle in the mud. Here, she spent two inglorious tides waiting for the builders to conjure up a flotilla large enough to move her.

The new Lash and Sylvester combo lasted only for two more boats. In February of 1948, Charlie felt this life was not for him, and Doug Lash, Winfield's brother, had found lobstering somewhat disappointing. So without the exchange of one cent, the trade was made and Lash Brother's Boatyard was born.

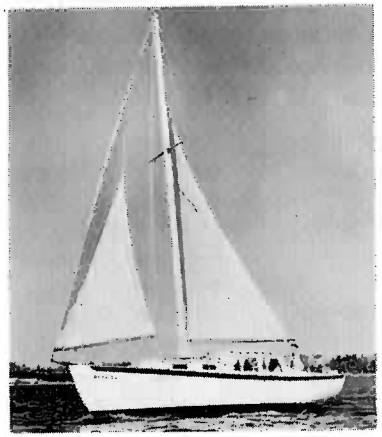
For almost twenty years this combination has outlasted the lean years and shared those glorious moments. Perhaps, mingled in the memories, that day in "58" comes to mind when John Dallett described the boat he wished to have built; easy handling, sleek lines, gaff-rigged, low sides, sits on the water like a graceful duck.

What else? Yes, Mr. Dallett, we'll build your Friendship Sloop.

From that day, the little company has found their marriage with "the sloops" a pleasant one and mingles with the draggers, sport fishermen, party boats, seiners, smacks, carriers, ferries, you'll find the names of six which are classified as "Friendship Sloop, replica."

Many times the question is asked "Aren't you proud everytime you launch a vessel?" Their answer is an unequivocable "Yes, that's my sweat, work, and prayers. Every boat that leaves the yard now has a Bible with the boat's name inscribed upon it. It's not a good luck charm, but a sign to the owners that the prayer of the builder is that this vessel will yield much pleasure and profit.

(Continued on Page 63)



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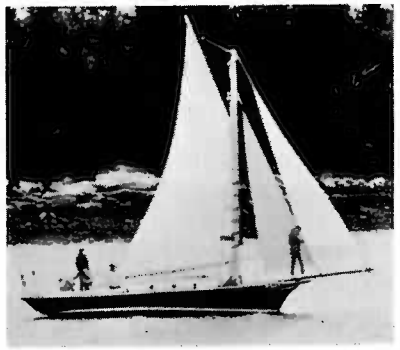
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Bald Mountain

By JAMES ROCKEFELLER

Here high on the hill at the Bald Mountain Boat Works we have a special liking for traditional craft, and among these, first and foremost comes The Friendship Sloop. This is partly sentimental. Some years ago we cruised a 40' Friendship from Connecticut through the Canal and across the Pacific to the New Hebrides. The boat met every kind of weather with equal aplomb, and was seakindly to an extreme. The Friendship hull willl take you where you want to go and will bring you back, presupposing a bit of seamanship and a modicum of luck, for the sea always has the last say over boats and men.

But ability aside, we like the hook into history that the building of boats from the past affords us. This is a dimension not to be experienced with boats derived from a mold and born of great offices where sales in the hundreds is more important than the creation of the boat itself.

Traditional boats like the Friendship Sloop were conceived and built not with pleasure as an end but to engage in useful work — to fish, to freight, to carry passengers. There is a dignity, and integrity about a vessel designed to earn her keep that a pleasure boat can never have.

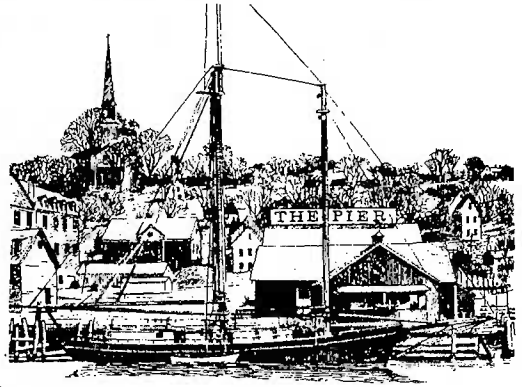
Even though today Friendships are built for pleasure the glimmer of this quality remains. In like manner we see this glimmer in Murray Petterson's lovely little coasters, in the Penobscot Boat Works' modified dragger hulls ,the dories of John Gardner, and of course the prime example, the lobster boat, so popular with us weekend sailors. We call it character, this something that arises from a working past, where chrome and glass and gadgetry are not allowed a strident voice. A character boat has a gracious continuity with the past. She is a personage, and entity to reckon with, and take her into any cove and sooner or later someone will put out from the shore, eager to cherish her with you, and the past. Being the owner of a Friendship Sloop or kin makes you a part of the land and its people the way a more "modern" boat never can.

There are some who say the old is for the birds, and that the present supersedes the past. There are some who swear by chrome steel furniture, food from tubes, and the great glass eye, and who is to say they are wrong. There are some who will say that all the above is just baloney sliced in the old traditional way, and that the real reason we build Friendship Sloops is to make a buck like everyone else, and they have a point. But when all the shouting is finished and the Friendship Regatta is over for another year, the reason we try to specialize in traditional boats is simply because we like it.

After studying all the available lines and half models of Friendship we decided on the PEMAQUID, both for her beautiful profile and for her sailing characteristics. To us the PEMAQUID models embodies the essence of the Friendship Sloop design. For those who require a larger boat we will take

(Continued on Page 65)

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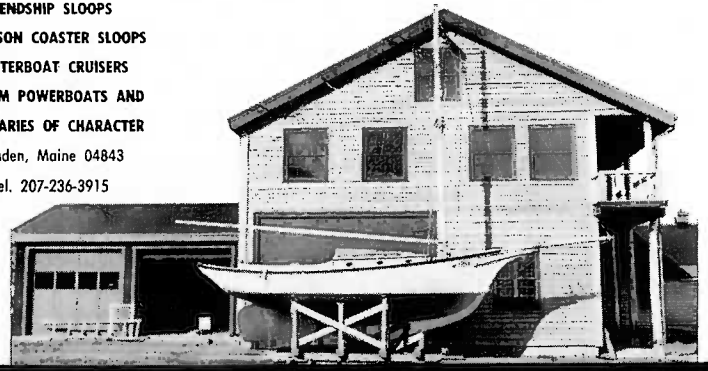
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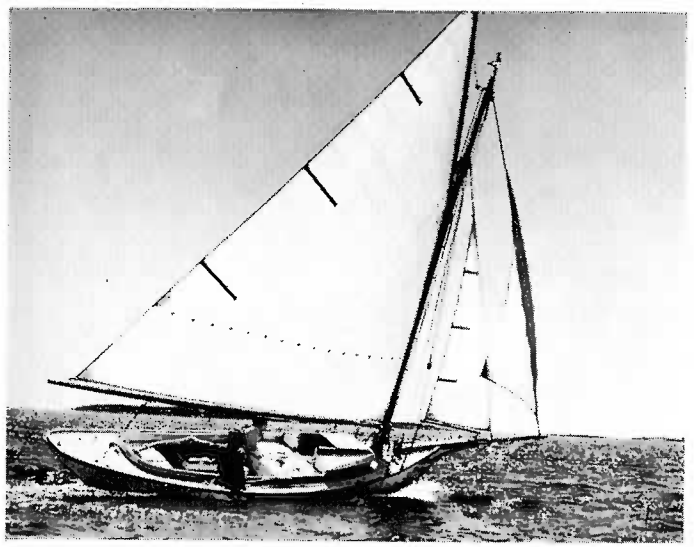
Bald Mountain Boat Works

PEMAQUID and enlarge her to 30' - 32', keeping all the grace and charm of the original. We would also dearly like to compress PEMAQUID to around 16' for those who would enjoy a little open Friendship for day sailing, but this design is still in the future and depends on a willing buyer.

We are also interested in the multiple chine dory, the Chamberlain and Swampscott type. Our 18' gunning dory is a wonderfully able pulling boat, developed around Marblehead at the turn of the century. We also plan to offer a Chamberlain type sailing dory of 22' that will accommodate an outboard through the tombstone. There is much to recommend a multiple chine dory and we hope this breed increases. Like the Friendship Sloop it is part of our heritage and goes with the New England Coast.

In short, we would like to promote a line of boats of which Maine can be proud, for as a Johnny-come-lately to the boating scene we feel a responsibility to uphold the tradition that has gone before. From Rumery's Boat Yard nearing the New Hampshire border to Frost's on the Canadian, the integrity of the past has been maintained. There are no builders of pastel gin palaces with picture windows, and peppermint decors. Moving along the coast from Paul Luke to Harvey Gamage, our present day Wilbur Morse, to Lash's, Newbert & Wallace and Roger Morse in Thomaston, to Malcolm Brewer, dean of yacht builders, and Elmer Collemer, the one man boat shop, to Webber's Cove and Hinckley and Seal Cove, to mention only a few, Maine shops are turning out good, wholesome, honest craft in which a man can put to sea in confidence.

Out of the past arises the present, and here on the windy hill overlooking Penobscot Bay we plan to keep a foot in both.



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