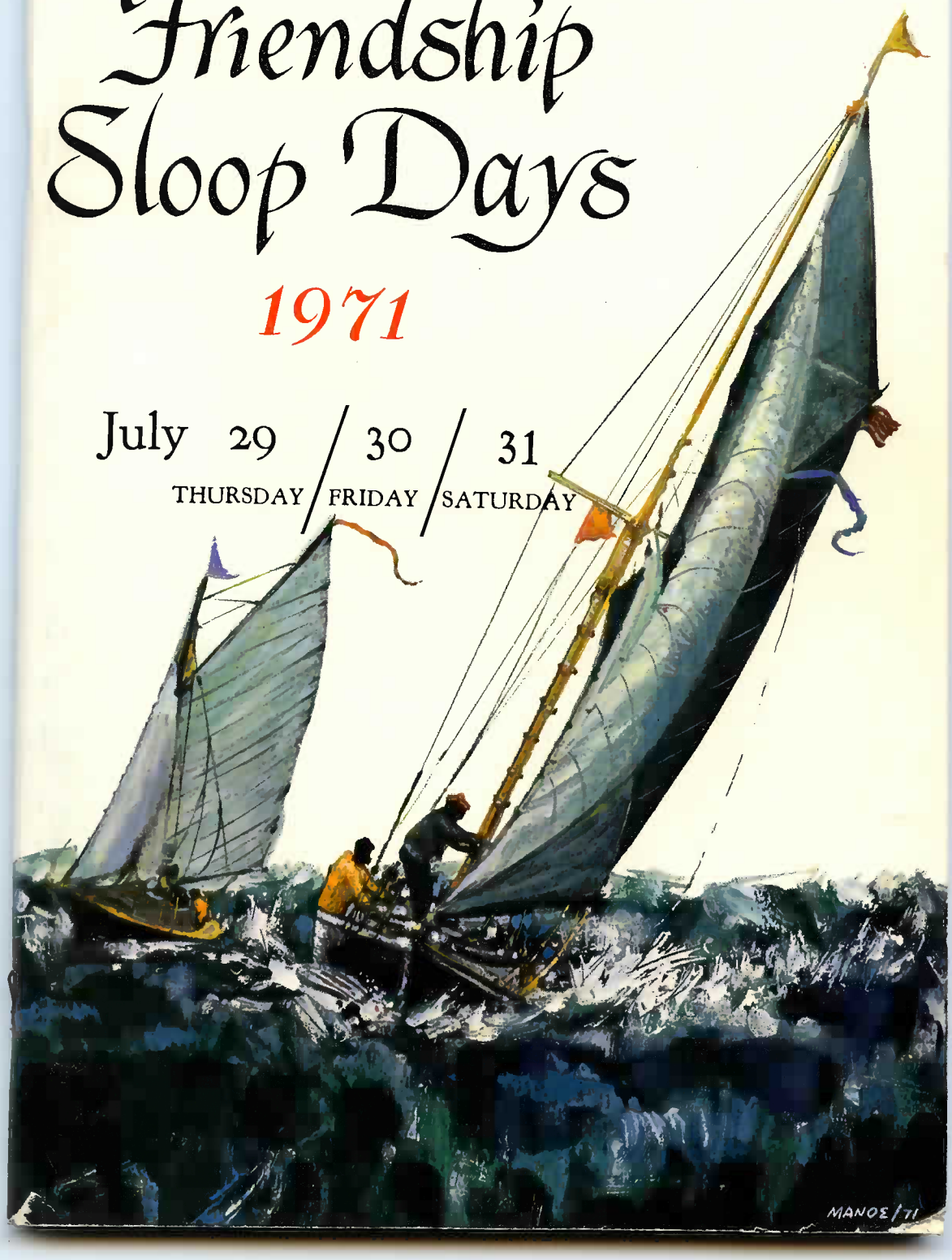
Friendship Sloop Days

1971

July 29 / 30 / 31

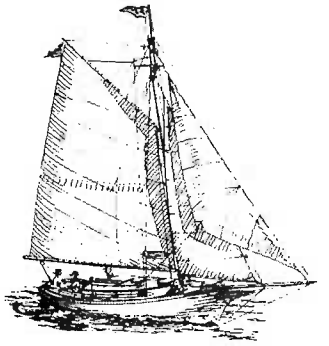
THURSDAY / FRIDAY / SATURDAY



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Friendship



This year the Town of Friendship saw fit to dedicate the Town Report to the Friendship Sloop Society.

The Society in publishing this Eleventh Annual Program is not dedicating the issue — instead we wish to gratefully acknowledge the tribute paid us by the citizens of the Town through their Selectmen. May we quote from the Town Report Dedication:

> *"But most important is the respect and admiration which has developed between us residents and the Sloop Society members. We have found them to be nice folks — the kind we like to have around, and they in turn have been attracted to Friendship by its simplicity, its beauty, and the warmth of our welcome. It has become more than just a Sloop Race for all concerned. —"*

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Printed by The Courier-Gazette, Rockland, Maine

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Everyone in Town Willing to Help

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Bernard MacKenzie - Chairman
Lincoln Ridgway - Race Committee Chairman



Evolution

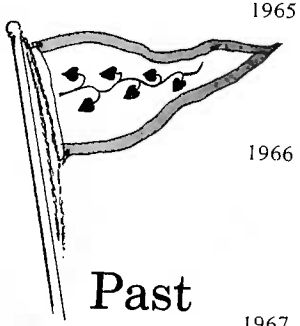
When the boats now known as Friendship Sloops were first being built they had no name. They were neither a class boat nor a classy boat, but their longevity and revival attests to the fact they were a thing of beauty and had great appeal. One of the questions most often asked today is, "How long is a Friendship Sloop?" The answer seems to be, "As long as you like," because no two people ever seemed to want the same size until recently, when plans have become available. Some of the early Friendships, and their forerunners, the Muscongus Bay Sloop (mostly centerboarders) were monsters by today's standards.

In the days when the McLains, Carters, Collamores, and Priors were building sloops on Bremen Long Island at the turn of the century, most of them were over 40 feet, while today most of them are 30 feet or less, the most popular of which is the 25-foot PEMAQUID design. Abdon Carter's biggest sloop was the 50-foot BESSIE M which he built for himself and powered with a one cylinder 8 h.p. Bridgeport gasoline engine. George Washington Prior built the 48-foot HIGHLAND BELLE and the McLains built SKY PILOT (later known as the JOLLY BUCCANEER) was 45' long. In 1915 Wilbur Morse's yard turned out the 47-foot FINNETTE. Several others were over 40 feet long.

Today the Friendship Sloop Society lists the 15-foot DEPARTURE, and the 21-foot TERN as well as nearly a half dozen 22 footers, and as many 25-foot PEMAQUIDS. The natural question is "why the change?" The waters and weather of Muscongus Bay haven't changed enough to warrant a difference in design of our boats. What has changed has been the use to which these great character boats are now put. Originally they were work boats, and were used for seining, lobstering, handlining, or what have you. Their size depended upon the use for which they were intended. Today they are being built strictly for pleasure and their size depends more upon the size of the builder's family, and whether he intends to do a little day sailing, or extended cruising — "To each his own."

As these lovely boats evolved from the first work boats of over 80 years ago, with much the same lines as those being built today, to a more finely finished pleasure boat, the most significant change has been their reduction in size. To be sure, their purpose for being has changed, and their construction has changed, (fiberglass and ferro-cement) but the name they acquired when Wilbur Morse was turning them out in such great numbers, and their classic beauty have remained.

They are known everywhere. The very word "Friendship" seems to have a mystical quality. It has many connotations to many people, but throughout the English speaking world today, whenever and wherever the Town of Friendship, Maine, is mentioned, *Someone* will say "Oh — Friendship Sloops." If you don't believe it — try it!



Past Regatta Winners

1961 Governor's Trophy — VOYAGER (one race)

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

1963 Governor's Trophy — DOWNEASTER
Eda Lawry Trophy — JOLLY BUCCANEER
Lash Bros. Trophy — EASTWARD

1964 Governor's Trophy — EASTWARD
Eda Lawry Trophy — CHRISSY
Lash Bros. Trophy — EASTWARD
Palawan Trophy — MARGIN

1965 Governor's Trophy — DIRIGO
Eda Lawry Trophy — CHRISSY
Lash Bros. Trophy — DIRIGO
Palawan Trophy — HERITAGE
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

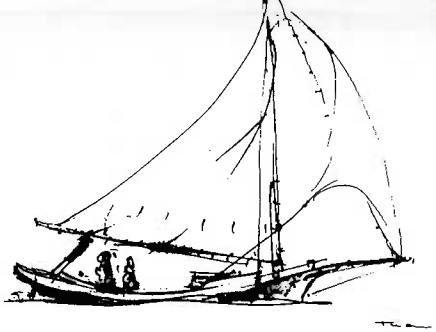
1967 Governor's Trophy — DIRIGO
Eda Lawry Trophy — not awarded, race called for fog
Lash Bros. Trophy — not awarded, race called for fog
Palawan Trophy — CHANNEL FEVER
Morrill Trophy — EASTWARD
(presented for finishing in fog)
Jonah D. Morse Trophy — BLACKJACK

1968 Governor's Trophy — RIGHTS OF MAN
Eda Lawry Trophy — CHRISSY
Lash Bros. Trophy — RIGHTS OF MAN
Palawan Trophy — HERITAGE
Morrill Trophy — CHANNEL FEVER
Jonah D. Morse Trophy — CHRISSY

1969 Governor's Trophy — EAGLE
Eda Lawry Trophy — EAGLE
Lash Bros. Trophy — ECHO
Palawan Trophy —CHANNEL FEVER
Morrill Trophy — CHANNEL FEVER
Jonah Morse Trophy — EAGLE
Anjacaa Trophy — FRIENDSHIP

1970 Governor's Trophy — EASTWARD
Eda Lawry Trophy — GLADIATOR
Lash Bros. Trophy — RIGHTS OF MAN
Morrill Trophy — COCKLE
Bruno & Stillman — PHOENIX
Jonah Morse Trophy — BLACKJACK
Anjacca Trophy — EASTWARD
Palawan Trophy — COCKLE
Jarvis Newman Trophy — PHOENIX

List of Events



FIRST RACE
THURSDAY, JULY 29

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

SECOND RACE
FRIDAY, JULY 30

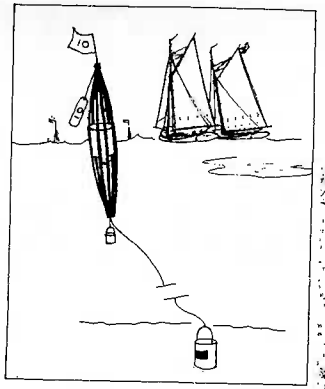
9:30 A M.	Skippers' Meeting
12:00 Noon	Starting Time of Second Race
6:00 P. M.	Chicken Barbecue
6:30 P. M.	Water Events for Youngsters

THIRD RACE
SATURDAY, JULY 31

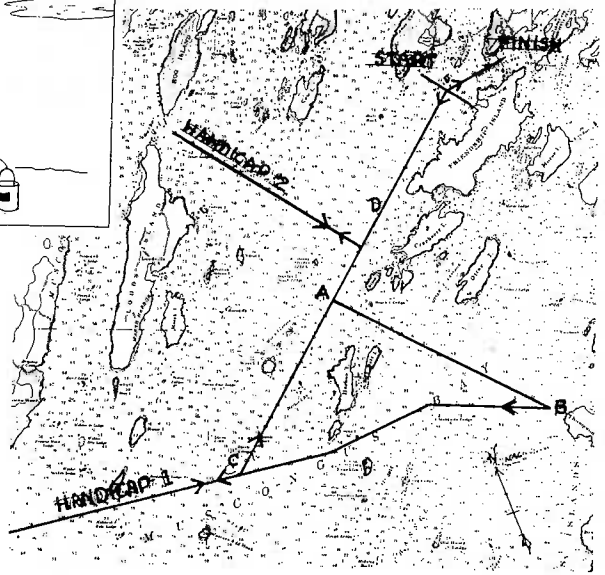
9:00 A. M.	Skippers' Meeting
10:30 A M.	Parade of Sloops
12:00 Noon	Start of Third Race
12:00 Noon	Lobster meal served continually until 6:00 P. M. on hillside facing the Harbor.
	Snacks and lobster meals served in several places. Information Booth will give full particulars.
	Open House at Boat Shops 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.

(MASSACHUSETTS BAY RACES — Aug. 14 & 15)
Corinthian Yacht Club — Marblehead, Mass.

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



how the Friendship Sloops race

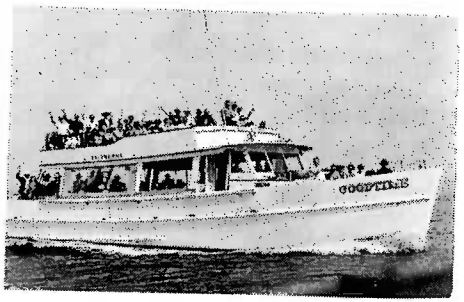


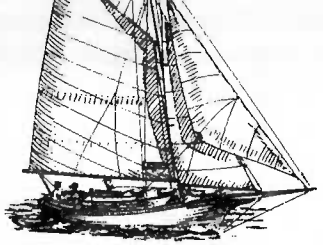
Friendship Sloop racing waters. A course of 12 miles might be from the starting line to buoy A, then to buoy B, and then to buoy C. From buoy C each Sloop must run down Handicap Alley 1 until she finds her own buoy. She must pick it up and return to round buoy C again and then continue to the finish line. Handicap Alley 2 could be used alternatively.

FOLLOW THE RACES ON THE

M/V GOOD TIME

SATURDAY, JULY 31
Captain Bob Fish





List of Friendship Sloops

No. & Name	Class	Built By	Length	Present Owner
1. Voyager	A	Charles Morse	30'	John Kippin Ipswich, Mass.
2. Dictator	A	Robert McLain 1915	31'	Peter Chesney Deer Isle, Maine
3. Finette	A	Wilbur Morse 1915	47'	Frank Smith Westfield, Conn.
4. Golden Eagle	A	A. F. Morse 1910	26'	William Haskell Marblehead, Mass.
5. Content	B	S. M. Ford 1961	25'	Robert Edwards Montclair, N. J.
6. Eastward	B	James Chadwick 1956	32'	Roger Duncan West Concord, Mass. & Newagen, Maine
7. Tannis	B	W. S. Carter 1937	38'	John D. Cronin Sturbridge, Mass.
8. Banshee	A	Morse	30'	Benjamin Waterworth New Bedford, Mass.
9. Amity	A	Wilbur Morse 1900	30'	James R. Wiggins Brooklin, Me.
10. Mary Anne	B	Lash Bros. 1958	31'	Dr. Joe Griffin Damariscotta, Me.
11. Old Friendly	B	S. Gannet 1938	24'	Donald Hall Amherst, Mass.
12. Friendship	A	Wilbur Morse 1902	29'	Robert Cavanaugh Compton, R. I.
13. Easting	B	C. A. Morse 1920	29'	James R. Pierpont Milford, Conn.
14. Vigor	B	Morse (Thomaston) 1946	30'	Robert K. Emerson Hancock Point, Maine
15. Vida Mia	C	E. L. Stevens 1942	30'	Frederick S. Brown Kittery, Maine
16. Retriever	B	Gannet 1942	22'	John W. Rice Scituate, Mass.
17. Jolly Buccaneer	A	McLain (Bremen) 1909	45'	Bill Johnson Miami, Florida
18. Chrissy	A	Charles Morse 1912	30'	Ernst Wiegleb Pleasant Point, Me.
19. BlackJack	A	Wilbur Morse 1900	33'	William Pendleton Suffield, Conn. & Searsport, Maine



The Friendship 30

$21,999

Ageless beauty
Time-tested design

SPECIFICATIONS
LOA 30'6", LWL 25'
beam 10'
draft 4'6"
displacement
12,540 lbs.
sail area
860 sq. ft.
spars
Sitka spruce
standing rigging
stainless steel
power options
gasoline or diesel
15.5 to 30 HP.

Carefully researched in every detail, the Friendship 30 carries on a traditional design that follows almost a century of proven performance as a four-season work and pleasure boat.

Now, as an authentic replica, it is offered in durable fiberglass with a rich blend of teak and mahogany.

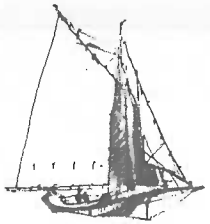
The Friendship 30 is intended for the blue water sailor with an eye for weatherly lines and a sturdy rig. Responsive to the lightest breeze, yet stiff and steady in gusty going, she is designed for extended cruising comfort for a family of four or six.

Bruno & Stillman
Yacht Company, Inc.

Friendship Sloops

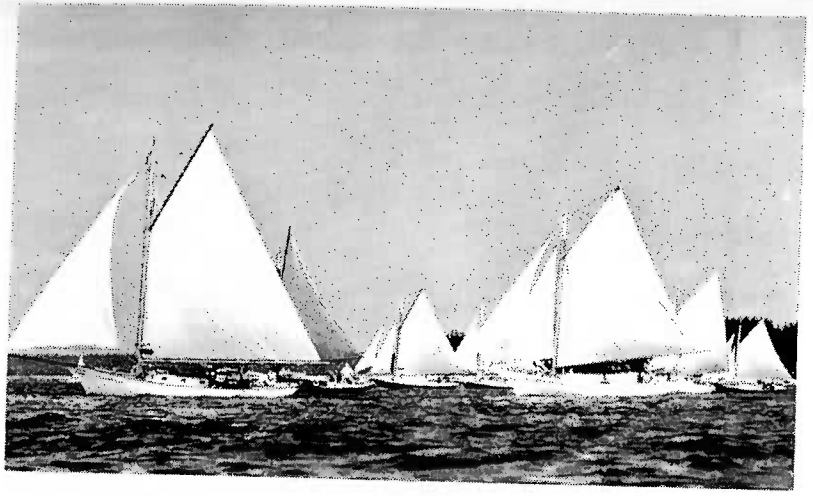
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List of Sloops - 20 thru 39

20.	Joeanna	A	Morse 1910	30'	Roger Mercaldi Beverly, Mass.
21.	Wilbur Morse	B	Carlton Simmons 1945	30'	C. Wilfred Brann Gardiner & Friendship, Me.
22.	Ellie T	B	John Thorpe 1961	26'	John Thorpe Woolwich, Maine
23.	Depression	A	1899	32'	Dr. Myron Hahn Friendship, Me. & Boston, Mass.
24.	Ancient Mariner	A	Wilbur Morse	25'	H. C. Vibber Waterford, Conn.
25.	Sea Duck		Morse Boatyard (ketch rig)	36'	Laurence Bershad Marblehead, Mass.
26.	Virginia M	A	Wilbur Morse 1910	28'	Jaxon Vibber Waterford, Conn.
27.	Red Coat	B	Bob McKean Sid Carter	28'	Eric W. Osborn Bristol, R. I.
28.	Bounty	B	Gannett	22'	Dr. Roy Gumpel Rye, N. Y.
29.	Susan	A	Wilbur Morse 1902	41'	N. Bradford Mack South Miami, Fla.
30.	Kidnapped				Restored by new owner
31.	White Eagle	A	Wilbur Morse	28'	Robert Montana Meredith, N. H.
32.	Nomad	A	Wilbur Morse 1906	40'	James E. Ford Middletown, Conn.
33.	Smuggler	B	Philip Nichols	28'	Arthur A. Krause Chester, Conn.
34.	Pal-O-Mine	B	Gannet 1947	27'	James B. L. Lane Winchester, Mass.
35.	Mary C		N. D. Clapp (Marconi rig)	20'	Nathaniel Clapp Prides Crossing, Mass.
36.	MarGin	C		25'	Wm. Blodgett Waldoboro, Me.
37.	Chance	A	Wilbur Morse 1916	32'	Dr. Thomas Files East Orange, N. J.
38.	Eleazar	B	W. S. Carter 1938	38'	David Smith No. Bergen, N. J.
39.	Downeaster	B	Lash Bros. 1963	30'	Dr. John Lachman Villanova, Pa. Dr. James R. McLamb Kittery, Maine



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MAINE COAST SEAFOOD CORP.

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List of Sloops - 40 thru 59

40.	Comesin		Ervin Jones 1962	32'	Carlton Wilder Jacksonville, Fla.
41.	Snafu			35'	Alfred Gastonguay Beverly, Mass.
42.	Pam	C	Carlton Simmons J. P. Hennings 1963	26'	Kenneth Billings Manchester, Mass.
43.	Gypsy	C	Judson Crouse	23'	Robert Lash Orland, Maine
44.	Sazerac	A	Wilbur Morse 1913	35'	George B. Morrill, Jr. Portland, Maine
45.	Flying Jib	B	W. S. Carter 1936	30'	Newton Hinckley Wayland, Mass.
46.	Dirigo	B	Lash Bros. 1964	30'	Ernest Sprowl Searsmont, Maine
47.	Galatea		McKie Roth 1964	30'	John Kapelowitz Redwood City, Calif.
48.	Channel Fever	C	F. A. Provener 1939	33'	Gordon Winslow Southport, Me. & Needham, Mass.
49.	Surprise	B	Philip Nichols 1964	33'	
50.	Heritage	C	Elmer Collemer Murray Peterson 1962	29'	W. K. Hadlock South Freeport, Me.
51.			W. A. Morse	32'	Robert Morrison Metuchen, N. J.
52.	Rights of Man	B	Lash Bros. 1965	30'	Philip Cronin Cambridge, Mass.
53.	Eagle	A	Wilbur Morse 1915	31'	Donald Huston Nahant, Mass.
54.	Echo	B	Lee Boat Shop Rockland 1965	22'	William Thon Port Clyde, Me.
55.	Right Bower		Destroyed as it was beyond repair		
56.	Iocaste	A	1912	33'	Charles B. Currier, Jr. Sherwood Forest, Md.
57.	Old Baldy	B	J. S. Rockefeller 1965	25'	Louise Millar Allison Park, Pa.
58.	Departure	C		15'	Franklin Perkins, Jr. Lancaster, Mass.
59.	Sarah Mead	B	Newbert & Wallace 1965	30'	Dr. Henry O. White Camden, Maine

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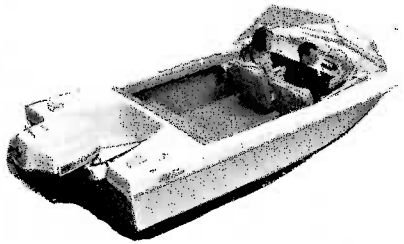


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CHARCOAL PIT
WESTERN STEER IN WESTERN ATMOSPHERE
COCKTAILS SERVED

DAMARISCOTTA APPLIANCE & OUTBOARD CO. and CHASSE'S MARINA

Sales and Service Since 1941

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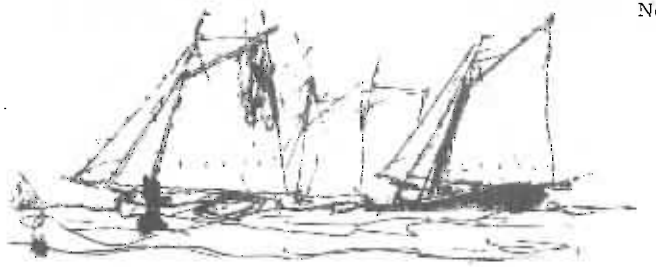
boats and Canoes
OLD TOWN
OUACHITA
WELLCRAFT

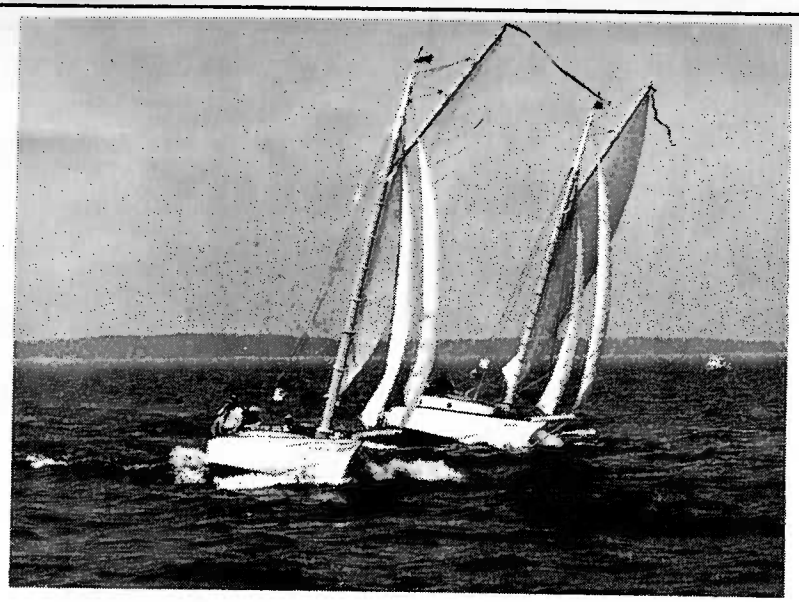
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60.	Old Salt	A	Rob McLain & Son 1902	32'	Leon Knorr Rowayton, Conn.
61.	Windward	B	J. S. Rockefeller 1966	25'	Irving E. Bracy, Jr. Wiscasset, Maine
62.	Columbia	C	Lester Chadbourne	23'	Fran & Lee Greene Tonawanda, N. Y.
63.	Kochab	B	Speers 1953	28'	Ted Charles City Island, N. Y.
64.	Amicitia	B	Lash Bros. 1965	33'	Emerson Stone Greenwich, Conn.
65.	Gallant Lady	A	Morse 1907	33'	Anthony Menkel, Jr. Birmingham, Mich.
66.	Venture	A	Morse 1912	27'	John Porteous Prouts Neck, Me.
67.	Hieronymus	B	Ralph Stanley 1962	33'	Albert Neilson Avondale, Pa.
68.	Lucy Anne	B	James Hall 1967	25'	James H. Hall Rowley, Mass.
69.	Coast O Maine	B	Vernell Smith 1966	30'	John Rutledge Westwood, Mass.
70.	Margaret Motte		Morse Boatyard 1967	30'	Michael Grove Milford, Conn.
71.	Gladiator	A	McLain 1902	32'	William Zuber, Brielle, N.J. Stuart Hancock Manasquam, N. J.
72.	Temptress		Philip Nichols 1934	33'	Charles Hedge Waterford, Conn.
73.	Dauphine		Pamet Harbor Camden, 1951	26'	Philip C. Morse, Jr. Naples, Fla.
74.	Patience	B	Malcolm Brewer 1965	30'	Philip Peterson Worcester, Mass.
75.	Omaha		Morse 1901	35'	C. F. Hansel, Jr. Shelter Island, N. Y.
76.	Packet	C	C. Morse 1925	26'	Tom & Bob Denney Easton & Gardner, Mass.
77.	Beagle		C. A. Morse 1905	28'	Mrs. John Glenn Centre Island, N. Y.
78.	Emmie B	B	Reginald Wilcox 1958	37'	Reginald Wilcox Boothbay Harbor, Me.
79.	Nimbus			32'	Fred Swigart New Orleans, La.





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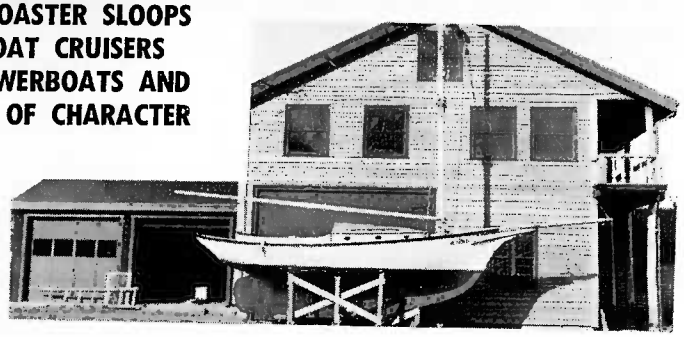
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80.	Sepoy		F. Buck & E. L. Adams 1941	35'	Robert Fairbanks Riverside, Conn.
81.	Regardless		Fred Dion 1963	38'	Wm. Wittiams Swansea, Mass.
82.	Morning Star		A. Morse 1912 (ketch rig)	28'	Ronald J. Ackman Oyster Bay, N. Y.
83.	Perseverance	C	Bruno & Stillman 1969	30'	Harold E. Kimball, Jr. Concord, N. H.
84.	Philia		Kennebec Yacht Inc. 1969	22'	Bruce Myers Alexandria, Va.
85.	Tern	B	J. D. Maxwell 1969	21'	Jeremy D. Maxwell Spruce Head, Maine
86.	Allegiance		Albert M. Harding 1970	24'	Albert M. Harding Kennebunkport, Maine
87.	Eagle		McKie Roth, Jr. 1969	22'	Philip & Joan Groetzinger Wiscasset, Maine
88.	Apogee	C	Bruno & Stillman 1969	30'	Dr. A. Marshall Smith Somerset, N. J.
89.	Avoir		McKie Roth, Jr. 1970	22'	Julia & Bertha Chittenden Edgartown, Mass.
90.	Salatia	D	Jarvis Newman 1969	25'	Mrs. George B. Lauriat Southwest Harbor, Me.
91.	Phoenix	D	Bruno & Stillman 1970	30'	Alfred E. Beck Exeter, N. H.
92.	Victory		James S. Rockefeller 1970	25'	Dr. A. Carl Maier Waite Hill Village, Ohio
93.	Anna R.		Kenneth Rich 1970	25'	Kenneth Rich New London, N. H.
94.	Diana	D	Jarvis Newman & James Rockefeller 1970	25'	Ebenezar Gay Hingham, Mass.
95.	Westwind	A	Morse	40'	Frank & Marcelle Savoy Beverly, Mass.
96.	Voyager II	B	Lash Bros.	32'	Bernard MacKenzie Scituate, Mass.
97.	Gay Gamble				Francis P. Hardy Nashua, N. H.
98.	Down East	D	Bruno & Stillman 1970	30'	Edward Dodd St. Clair, Mich.
99.	Buccaneer	A	Wilbur Morse 1890	27'	Eugene Tirocchi Johnston, R. I.
100.	Morning Star		Backman's Boatyard 1970	26'	Philip Whitehouse Rockport, Me.
101.	Sea-Fever	D	Bruno & Stillman 1970	30'	Richard Flinchbaugh Eliot, Maine
102.	Agustus		Tim Bliss	37'	Tim Bliss Coconut Grove, Fla.
103.	Solaster	D	Jarvis Newman 1970	25'	Dr. Curtis Ruff Butler, Pa.

FRIENDSHIP SLOOPS
PETERSON COASTER SLOOPS
LOBSTERBOAT CRUISERS
CUSTOM POWERBOATS AND
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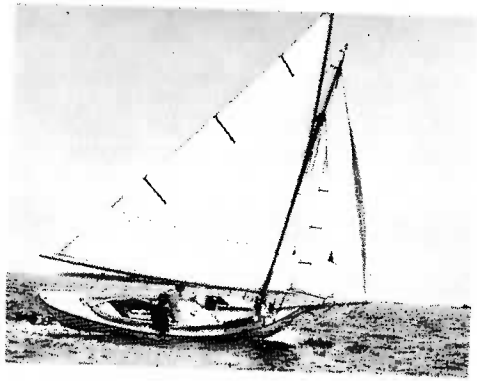


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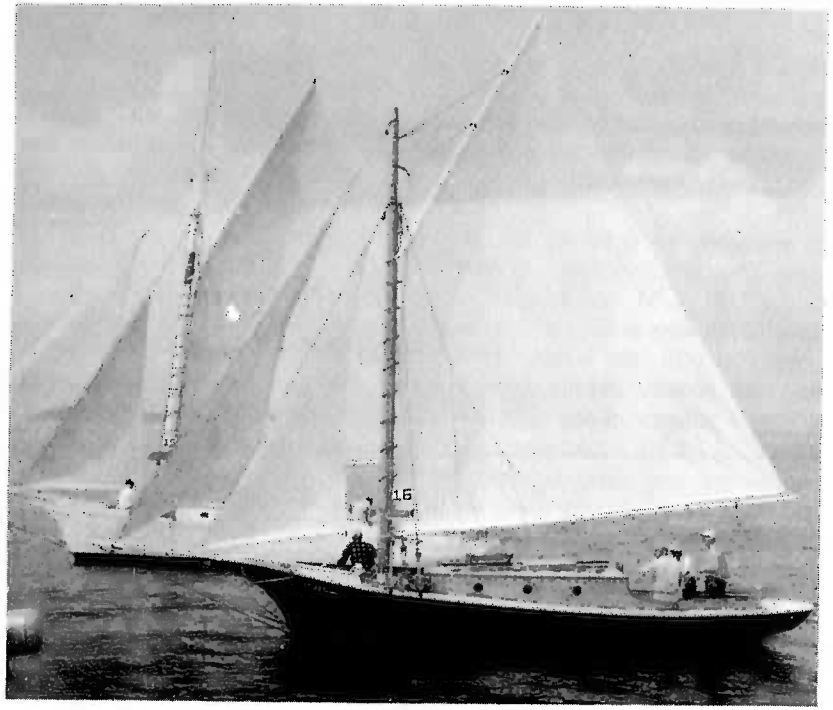
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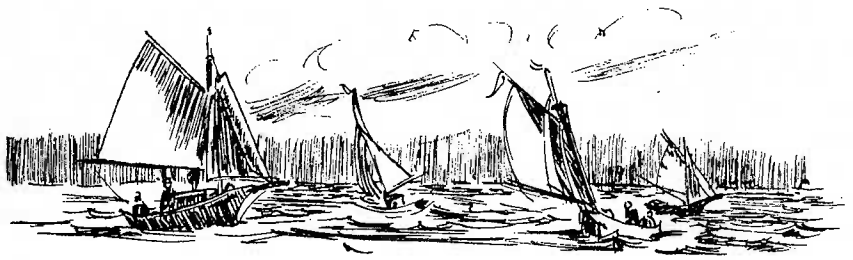
List of Sloops - 104 thru 123

104.	Cockle	C	Elmer Collemer 1950	28'	Widgery Thomas, Jr. Portland, Maine
105.	Victory Chimes	D	Bruno & Stillman 1969	30'	Roger Merriman Center Harbor, N. H.
106.	Hold Tight	D	Jarvis Newman 1970	25'	John Cassidy Bangor, Maine
107.	Magi	D	Passamaquoddy 1970	22'	Bill Johnston Southwest Harbor, Me.
108.	Loon	A	Wilbur Morse 1905	35'	Hugh & Ruth Jacobs Darien, Conn.
109.	Petrel		G. Cooper 1933	31'	Earl White Spencerport, N.Y.
110.	Amistad		Robert White 1971	25'	Robert White League City, Texas
111.	Amos Swan	A	W. A. Morse 1910	26'	Joseph Barth & Barth, Aitken, Snyder Alna, Maine
112.	Secret		Phil Nichols 1971	27'	Philip Nichols Round Pond, Maine
113.	Yankee Pride	D	Bruno & Stillman 1971	30'	William Hitchcock Huntington, N.Y.
114.	Solaster	D	Bruno & Stillman 1971	30'	Mrs. John Chadwick Peter Chadwick Old Lyme, Conn.
115.	Kittiwake	D	Bruno & Stillman 1971	30'	George D. Jackson Quincy, Mass.
116.	Tinqua	D	Bruno & Stillman 1971	30'	Warren A. Locke Milton, Mass.
117.	Leading Light	D	Bruno & Stillman 1971	30'	George Shaw Durham, N. H.
118.	Wenona H.	D	Bruno & Stillman 1971	30'	Richard Sonderegger Marquette, Mich.
119.	Valhalla	D	Bruno & Stillman 1971	30'	Paul D. Wolfe Pittsburgh, Pa.
120.	Reserved		- - - - - -		- - - - - -
121.	Island Trader		Elmer Collemer 1960	27'	Robert Mosher San Diego, Calif.
122.	Ray of Hope		Francis Nash & Ed Coffin, 1971	25'	Ed Coffin Owls Head, Maine
123.	Maria		Charles Burnham	23'	Charkes Burnham South Essex, Mass.

NON-MEMBERS

Name	Built By	Present Owner
Amity	W. S. Carter	Benjamin Poltkin, Norwalk, Conn.
Aurara		Richard Steele, Rockport, Me.
Carolyn	Simms', Scituate	A. J. Rousseay, Warwick, R. I.
Dottie G.	Wilbur Morse	Joseph Plumb, Rochester, Mass.
Duchess		H. Reese Mitchell, Houghton, Mich.
El Yanqui		Gene Peltier, Wilmington, Calif.
Estelle A	McLain	Mystic Seaport, Mystic, Conn
Jessie May	Wilbur Morse	Stanley Gratt, Chicago, Ill.
Nor Easter		Robert Synnestvedt, Jenkintown, Pa.
Princess	Wilbur Morse	Joe Richards, Key Biscayne, Fla.
Red Wing	W. S. Carter	Marjorie DeBold, Middletown, Conn.
Southern Cross	C. Morse	Warren Huguley, Fair Haven, N. J.
Squirrel	Charles Morse	Philip M. Woodell, York, Me.
Surprise	Gannett	
Volunteer		Brian Neri, Buffalo, N. Y.
Wild Wind	K. Rider	Robert Standen, Manhattan Beach, Calif.





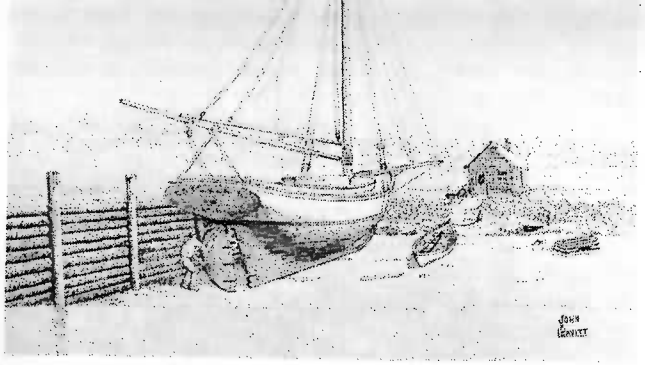
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Good and Simple

Mystic Seaport's ESTELLA A.

Written by Maynard Bray,
Shipyard Supervisor, Mystic Seaport

Illustrated by John F. Leavitt,
Associate Curator, Mystic Seaport

To be rebuilt at age 66 is what we all might wish for and Mrs. Estella Ames Ripley of Matinicus is no exception. She expressed such a thought when writing to me about her namesake, ESTELLA A., Mystic Seaport's sloop boat which was completely restored last winter. And, indeed, one would have cause to feel just great after undergoing an equivalent transformation.

Little of the original material remains, but great care was taken to duplicate each piece fashioned by Rob McLain when he built her in 1904 on Bremen Long Island. Restoration was carried out by the Newbert and Wallace yard in Thomaston and, as of this writing (April), we plan to sail her back to Mystic. (See January issue of *National Fisherman* and the book, *Enduring Friendships* for more information.)

There is much to be learned from the study of an old boat. Understanding is easier if we consider the conditions under which she was built.

It often happened that a lobsterman would not only built his own boat, including her sails, but also cut the trees from which she was made. In a modern sense his standard of living was low, and it was a case of do it yourself or go without. True, his purchasing power was minimal, but it was that very fact that made the man complete in himself and not just a buyer of industrially produced goods.

There was no power machinery on Bremen Long Island in 1904, and nearly all boatbuilding material was brought over from the mainland. It made sense then to standardize wherever possible on such things as fastenings and finished thicknesses of lumber. Think of it: Oak, pine, and iron were all a sloop boat hull consisted of and these materials were reduced to basic sizes. The stem, keel, and sternpost of ESTELLA A. all came from 5" stock, deck beams from 3", deck framing from 1½". Pine was used in but two thicknesses, 1-⅛" for planking and decking, and ⅞" for ceiling and bulkheads. Several sizes of nails were required but most of the iron rod used for drifts was 7/16" diameter, cut off to length with a hacksaw.

Some caulking cotton, putty, paint, and wire rope, a couple of coils of manila line, the ironwork for her rigging, and sail canvas would finish the job. From these basic materials a man *built* a boat, he didn't assemble one. "Store bought" items consisted only of the anchor, stove, and engine (if installed).

Simplicity as well as beauty is a much to be admired virtue of sloop boats. Because we are more affluent and live in the computer age, we

sometimes forget how basic and simple a good boat can be. Functional simplicity is very much in evidence in the following list of things we discovered about ESTELLA A., many of which are adaptable to similar boats being sailed or built today:

Mast step was simply a mortised slot in the keelson. It lasted well and did not require renewal.

The sheer aft was still cocked up as it should be in spite of the boat's age and condition. There is but one reason for this: The rudder trunk was well-fastened to either side of the sternpost and extended aft to the transom and up to the deck where both members were securely fastened to it. This feature is not common to all Friendship sloops and as a result their sterns have sagged.

Cement was poured into the bilge up to the top of the keelson. Some seem horrified at such a thought, but it has several distinct advantages:

1. Neither dirt nor fresh water can accumulate next to the garboard where they do the most harm.
2. Limber holes are no longer a concern since water runs to the pump on top of the cement.
3. Ice in the bilge can do less harm.
4. Chafe from inside ballast or cargo is reduced.
5. Stowage is made easier on the flat cement surface.
6. Some ballast benefit is gained, although the cement is only a small part of that required.

Wood which was under the cement was well-preserved having never been replaced. For the 1970 restoration, the keel, keelson, and floor timbers (natural crooks) were retained and the frames needed renewal only because of deterioration *above* the cement line.

Frames were 1½"x2¾" bent on the flat with the planking butted on them.

Sheer streaks were oak to resist chafing when alongside a wharf or another vessel and to better hold fastenings from the covering board and rail.

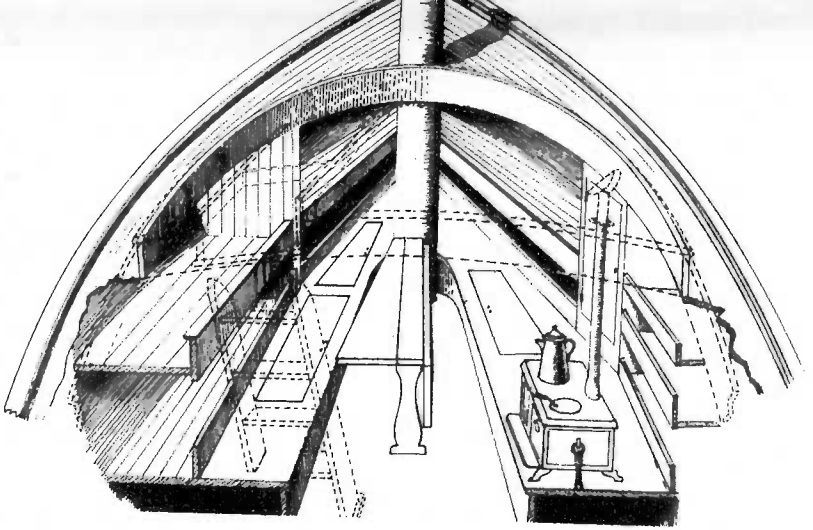
Hull ceiling was spiled (that is; tapered like the hull planking) with beaded lower edges and ran the full-length of the boat. An air space was left between it and the sheer clamp.

Decking was sprung in 2" strips parallel to the rail. Thus laid, it served as a bending form for the cabin side and coaming which ran inside it. Yacht design practice usually calls for these structures to set *on* the deck, but the old method is much easier to build, lasted reasonably well, and is still used on most lobster boats.

Deck seams were caulked with a caulking wheel and *not puttied*. This saves time in maintaining as well as building the deck since the caulking can be horsed down or more can be added at will. The Seaport's Jonesport lobster boat also has such a deck and it stays as tight as a drum. ESTELLA A's deck was painted white to reflect the heat and keep it from drying out.

Cabin top was made up of wide boards with tongue and grooved edges. It was painted white. Today people might say it couldn't work but it did; there was no rot in the roof beams and the planking was also in reasonably good condition. Seasoned wood is of course a necessity so the seams stay tight.

Rudderstock was wooden and ran up into the hull through a watertight trunk.



Rudder could be removed easily by grounding the boat, removing the tiller and the bottom board of the rudder trunk and unfastening the gudgeon. One could then lift the rudder off its heel bearing and walk aft with it. The wooden rudderstock would tip aft and slide down and out of the trunk as slick as could be! (See drawing)

Steering was by tiller, this being cheaper and more reliable than a wheel. It also represents another item which a man could build himself.

Deterioration was from two sources: Leaking decks and rusting iron. These boats were built to last about twenty-five years with constant use and minimum maintenance. Such an approach to boatbuilding may still have some merit in that a simple sloop boat of native materials fastened with iron nails and drifts should be very much cheaper to build and with good care will last as long as one man is able to use her.

Companionway was off center so the ladder didn't block access to the engine flywheel (a two-cylinder, 9 h.p. Knox was originally installed).

Accommodations were for three persons with nearly full headroom in the cabin. A comfortable place to sit, sleep and eat, a heating stove and a few lockers for food, clothes and dishes, were all that were usually found aboard any small vessel. Galleys, toilets, and chart tables were not on the "mandatory" list then. (See drawing)

Fo'c's'le was varnished throughout — much easier to apply and care for than paint.

Exterior color scheme was mostly white except for the gray platform and cabin sole, red copper bottom, and oil trim.

Oil finish, as near as can be determined, was used on the coamings, cabin sides and rails. We used a mixture of 3 quarts boiled linseed oil, 1 pint turpentine, and 1 pint *pine* tar. This eventually darkens to a silky black and is far superior to paint and is easier to care for than varnish.

Bits were on each quarter with a pair on the foredeck for the bowsprit to heel against. Quarter bits were needed on boats carrying freight because they loaded at wharves, but many lobstermen didn't care for them because they fouled the mainsheet. Sheet copper caps covered the end grain of each bit being fastened with brads arranged in the form of a five-pointed star.

Bowsprit was mortised on its underside and sat down over the trimmed off stemhead. A gammon iron was not used.

Turnbuckles were not used anywhere. Rigging terminated in spliced loops, deadeyes, or was turned around a thimble and spliced or seized back on itself.

Shrouds were in pairs but each pair was made up from one length of wire seized together at the masthead to form an eye.

Forestay terminated at the stem after passing through a fairlead hole in the bowsprit eliminating the need for an inboard band on the bowsprit.

Think twice before trying to improve today on the sloop boats grandfather was building and using as a way of life. Hundreds were being built at a time when pride in product was the competitive force. As Newell McLain (son of the builder, Rob McLain) puts it, "Each one of the island's dozen builders trying to outdo the other resulted in a pretty damn good boat." Surely some modern materials do justify certain changes, but many have not yet stood the test of time and each should be adopted with caution. We face essentially the same conditions — the sea and the wind — and basic materials have not changed, and neither have the principles of beauty.

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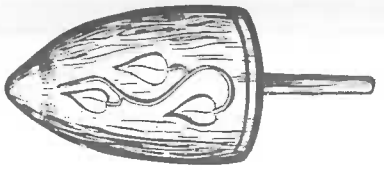
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The New Gavel



When Bill Pendleton took office as president of the Society last November 21 at Portsmouth, retiring President George Morrill shook hands and wished him well. Then there was an exchange of persiflage, and George had a chance to say something but didn't. It had to do with the gavel.

If you recall, Bill remarked that the Friendship Sloop Society should have a gavel made from a lobster-pot buoy, unique among gavels. What George should have said is that the society already has its personal gavel, which is as unique as anybody needs. Possibly modesty restrained him, or perhaps at the moment the words merely didn't flow. Anyway, when the Sazerac was restored, Pebbles Rockefeller, who did the restoring, salvaged a piece of Wilbur Morse's original keel, and turned a gavel from the wood. This is the official Society gavel, and is the one Secretary Betty Friendship always brings to the meetings. It was the one, in fact, which President Pendleton was holding in his hand when he suggested a pot-buoy replacement.

Evidently everybody except Bill Pendleton and John Gould knew this, and if George had spoken up to set the record straight, the Society would not now have its secondary gavel, made of a pot buoy.

Gould went home and set to work. Using a derelict pot buoy picked up on the beach at Harbor Island some five years ago, he applied paint remover to take off the 42-odd coats of cumulative color, and got the buoy down to the clear-grained cedar of its beginnings. Then, acting on his philosophy that who you knew is better than what you know, he turned to Big Industry for the rest.

His Bowdoin classmate, Emerson M. Bullard of Cumberland, Rhode Island, is a retired vice president of Coats & Clark, the spool thread people whose present industrial complex encompasses about anything. Amongst their holdings is the Stowell-MacGregor turning mill at Dixfield, Maine, where originally Coats & Clark made their spools. Today, they make several hundred turned items. Mr. Bullard, although retired, kept himself on as Division Superintendent of the Dixfield operation so he could find an excuse to come up to Maine now and then to see John. Very convenient. John gave the pot buoy to Emerson, and Emerson gave it to his production manager at Dixfield.

The result was a professionally bored hole for the handle, precisely positioned for balance, and done on a sophisticated machine that Coats & Clark is rather proud of. The handle, supplied by Stowell-MacGregor, is a standard policeman's nightstick, or billy club, which Stowell-MacGregor makes in quantity for municipal constabularies across the nation.

Then Gould got Betty to outline the Society emblem of twining ivy on the front of the buoy, or gavel, and with his Millers Falls tools he carved it. A little gold in the ivy design, and a coat of Zar over all completed the labor.

After this was all done, George told John that the Society already has a good gavel. So now the Society has two good gavels.

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Friendship School District 5

excerpts from 19th Century School Records

April 8, 1843

These are to notify and warn the male inhabitants of District 5 to meet at Studley's School House in Said District on April 8, 1843 to vote on the following articles. —

April 8, 1843

Voted that the money should be schooled out by a Mistress and that it should commence the middle of May and continue two months and then have a vacation one month and then commence and continue till the money should be expended.

April 3, 1844

Voted to set up the cleansing of the school house to the lowest bidder. Moses Studley bid it off at 25c.

Nov. 20, 1845

Voted to hold winter school

Voted that the district should provide 1½ ft. of wood per pupil before commencement of school

Nov. 20, 1846

Voted school shall commence middle of Dec.

Voted that each head of family shall furnish wood while boarding teacher.

Voted to engage a woman to teach school



April 5, 1847

Voted that no children shall come in this district without paying

April 5, 1855

Voted to have school begin Oct. 1 kept by a master and school the money out.

April 9, 1886

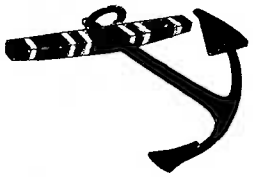
Washing School House	$ .64
6 weeks school in summer taught by Olivia Hoffses at $3.25	19.50
Shingling roof	
Shingles	$ 6.50
Nails	.50

April 1, 1971

Friendship's portion of Medomak Valley School District No. 40	$135,155.00

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The Maine Way

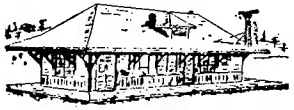


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contest . . . contest . . . contest

As you've no doubt heard, Maine had a real severe winter. Places like Port Clyde and Pleasant Point that never freeze over this year for a short time did not have a drop of open water exposed. While people on the shore were worrying about wharves collapsing, boats leaking, ice floe moving anything in its path, and falling through the ice while walking to check boats — what were the highlanders doing up on the ridge? The following limericks are the pastime of the illustrious John Gould as he whiled away his snow buried hours. Now — don't laugh — its not an easy thing to do to write a limerick. Get yourself a pencil and piece of paper and see how far you get in a couple of hours.

Anyway, John came up with these limericks using the names of Maine towns, but here is an offer for *YOU:* — write a limerick using the word Friendship, put it in an envelope and mail it to John Gould, Lisbon Falls, Maine. Why? Because he has a committee that is going to pick the best limerick using "Friendship," and not only will it be published in our 1972 program, but the writer will get a prize as well. — Sure, why not start now while you're drifting around "C" buoy waiting for a breeze. The deadline for entries will be March 1, 1972.

We herewith submit John Gould's offerings as a guideline:

PERU

The postmaster up in Peru
Decided to paint his canoe;
To no one's surprise,
The colors comprise
Part red, part white, and part blue.

LAMOINE

A numismatician, O'Floyne,
Keeps the local motel at Lamoine
His guests all relate
That his service is great —
So he takes in considerable coin.

continued

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REDDINGTON

A Reddington guide named MacDuff,
With nine campers, packed all their stuff;
But after a mile,
He said, with a smile,
"I really think eight is enough."

VEAZIE

A barber named Jones up in Veazie,
With "hippies" is not at all queasy;
His clippers, he grins,
As he tackles their chins,
Will run on both AC and DC.

RANGELEY

The citizens living in Rangeley
Regard their fellowships strangely;
They're eager to shine
At the Elks and the Shrine,
But they've never been very Grangely.

CATHANCE

A smelt shanty on the Cathance
Is almost the size of a manse.
If you go there at all,
You should phone in the fall —
It's pretty well booked in advance.

ROCKWOOD

A dramatic actor in Rockwood
Has a wonderful buskin and sock mood,
But he hasn't, thus far,
Become much of a star —
You see, the fellow don't talk good.

BETHEL

With a terrible lisp, this girl Ethel
Almost married a sailor from Bethel.
But they never were wed
Because, as she said,
The cuth thailed away on hith vethel.

PRESQUE ISLE

A gentleman up in Presque Isle
Has a dog he has taught how to smile:
The grin is quite pleasant,
And almost incessant —
He has to stop once in a while.

MANAN

A lobsterman down at Manan
Has pots that are made of rattan:
He catches a few
And loses a few,
But is doing the best that he can.

HOPE

A pharmacist over in Hope
Is compounding a multiple dope —
It cures any croup
And flavors a soup,
But it's almost no good as a soap.

LUBEC

A lady 'way down in Lubec
Has reversible joints in her neck;
Never quite knowing
If she's coming or going,
The lady is largely a wreck.

DETROIT

A farmer up back of Detroit,
Has made a rectangular quoit;
He pitches it neat
Over three hundred feet —
A truly amazing exploit.

FORT KENT

A schoolteacher up in Fort Kent
Always sleeps out of doors in a tent;
She says that she freezes
In wintertime breezes,
But during July is content.

SURRY

A minister over at Surry
Was never in much of a hurry
But some boys, out of malice,
Put bees in his chalice,
And then he was somewhat a-flurry.

GREENE

Domestic science, at Greene,
Is taught by a teaching machine.
With some perturbation
They got the wrong station,
And their cookies were rather obscene.

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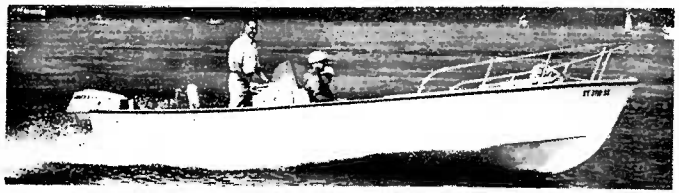
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Ice

". . . we don't have winters like we used to."



How many times have we heard those words? Probably they will be said a good many more times too, and in future generations they will be in reference to the winter of '70 and '71.

Friendship, with its peninsular position is usually spared the extreme rigors and vicissitudes of the wintery season. More often than not, Boston has more snow than Friendship, and even contiguous Waldoboro is consistently the recipient of considerably more "ice" (cold weather) than we. Don't get us wrong . . . we're not complaining! We have no hills for skiing — no resorts that cater to winter sports, and have no need of more snow than an occasional dusting to make things look pretty. So — this winter just past was received with no great approbations by Friendshippers, because every storm of the winter seemed to dump more snow on us than anyone else!

Storm after storm directed its full fury at us instead of heading out to sea as per usual custom, until we were nearly buried. We shovelled and pushed and plowed until we were thoroughly sick of it, and then started over again — and again — and again. Then to make an unbearable situation intolerable, the mercury dropped out of sight for what seemed like forever. Actually it only stayed below zero for a couple of weeks, but on many many nights most of our "official" thermometers registered lower than 20 below zero — Definitely "too cold for fishin'."

Such extreme cold soon "buttoned up" our harbor, and we were all walking to our boats to check them out, shovel the snow off them and bail bucket full after bucket full of icy water from their bilges. When ice freezes to the cotton caulking in a boat it is quite apt to pull some of it out when the boat or the ice moves. Consequently many of our boats were leaking this winter, and some of them needed frequent inspection. The wharves and floats were in daily need of attention. Long forgotten ice saws were brought into use. Ice chisels, axes, and even chain saws were used daily. Even ice tongs were in evidence as some of the fishermen cut the ice from around their boats or wharves or floats, and then lifted the ice cakes out to make room for more tomorrow.

There were three boats tied up to one wharf that must have had a ton of ice piled around them, when finally the back of winter was broken, and the ice went sailing down the bay on the ebb tide, aided by an easterly wind, on the 7th of Feb. For 28 days we hadn't seen any water in Friendship Harbor except for the narrow ribbon made through the ice by the passage of the steel hulled "SEA SMOKE" as she plied her way back and forth to the lobster pound on Morse's Island. Without the SEA SMOKE

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to break and pound and wash, we might even now have ice in our Harbor. She worked long hours for many weeks to free us of the dreaded ice.

Many of our perennial Summercators made a trip to Friendship just to see the harbor frozen over, and one adventuresome couple even walked out to Ram Island — "just to say we'd done it." Yes — it was quite a winter so don't be surprised if you see an ice cake or two floating around in Muscongus Bay.

Friendship Harbor wasn't the only place with ice troubles — oh no — all up and down the coast, harbors and bays froze over that seldom if ever froze before, and all the old-timers were recalling how things were when they were boys.

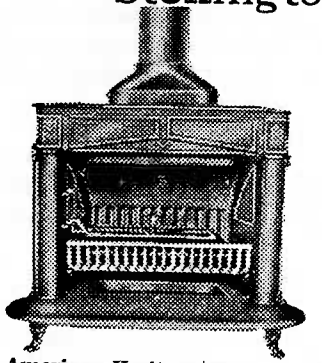
All the seldom told and nearly forgotten stories of winters past were dusted off and told over and over: — Stories about racing horses on the ice in Friendship Harbor, and hauling the steamboat cargo in from Harbor Island (five miles or more) with a team of horses, because the ice halted the steamboats there. Stories of moving island buildings to the "main" over the ice, and of walking ashore from Allen Island — or of walking from the Friendship Long Island lobster pound to the village on a "one night freeze." There are even eyewitness accounts of ice reaching out all the way to Monhegan, but it's just possible *some* of these stories have been stretched a wee mite in the re-telling. Anyway, the telling and the listening gave us all something to do to pass the time while we huddled around our stoves.

The Coast Guard wasn't exactly idle all winter. Boats, harbors, and rivers were in constant trouble all season, and urgent calls were received at the Rockland Base daily. Fuel supplies ran short on the islands and had to be replenished, and the Penobscot River had to be kept open for the tankers to make deliveries. The Boothbay Base was alerted to save a half dozen boats at Moxie Cove in Muscongus Bay when a huge ice floe threatened to push them all onto the rocks. Port Clyde and Friendship called for help because of ice. And ice and cold weather and snow weren't the whole of it either!

The wind was a big factor in making this a winter long to be remembered. Wind was not a great threat as long as our harbor was frozen over and the boats were solidly locked in, but almost as soon as we were free of the ice, it seemed as if the wind blew constantly for the next two months. — No hurricanes or tornados — just a persistent, almost daily high wind that ranged up to gale force occasionally and kept everyone on edge, worrying about how well his mooring line would hold. When the wind would let up for a few hours it seemed as if it were only to rest up and come back at us from another direction; on several occasions the wind would be clocked at well over 30 knots from the east in the morning, and by afternoon it would be just as forceful from the southwest.

The weather bureau has kept records for ninety years and this last winter has broken all for ice and snow.

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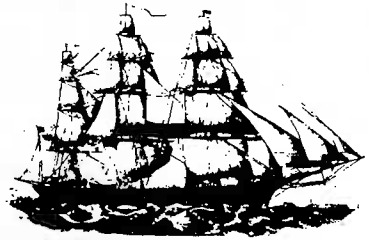
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Noah of Cuttywinkle Isle

By Bud Sawyer

"Hey, Lawd . . . turn it off!" . . . Noah turned his weatherbeaten face to leeward, and spat at his old lobster shack spittin' shingle. He could get away with this, because old Noah lived alone, as he had most of his seventy-odd years, in this grey landmark on the easterly end of Cuttywinkle Island on Muscongus Bay. "You tryin' to tell me sumthin' Lord?" He squinted up, and to the west, and was rewarded with a plop in his eye. He removed the offending matter with a flourish and a red handkerchief. "How, Lord, that warn't funny atall. I know it ain't fit weather for man nor beast, but nawthin' stops them damn gulls. What's that you say, Lord? You want me to build a what? . . . Thirty more days, eh? Now we've already had better'n a week of this stuff. That's an awful lot o' watah . . . well if'n you say so . . ." So, on this 10th day of rain, Noah of Cuttywinkle Isle started building his ark.

"Lord? I'm havin' some trouble . . . makin' that vessel for you. Fust, I tried weldin' up some old aluminum sidin' I had out behind the shed . . . but the rain kept puttin' out my torch. I give up on that . . . and started messin' around with fiberglass . . . I made me a form out of a pile o' lobster traps, laid the cloth up over 'em, then I started puttin' the resin to her . . . but you kept the rain a comin' and it diluted all the hahdener . . . now all's I got is a pile o' ruined traps. What's that . . . ? Use wood? Lord . . . where you been? They're even makin' Friendship sloops out of plastic, now! . . . Besides . . . I ain't got enough lumber to build nawthin' big enough for all that livestock you keep tellin' about . . ."

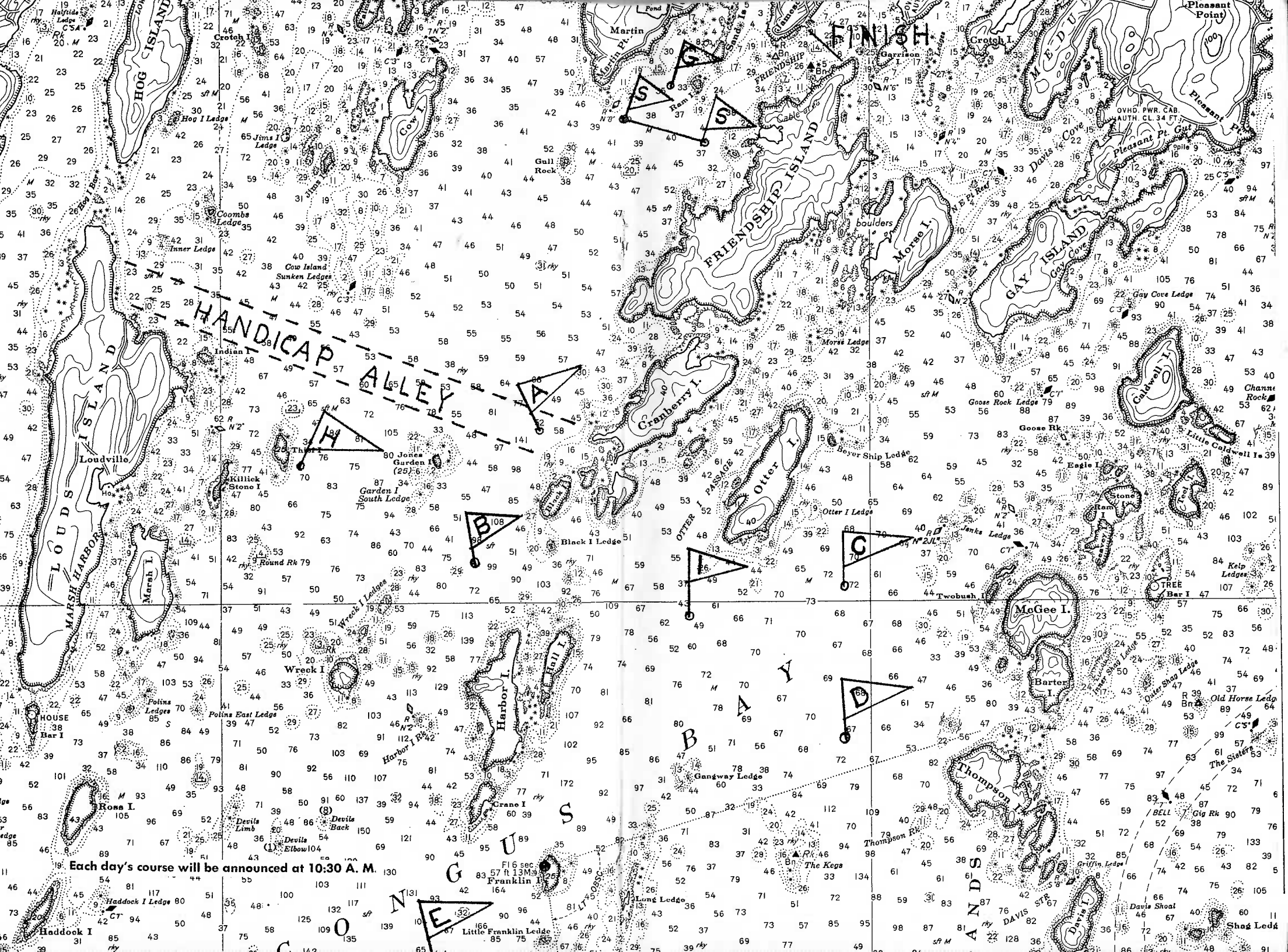
But the Lord instructed Noah in a quiet voice, and Noah went down to the shore of Cuttywinkle Island in Muscongus Bay, and did as he had been bidden . . . for the Lord, in His wisdom, had provided.

"By God, God, you're right! Ain't I a dummy! All that I needed was right heah all along."

And Noah fashioned an ark out of all the old pilings that had drifted ashore . . . and he built pens for the animals from all the two by fours and four by sixes that came from only heaven knows where . . . and where the ark leaked, between the pilings, he chunked it up with seaweed saturated in oil, and into the smaller openings, he flung gobs of effluent, which he also found in abundance on the shores of Cuttywinkle Island. Noah worked with extreme industry, and used up all of the pilings, and all of the other navigational hazards, and all of the oil-soaked seaweed, and all of the Bay's effluents. He even fashioned a charlie noble out of surplus beer cans, and he used all the broken glass to create a stained-glass porthole.

So, in one frenzied burst of activity, Noah, and the Lord built an ark, cleaned up the bay, and saved the environment for another day and another generation.

And Noah loaded his ark, headed out past Cranberry Island, and muttered quietly, "The Lord works in strange ways his wondahs to p'fawm."



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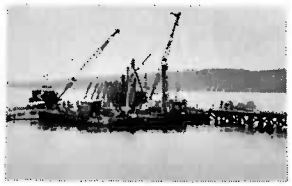
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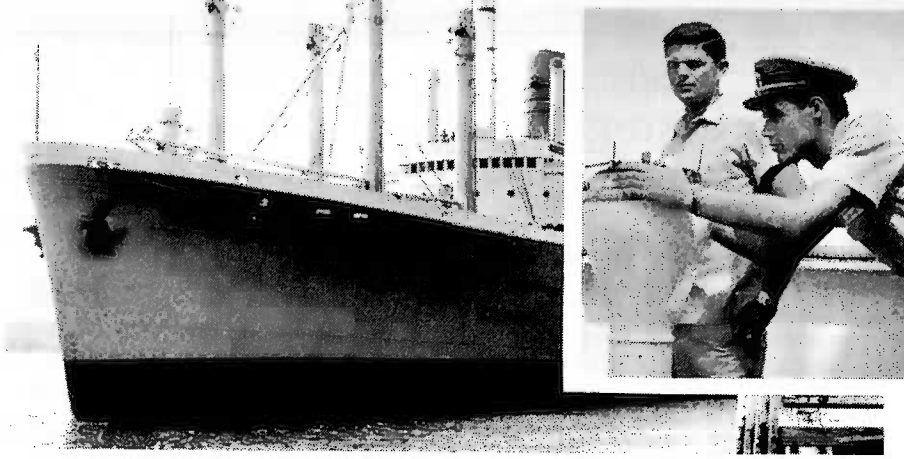


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Academy midshipmen, after a rigorous four-year program, earn bachelor of science degrees, third officer licenses in the merchant marine, and where qualified, commissions in the U. S. Naval Reserve or U. S. Coast Guard Reserve.

New facilities at Castine, nearing completion, combined with a 10,000 ton "floating laboratory" and the only nuclear propulsion center in northern New England, provide unmatched tools for the study of applied marine engineering and nautical science.

Founded in 1941, the Academy today has an enrollment of 550 men, and is the second largest of the nation's five state marime academies.

Forced to mark time for many years, for lack of sufficient funding, the Academy is now in its third year of an ambitious development program, designed to complete a modern academic, residential and technical complex for an enrollment of 600 students.

The Academy is headed by Rear Adm. Edward A. Rodgers, MMA, Superintendent. A graduate of the U. S. Naval Academy in 1940, Admiral Rodgers earned his master's degree at Massachusetts Institute of Technology, and had a distinguished record at sea and in naval aviation before launching a second career in educational administration in 1964. He is a former professor of naval science and commanding officer of the NROTC at Harvard University.

A faculty of 50 officers, drawn from the merchant marine, Navy, and the academic world provides a unique blend of instruction.

The midshipmen major in Nautical Science of Marine Engineering, but they complete minors in such fields as Oceanography, Naval Architecture, Natural Science, Social Science and the Humanities. Academy midshipmen spend many hours in the classroom, of course, but in no other college is there such an emphasis on bare-knuckles, do-it-yourself practical training. Maine men learn what makes a steamship run not only by studying blueprints and engineering manuals, but by crawling down into the bilges and taking machinery apart; they learn navigation by standing on a rolling deck with sextant in hand, and they learn about corrosion by chipping and scraping and painting the hull of a steamship.

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The 10,000-ton training vessel State Of Maine occupies a key role in the Academy program. She is used for annual training cruises to foreign and domestic ports, and as a "floating laboratory" during non-cruise months. Acquired in 1962, she is the former Ancon of the Panama Line.

Students stand all watches on the State Of Maine under supervision of experienced officer-instructors. They soon learn the "four on, eight off" routine of a typical merchant ship, and take on increased responsibilities as they progress up the ladder of their profession.

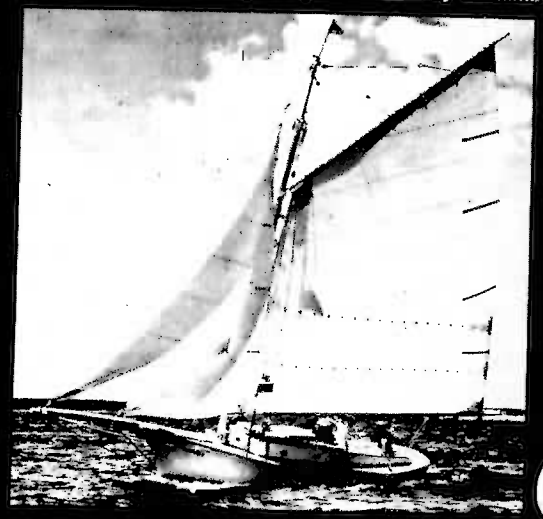
The success of the Maine Academy program is evidenced by the heavy demand for Maine men by the nation's top shipping companies.

Maine Maritime Academy is operated by the State of Maine with assistance from the U. S. Government. The federal contribution is made up of an annual grant of $75,000, the loan of the training ship, the maintenance and repairs of the vessel, and a student allowance of $600 each to provide for uniforms, textbooks and subsistence. The State supplies operating funds and money for capital improvements.

It is obvious that the future of the American marine will be shaped by the young men now in training for positions of leadership. Given the proper tools, Maine Maritime Academy is confident its graduates will discharge their responsibilities with skill and imagination.

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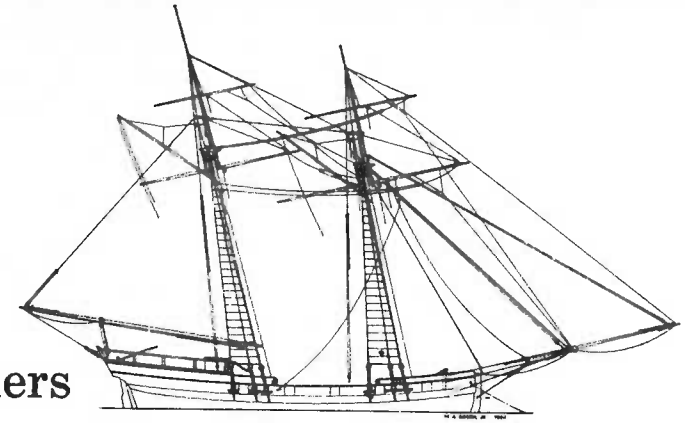
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Windjammers

Irving Nevells

"Windjammers": A magic word that brings a faraway gleam into many an eye in tall office buildings, stores, shops or maybe a mid-west farmhouse. It brings to memory quiet evenings anchored in a secluded harbor, a guitar strumming on deck while the moon makes a shining pathway on the water from across the bay; or a lobster bake on the beach of a lovely coastal island.

By definition, a windjammer is any craft that depends on wind and sails to go from here to there, but to the residents of the Penobscot Bay area it refers only to the trim unique fleet of two-masted schooners that sail out of Camden Harbor every Monday morning from June through September laden with tourists starting a happy vacation week cruising the coastal waters.

There are six vessels in the fleet. Five are built on the New England coaster model with clipper bow and broad beam. The sixth is a converted Gloucester Fisherman with spoon bow and narrow beam. Three were built as cargo carriers in the era of sail. The venerable, Stephen Taber, is one hundred years old this year and is still sound as a nut. She has been in the vacation cruise business a long time and at one time or another has been owned by three of the captains now owning newer schooners. The Mattie, built around the turn of the century is one of the Captain Frank Swift fleet. Swift is the daddy of the vacation cruises out of Camden. The Merchantile, built in 1915 is another Swift vessel. When the captain retired in 1961 he sold the two schooners and the business, "Windjammer Cruises," to Captain Jim Nisbet, who built a smaller schooner for the cruise business, the forty-five foot Mistress. She is a coaster model with clipper bow, high white rail all around and tall topmast with topsail. She is the only one of the Camden fleet with inboard diesel power. The smallest of the six, she carries six passengers and a crew of two. The other craft built strictly for vacation cruises is the Mary Day. Built in the mid-sixties by Harvey Gamage in South Bristol, she was designed by owner, Captain Havilah (Bud) Hawkins, based on his years of experience sailing cruise schooners. The Gloucester Fisherman, Adventure, is the largest and fastest of the six. She is said to have been high liner out of Gloucester for many years before being converted to a cruise schooner.

Monday morning sailings attract quite a crowd to the Public Landing of both local people and summer visitors to watch the passengers go aboard with their luggage. After all are accounted for and last minute supplies put aboard, the lines are cast off and the husky little yawl boats take over, nudging the big schooners away from the wharf, through the congested inner harbor with its yachts and lobster boats and out into the outer harbor where the sails are hoisted and the cruise really begins. They sail back Saturday morning and dock after lunch and unless a guest is a chronic complainer, he or she has spent a glorious week to be recalled throughout the winter. Many people enjoy the cruises so much that they return year after year. They come from all over including many foreign countries and from all walks of life: retired couples, middle-aged couples spending a week of their vacation, younger people in search of romance and adventure and others with the love of the sea who cannot afford their own yacht or live too far inland to make boat ownership practicable.

Two more young Camden skippers will make their bow this June in vessels that were outfitted for the cruises in the summer of 1970. Skip Hawkins will sail the Joseph W. Hawkins, built as the Marconi rigged topsail schooner yacht named the Jane Dore in the early twenties, in Government service during World War II, and then a scallop dragger out of New Bedford. With a new inboard engine, new spars, rigging and sails when she sailed into Camden Harbor late last fall many thought she was the handsomest schooner there.

Dale Alexander rebuilt an old Portland pilot boat last summer and also outfitted with a new set of spars, sails and rigging. He removed the large auxiliary engine to make more cabin space and to make the craft more in character with the older vessels. Renamed, Timberwind, she makes her bow in June. The two-masted schooner, Richard Robbins, is an overflow from Camden, sailing out of Rockland as there was no space available for her in Camden's inner harbor. She started her career as a Chesapeake Bay oyster boat and was rebuilt into a cruise craft by a syndicate that now operates her.

The Victory Chimes, also sailing out of Rockland is said to be the largest sailing vessel registered for the passenger business. She is a three-masted schooner with topsails and makes a beautiful picture with all sails set. The Camden Chamber of Commerce has designated Camden as "The Windjammer Capital of the World," and in number of craft engaged in the business and background, this seems to be true but sea minded people in southern New England are catching on. The two-masted topsail schooner, Shenandoah, made her bow in the mid-sixties, sailing from Vineyard Haven and another of the same rig built in South Bristol by Harvey Gamage, will make her bow in May 1971. Named Bill of Rights, owner Joe Davis will sail her out of Newport, R.I.

The cruise skippers are a combination of sailor and business man that marked the successful captain of a square rigger in the golden age of sail. They are all youthful with the exception of Captain Frederick B. Guild, who has been around a few more years. He started in the twenties with a yacht service shop and waterfront restaurant on the old Eastern S.S. wharf in Sargentville. Came the depression and this little business folded. Guild moved to Castine and tried his hand at day sailing parties in a Friendship Sloop. Then

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a Naval Reserve officer in World War II on the submarine patrol. His first successful cruise schooner was the Stephen Taber which he sold to Jim Sharp when he acquired the Victory Chimes which he has been sailing out of Rockland for some years. Last summer he purchased the wharf in the cove adjacent to the Ferry landing and docked the big three master there over the winter. He had formerly kept her in wet storage in Castine.

Captain Jim Sharp who sails the Adventure out of Camden, is a product of the Main Line section west of Philadelphia. His first venture was when he and a group of other young men acquired a yacht and sailed her to the Bahamas for charters. Coming North, he sailed the Stephen Taber for a year before purchasing Adventure from a syndicate that had sailed her for several years out of Rockland. Sharp now has his own wharf adjacent to the Public Landing in Camden where he also berths the Bowdoin, MacMillan's Arctic exploration vessel restored by Sharp, who now operates her as a museum, charging a small fee to go aboard and inspect the famous old schooner.

Les Bex who sails Mattie, Mercantile and Mistress, is a native of Illinois, another proof that one does not have to be a Mainer to sail a vacation cruise vessel. You just have to have the love of the sea in your heart. Bex had been on the week's cruise in one of the windjammers and when Captain Jim Nisbet offered them for sale, Les bought them and seems to be happy with his little fleet.

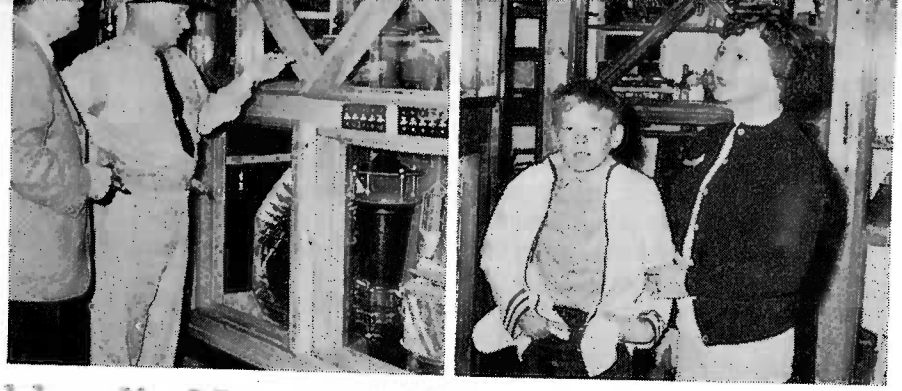
Captain Bud Hawkins' family had a summer cottage in Sedgwick and he spent much time around the waterfront there in his early years developing a great love of the sea. He designed and built some of the sweetest peapods while spending much of his time around Frank Day's boat yard across the river in Brooklin. He married Frank's daughter Mary and named his new schooner, Mary Day. Bud sailed two other cruise schooners before building the Mary: The Stephen Taber and the Alice Wentworth. He started out with the Taber then acquired the Wentworth and sailed them both for a couple of seasons, the Taber being under the command of Capt. Cy Cousins.

The ancient Stephen Taber, after passing through the hands of many different owners, has for the present come to rest with Captain Orvill Young of Lincolnville. Young has had shipyard and yachting experience plus some seasons before the mast on the other schooners. He berths the Taber outside of the Adventure at Sharp's wharf. Mrs. Young goes cook and two other hands make up the crew. She accommodates twenty-three passengers and seems to sail with a full complement every week.

Young Skip Hawkins, still in his twenties, grew up around the Camden waterfront and on his uncle's vessels. He has had enough experience sailing charter boats to get his master's ticket and will make his bow as a cruise skipper this June.

The other young Camden skipper, Dale Alexander, is a teacher during the school year and seems to have chosen a profitable and exciting way to spend his summer vacations.

These capable, enterprising young cruise captains and their vessels, old and new, are a part of the summer picture that we hope will go on and on for many years until the skippers mellow with age like their vessels.



Rockland's Unusual Coast Guard Exhibit

Visitors to Sloops Days are invited to one of the most unusual exhibits on the Maine Coast by CWO Kenneth N. Black, commanding officer at the Rockland Coast Guard Station on Tillson Avenue in the heart of the coastal city's fishing industry.

While tiny Friendship Museum in the old brick school with its mementos of sloops and builders of bygone days is a must for between-race visits, that of Skipper Black runs a historical gamut of the Coast Guard since it was the Lighthouse Service down through today.

The exhibit is probably one of the most informal devised — only one small room is totally dedicated to display cases — the rest fits in as part of the everyday life and duty of the station, from the entranceway marked outside by a large bell and light, to the working and recreation decks on the first floor Visitors meander among working Coast Guardsmen who take time out when possible to answer questions about the various marine memorabilia on walls, tables and floors.

Rescued from possible General Service Administration surplus sales, or gleaned from long forgotten storerooms are bells, whistles, buoys, sirens, lights, navigation and rescue gear which have been put back into "always ready" (Semper Paratus) by an enthused station crew.

Even the materials from which the display cases were manufactured by the men have historic significance — such as the great curved storm panel glass from Newburyport, Mass. Light of 1788; others from Rockland Breakwater's 1877 Light; White Head Island, Heron Neck and others. There is nothing static about the exhibit. Taking cues from modern museums and Walt Disney, Black's men have rigged "audio-visual" items to work on demand — including foghorns (toned down of course) and a siren that can wail.

On the walls an "evolution" of timers flash lights in correct sequence; on the floor a "faking box" holds *linen line* ready to be fired from an early "Lyle Gun" to deliver a breeches buoy to a wrecked ship; a more modern counterpart, rifle-like for shoulder firing, hangs on the wall. There's a Castle Rock Island fog signal from Boston Harbor; the Cuckolds brass-and-glass beacon from Boothbay Harbor — now replaced by an airways type beacon — and there's a tiny brass surfman's tag. There's a lifesaving service barometer pre-1915 recognized by the difference in the crossed oars and boathook symbol from today's.

A giant "fourth order" French lens of 1821 from Burnt Island Light off Boothbay; an ultra-modern sonobuoy made by VAST of Waldoboro; and a full-size practice torpedo are part of the display.

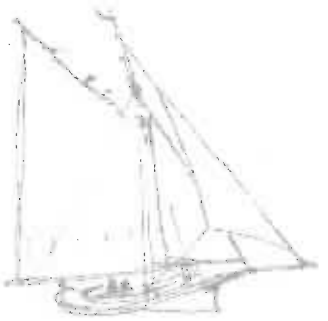
Each summer CWO Black loans at Maine Seafoods Festival time (first weekend in August) a bell striker to an ancient bell mounted down the harbor a piece in front of the Rockland Courier-Gazette. Other strikers of varying design are in the station.

Some large lights have become illuminated coffee tables in officer rooms; clicking apparatus changes burnt-out bulbs as they do on buoys at sea; small things like the embroidered "K" of a Keeper's Hat to the giant brass telescope from Hampton (N. H.) Beach lifeboat station line the shelves. Visitors touch buttons to make things run, flash or sound; explanatory cards describe the age, development and use of other items.

The Coast Guard has two "official" museums on the East Coast. They are at Portsmouth, Virginia, where a lightship pulled ashore is the center of a park-site; and the Academy Museum at New London, Conn.

For CWO Kenneth Black and the men at the Rockland station there hasn't been any service money involved; it's a labor of love. Things just come to the exhibit — such as a taffrail log from a grateful fisherman rescued from a buoy in Penobscot Bay; or some keepsake from a Coast Guard family as well as those treasures of surplus for which Black constantly searches.

And the Rockland Coast Guard Exhibit may not be a museum — but it's the next thing to it.



FRIENDSHIP RACES

A listing vessel with billowed sheets,
"Speed 'er up — there's others to beat."
Starboard tack has right-of-way,
Nearing the end — on the third day.

Handi-cap alley — to the right,
Tack until the marker's in sight.
"There she is! — Now take it slow,
Catch it the first time — or by we'll go."

We've got the buoy — our bait,
Turn about or it'll be too late.
"There goes one — there goes two,
We are third! What'd I tell you?"

Last leg marker's now been shown,
"This is it! We're headed home,
Starboard tack and turn about.
Hear our excited skipper shout.

The finish line's a coming, straight ahead
We'll beat 'em yet — if we be dead.
"Keep on going, till the gun goes pop,
No — wind — no! Please don't stop!"

Debbie Cunningham (Age 15)

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Rockland's Fisheries

Ray Gross

Even before the white man began tinkering with the ecology, that part of the shore of West Penobscot Bay known as Rockland Harbor was a fishing center. Indians called it Big Landing and came from great distances to harvest the many species found in its waters and along its shores. Today, fish landed and processed in Rockland is found on tables far beyond the wildest imagination of those first residents of the area.

The evolution of the fishing business is easily traced in Rockland as techniques and public demand for varieties of fish have ebbed and flowed. And each change has hinged on new technology to overcome the perishable character of fish.

A century ago, literally hundreds of small fishing boats operated out of Rockland and brought in daily catches to be salted or dried. Most brought in their catch every day because icing down fish was not common. Only the best table fish which were of considerable value were kept on ice.

Long lining or tub trawling was the way fish were caught in quantity and cod and haddock were prevalent. They were dried in the sun, salted in casks or smoked.

But the gasoline engine began to change all that. Early in the 20th century, the forerunner of today's draggers began to show up and larger quantitites of fish could be caught by a crew. Yet fresh fish still went out by rail on ice and the rest was salted and dried. Crockett's Point in Rockland, the industrial heart as well as fishing center of Rockland, was covered with drying racks or flakes until Clarence Birdseye developed a blast freezing process. Of course, in the meantime the development of the can had brought herring into popularity as sardines.

All through these years, Rockland, because it was a transportation center for mid-coast Maine, was rapidly becoming the Lobster Capital of the World. Only two of the scores of lobster firms which once did business here still operate out of Rockland because many have moved closer to cleaner water and clusters of fishermen. However, three sardine factories (Holmes Packing, North Lubec Canning and Port Clyde Packing Company) employ hundreds of women and produce thousands of cans of sardines each year.

Deep sea trawling for ocean perch, known locally as red fish, accounts for Rocklands being the largest fish port in Maine and one of the top six in New England. Trawlers up to 160 feet long travel as far as the Gulf of St. Lawrence in search of the bottom dwelling schools. F. J. O'Hara and Sons, a venerable name in the New England fishing industry, has the most modern fleet on the Atlantic Coast and processes tons of quick frozen fillets of ocean perch every year.

National Sea Products, Inc., a subsidiary of the mammoth Canadian fishery National Sea Products, Ltd., has the most modern processing plant in New England here. In addition to freezing fresh fish its vessels land, the firm produces breaded cooked portions from blocks of fish imported from Canada and abroad.

continued

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ROCKLAND - MAINE



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In Memoriam
JOLLY BUCCANEER
1909 - 1970

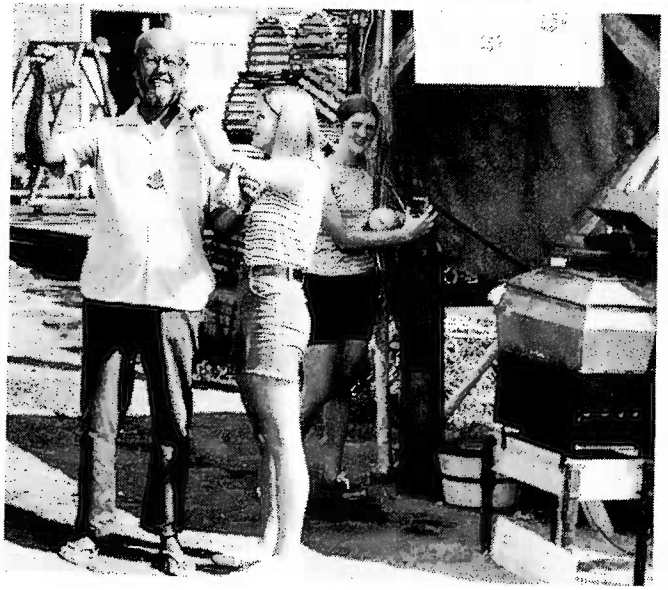
A rapidly growing industry is the processing of shrimp. A relatively young firm, Rockland Shrimp Corp., is growing into one of the giants in the cold water shrimp industry, marketing vast quantities of frozen shrimp in Europe.

Like the meat industry that brags about using everything but the pig's squeal, Rockland uses almost everything that is brought in from the sea. Trimmings from fish processing are turned into meal for chicken feed, into lobster bait, and even mosses from the bottom of the ocean are made into food stabilizers here. Marine Colloids is one of the world's leading manufacturers of that miraculous substance reduced from seaweeds that makes instant puddings "instant," toothpaste firm not watery, and even makes ice cream creamy and hundreds of other products.

Although Rockland Harbor no longer is choked with sailing craft, more fish is being landed here every year and as technology, marketing and American eating tastes change the nation's oldest industry continues to grow.







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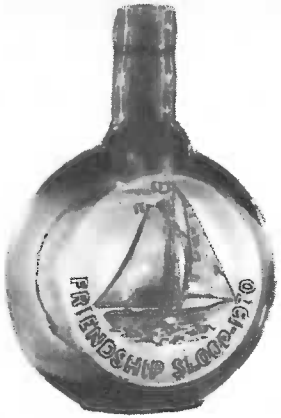
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ROCKLAND FRIENDSHIP



The Friendship Sloop Bottle

BOTTLES . . . Bottles . . . bottles — Big ones, little ones, tall ones, short ones, and all shapes and colors.

The bottle makers have issued many commemorative designs with presidents' profiles and historical events. Perhaps one of the prettiest has been made exclusively for the Corner Gift Shop, Thomaston, Maine. Only 500 of the beautiful blue bottles with a Friendship Sloop on it were made, and are available only from the aforementioned shop. Not only does the limited number of bottles bearing the Sloop make this a collector's item, but the company which produced them will also make its mark.

The Clevenger Company was formed by three brothers who had learned the trade of glass blowing as apprentices and from their father. Then in 1930 the brothers decided to build a tank in what was then their stable in the backyard. That was the beginning of the Clevenger Brothers Glass Works.

At the beginning Clevenger ware was blown freehand, and such items as sugar bowls, pitchers, vases, the lily pad design, milk bowls, etc., were made and sold at the factory. In the 1940s they added molds to their inventory.

Their furnace was fired with both coal and wood with frequent sparks flying five or six feet in the air out of the old tin stack. Every time the fire alarm sounded in the village people would know in their minds it was the Clevenger Glass Works. Not until November 1957 did the old stable succumb to fire. By January 1958 a new and larger place was built.

continued

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IFEMEY'S DINER
Home Cooking
Baking on Order
Thomaston, Maine

The Clevenger Brothers have all died, but today the name and quality work is carried on by a great group of "young men." The blowers are Vermont (Mott) Frie, aged 79 and James Ceroine in his 60s. The entire operation of blown glass depends on the skill of their hands and their breaths.

The blower, be he Jim or Mott, steps up to the glowing furnace door. Inside the molten glass is fiery red at about 2,100 degrees. The blower takes up his blow pipe (about 5 feet long), dips it in the furnace and the craft of making a bottle begins. Holding the pipe in his fingertips, the blower turns it slowly to start twisting on glass. He then spins the pipe rapidly to gather molten glass until his sensitive fingers tell him that the weight is right. Out comes the pipe, with the glass looking like brilliant orange butter. The blower rolls and shapes the blob on a cone for a moment, lifts the pipe to his mouth and puffs lightly to round out the glowing mass. Moving swiftly, the blower dips the glass blob into the mold. The mold is closed swiftly and the "green glass" man blows hard and quickly to spread the glass over the mold face. He stops suddenly, twists the pipe away and turns back to the furnace.

Seconds later, the mold is opened to show a beautifully shaped bottle, still glowing red on the sides and neck.

Working in the mold pit is William T. Wilson, 82 years old, who says that he cannot remember when he started in the glass factory.

Much of the finish work is in the hands of Orie Charlesworth, 78 years old. "I blew for over 50 years," Charlesworth tells visitors. "I retired in 1960 and went up to 200 pounds and nearly went nuts. I came back to work, now I'm 78 and useful.

After the Charlesworth touch, Wescott generally attaches handles to pitchers. He has worked 55 years in glass. Then the completed bit of ware goes to another veteran — Hester Tate, 80 years old, who puts bottles into the annealing oven where they are gradually cooled.

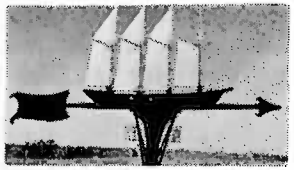
Another genuine old-timer is Archibald Brown, a healthy philosopher of 81. Brown mixes the batches and prepares the molten glass.

The workday at Clevengers begins at 6:30 a. m., and continues until 12 noon, with breaks for coffee. There is no overtime. Quitting time means 12 noon and no later. What isn't blown today will be blown tomorrow; when men reach 75 years of age they are entitled to a calm outlook.

Clevenger Brothers Glass Works allows visitors to watch the whole process, but if there are too many, or people get in their way, they are firmly informed that this is a place for blowing glass and the production of various items and please leave.

So the beautiful blue bottle bearing the Friendship Sloop on one side and the seal of Clevenger Glass Works on the other depicts two rare items, both showing quality with age.

WATCH FOR REED'S WEATHERVANE



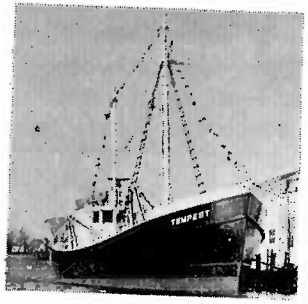
Fair or Foul Weather
All You Old Salts and
Landlubbers, Head For

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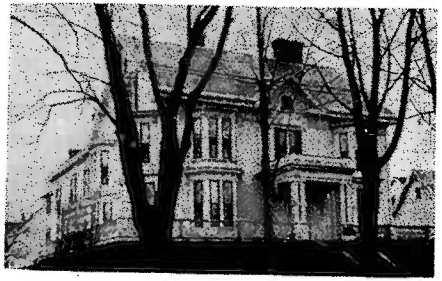
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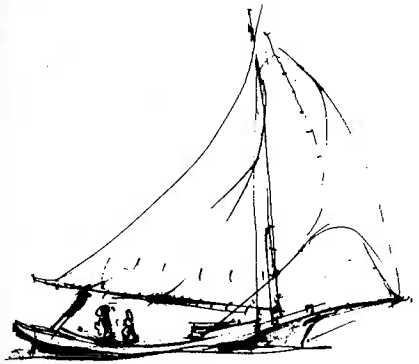
Francis W. Hatch

I have noted in your race program samples of poetry in praise of the sloop you honor. Maybe I can add something in this department. In Boston there is an outfit called the Tavern Club. John Gould has spoken there. The members, young and old, write and produce their own plays. One in recent years had to do with cruising downeast. There was a song in the show which delighted the members. It was a collaboration between Brad Trafford, a prominent Boston attorney, and George Homans, a Harvard Sociologist, who once write a delightful piece called "Sailing with Uncle Charlie." "Uncle Charlie" in this case was the late and distinguished Charles Francis Adams, a racing skipper who was prouder of his victories during Race Week at Marblehead than of the fact that he had been Secretary of the Navy.

I place the lyric herewith on the Friendship altar and with it convey the warmest greetings from Castine.

Introduction:

A cup defender
Is much too tender
O, Columbia, the Gem of the Ocean
Leaves me without emotion
And as for the Sceptre
I'm glad the limeys kept her
You can have the Nefertiti
I want something
much — more — Meaty.



Refrain:

I want a Friendship Sloop
Just an old Friendship Sloop
With a peak you can drop in a squall,
And a bowsprit full of jibs
Four inch planking in her ribs
And no engine to fuss with at all.

Just fill her bilge full of rock
Hard up the gaff chock-a-block
Set the mainsail to give her a shove
And as you head back to port
At your Mt. Desert resort
There'll be room in the cockpit for love.

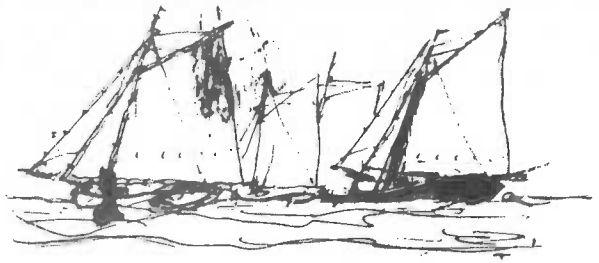
I want a Friendship Sloop
Just an old Friendship Sloop
Risin' slow to the swell of the sea
Though there's many a slip
Twixt an old salt and his ship
She has always behaved for me.

Ever since sailin' began
All a ship needs is a man
A man with a heart and a brain
But he hasn't hit his pinnacle
'Til he's bundled 'neath the binnacle
of a sloop from Friendship, Maine.



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A gallon of gas in tank

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Won't need refastening for another year

NEVER LAUNCHED
Several plank and some timbers broken when she fell off cradle

TOP CONDITION
Only leaks a little

MANY EXTRAS
Gas can, pair of pliers, screwdriver and paper cups

NEEDS SOME WORK
Will stay afloat overnight if *all* bilge pumps are working

NEWLY PAINTED
A gallon of enamel applied with a six-inch brush by my 8-year-old daughter

ENGINE RECENTLY OVERHAULED
New plugs and points last year

EXTENSIVE REPAIRS MADE LAST YEAR
Replaced the planks I stove in when I collided with that tanker

HAS BEEN USED COMMERCIALLY
Includes 2 tubs of last year's lobster bait in cuddy

FINISH IT YOURSELF!
Keel is laid, timbers, all in place and garboard is ready to be fastened

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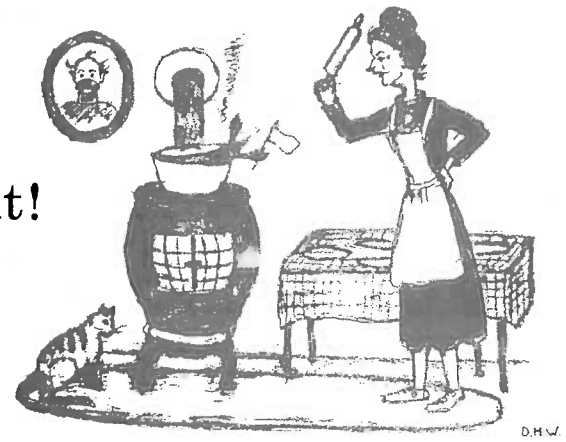
Building Materials

Dutch Boy Paints

FRIENDSHIP STREET — WALDOBORO, MAINE

Down East women are noted for being good cooks and their favorite "receets" travel far and wide. They are passed down through the generations from mother to daughter and from neighbor to neighbor and friend to friend. Friendshippers are no strangers to good "vittles" and Helen Simmons, wife of Carlton, our historian, photographer, and sometimes treasurer, thought we should pass along some of our favorite "receets" to you good people. Here are a few Helen has put together for your approval.

come and get it!



LOBSTER STEW

Fry lobster meat in plenty of real butter. Heat milk; put the two together and boil once. Add a little sugar and more butter if desired. Approximately one lobster and one quart of milk will serve two.

CLAM CHOWDER

25 clams
6 potatoes
1 onion
⅛ pound finely cut salt pork
2 teaspoons salt
⅛ teaspoon pepper
1 pint water and clam liquid
1 quart milk

Chop clams. Pan-fry pork in chowder kettle for five minutes, add onion (whole), and cook slowly until onion is yellow. Add potatoes (sliced), clams, (sliced), clam liquid and water, and seasoning. Cover and simmer 30 minutes. Add scalded milk and serve.

FISH CHOWDER

2 pounds fish (clear meat, fresh or frozen)
3 cups sliced potatoes
1/3 cup onion, cut fine
½ cup salt pork, fried out (use only the fat)
1 teaspoon salt
¼ teaspoon pepper
2 cups water

Cook onion in pork fat, add potatoes and water. Cook until potatoes

continued

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RESTAURANT OPEN 24 HOURS

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Proprietors: Mr. and Mrs. Percy Moody

are soft, add fish which has been steamed over boiling water for one-half hour. When done, add one cup milk and one-eighth cup butter.

DRY FISH CHOWDER

Same as above except use salt cod and be sure to soak it in fresh water at least three times to remove the salt.

FISH CAKES

1 cup fresh or cooked salted fish
2 cups cold or hot mashed potatoes
1 egg
Pepper

Make into balls or cakes and fry.

SCALLOPED CLAMS

1 pint clams
Bread crumbs
Butter

Chop clams, then add in layers in buttered dish. Clam water enough to cover. Bake one hour.

FISH CASSEROLE

Cook fish in water and lemon juice. Place three cups of fish in casserole. Add one teaspoon dried parsley, two tablespoons flour, one-half cup milk, salt and pepper and butter (cheese if desired), three tablespoons bread crumbs. Bake 25 minutes at 375 degrees.

JEEP SALAD

Cut up and add any amount of the following: Lettuce, carrots, cauliflower, celery, tomatoes, sweet peppers, radishes, boiled eggs, Swiss cheese, garlic, chopped ham, olives, cold potatoes, onion.

Serve with hot biscuits.

PIGS IN BLANKETS

Roll out biscuit (or Bisquick) dough about three-eighths inch thick. Cut and wrap around hot dog. Bake until dough is done, 10 to 12 minutes in hot oven.

IRISH MOSS

Put a piece of bleached moss about the size of an egg in one and one-half pints of milk. Boil, strain, and add sugar and vanilla to taste. Cool before eating.

PLAIN TAFFY VINEGAR CANDY

1 cup sugar
1 cup molasses
1 tablespoon vinegar
Butter (½ size of egg)
2 drops vanilla

Boil until brittle in water, then pour into large greased pan so it will be thin. Good for colds.

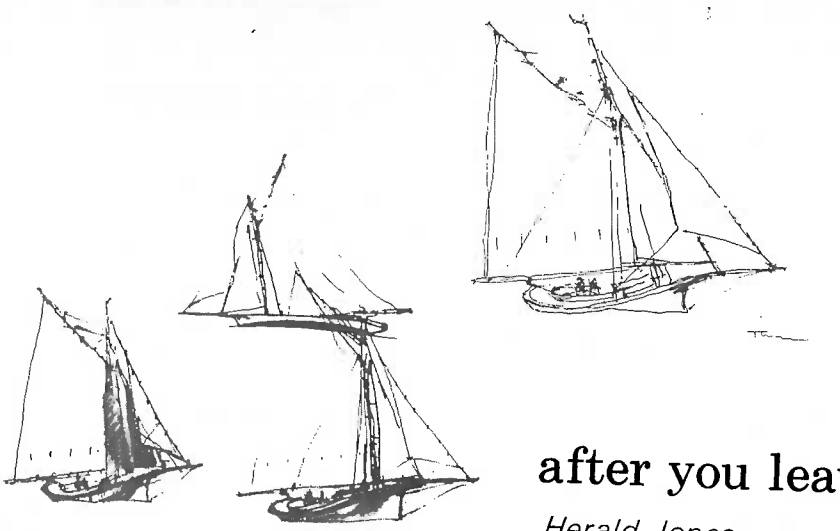
SARDINE SANDWICH

Clean and dress two coots. Place in large pan and bake in oven until the odor in kitchen becomes obnoxious.

Throw coots and pan in trash can and spray kitchen with any good deodorant.

Open can of sardines and place between two slices of bread.

Excellent with a glass of beer.



after you leave . . .

Herald Jones

It was Monday morning after the regatta: I had bailed out the boats and was ascending the steps to where my wife was weeding the garden, transplanting new shoots, thinning out the beds or any number of pleasant chores which would keep her out-of-doors where she loves to be.

Suddenly, another "Boom" from the busy little cannon which had welcomed the Sloops as they sailed into the harbor and was now bidding them farewell and a safe journey back to their home port.

"That must be about the last of them. Let's go over and watch it sail out!" She accepted my hand and only groaned a little as she stood upright. From the pier we watched the sloop come about and head down the bay, her pennant waving a gay farewell from the peak.

"Pretty, isn't she," from me.

"Yes, they're all pretty." Then she added, "But don't you feel she's something more than just a lovely sail on the horizon?"

"Such as?"

"Well, history rides her bowsprit. She represents the aspirations of man; his ability to fashion the good life. She was designed for a special purpose — she fulfilled her destiny ably — and here she is, three-quarters of a century later, carving out a place for herself in our modern world."

"Well said, my dear. It gives me a warm feeling to realize that we're part of her modern world. We fathered her; we're proud of her accomplishments, and proud of ourselves that she bears our name. A town needs to be proud of something. Let's go down to the wharf and see if Betty and Al are catching up on a bit of rest."

As we walked leisurely along the wooded road, waving to a friend here, stopping to chat with another, a car drew up and we recognized Jim Napier's friendly grin. Jim puts up signs along the road, the parking lots, the information center, and spends a lot of time during the regatta to make sure things go well in those areas.

"There goes the last one! Things will be quiet around here from now until next July."

It *was* quiet. Last week we couldn't have chatted like this with cars passing, boats buzzing in the harbor, the loud speaker keeping the crowds informed. Now there were no cars, and the lobstermen had long since departed on their daily fishing chore. Suddenly, an idea.

"Jim, you're part of this show. What is the thing that's uppermost in your mind, now that it's over?"

Jim's reply came without hesitation: "How can three or four thousand people spend the better part of a week here, and leave it so clean? I came down here at six o'clock yesterday morning to take down the signs and pick up the mess, and I could have stayed in bed! There just wasn't any mess: I didn't even bother."

He was right. The boat owners, the crews, their families — even the spectators had been careful to keep the area clean.

"Friendship Sloop fans must be the right kind of people."

"You just finding that out?" Again, his good grin as he moved on.

When we came to the open field, the view of the harbor hit me in the face like a blow: EMPTY! For a week, the water had been crowded with boats of all descriptions, even including the "Victory Chimes" for one night: dozens of small boats, short masted catboats, tall masted schooners and Marconi-rigged sloops, stately houseboats, gouty cruisers and utilitarian lobster boats, colored flags flying. Now, only skiffs and a few lobster boats at their moorings. I suppose there must be almost a hundred of them, so the harbor was far from empty, but it hadn't taken me long to become accustomed to the gay bustle of Sloop Days. Now that the visitors had departed, there was only emptiness, even for one who likes the quiet solitude of a fishing village.

Betty Roberts was the first to welcome us when we reached the wharf, and I asked her my question: "Betty, now that they've gone, what is uppermost in your mind right now?" Her moment's pause showed she had several things "uppermost," and had to sort out the important one.

"Now I'll have time to sit down and really chat with people." That would be Betty; she loves people, and a friendly chat with all who come is part and parcel of her life. That friendliness is an important factor in the success of "Sloop Days" and the Friendship Sloop Society.

Remember my suggestion (back aways) that we see if Betty and Al were getting a bit of rest? Well, they weren't, but I finally cornered Al long enough to pop my question. The answer came quickly.

"One more bit of equipment to put away, and that comes down tomorrow morning."

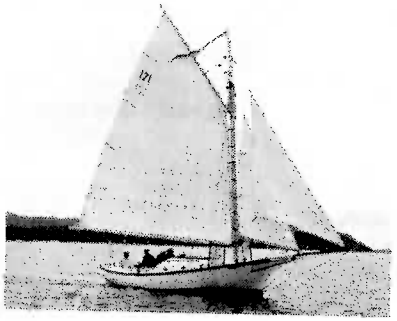
"Which one?"

"The platform for the loud speaker! All the rest — the information tent; the handicap buoys; the extra telephone booth; the shuttle cars; the planks and crates to sit on — nothing to do till next year!!" He grinned.

And there you have Al Roberts. His efficient, tireless energy is another important factor in the success of "Sloop Days," the new book, "Enduring Friendships," and the Friendship Sloop Society itself.

So next year, God willing, there'll be another Friendship Sloop Regatta, with Betty and Al, and Friendship: the harbor filled with laughter and flags and gaiety — craft of all sizes, and the cannon popping welcomes to arriving guests of honor — the Friendship Sloops.

25' Friendship Sloop Pemaquid in Fiberglass



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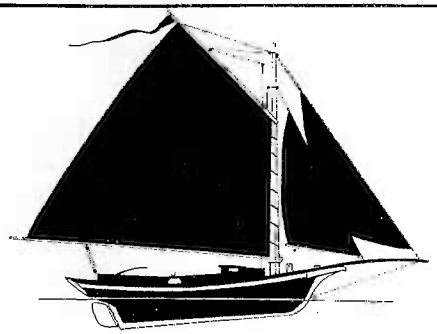
Rebuilding the Chrissy

Ernest L. H. Wiegleb

Ever since my retirement from railroad construction work and my move to Maine, I have been anticipating extensive reconditioning of my original Friendship Sloop "CHRISSY," built in 1912. I was hoping to postpone it until work on our new home was completed, and I could make a regular retirement project out of it.

However, sailing in the summer of 1969, I contacted with the Crotch Island Ledges, and this brought me to the conclusion that something would have to be done very soon. After hauling out in the fall of 1969, I stripped the interior of the boat completely and found conditions of the frames (locally called timbers) and most of the fastenings appalling. I guess the boat was held together by its reputation. The boat apparently had been retimbered several times, the old frames had not been removed, so there was very little space to put in new ones. I decided to replace all frames with the exception of five white oak ones, which had been put in ten years ago and were as hard as iron. I put braces under the main deck beams at both ends of the cabin, where main bulkheads had been, to prevent sag, and decided to make new frames 1¼" by 2" and ordered new oak from Newbert & Wallace in Thomaston. I talked about my project with Mr. Roy Wallace, also discussed kinds of new fastenings. Mr. Wallace advised me to use bronze nails and screws, which I did. Also, I decided at this time to replace remaining original oak planks. These planks were brittle and had some rot in various places. These and several others were going to be replaced with cedar. The necessary cedar was purchased from Monroe's in Lincolnville. After getting most of my material, I proceeded with the work in the spring of 1970.

In order not to lose any of the shape of the hull, I removed only about 18" of old timbers and all galvanized fastenings at one time starting at the bow. Cleaned the space completely and applied cuprinol. Then I put in new frames spaced approximately 9" centers. I was able to use full-length timbers without removing the deck, due to the slope from the bow past midship. In order to be able to easier bend and clamp frames in to position I cut holes in the planks to be removed for the use of heavy clamps. This gave the hull a somewhat grotesque and doubtful appearance and led to numerous questions by lots of people, who stopped along the road to talk and ask questions, "How did I expect the boat to float," and "how I was going to patch those holes," etc., etc., etc. I set up a cooker made out of an old hot water tank loaned to me by Charley Jameson and an old oil burner loaned by Carlton Simmons. I got a wide slab of 1¾" oak 10 feet long and set this up as a pattern board. Old timbers removed were laid on this board and lines drawn for their curves, then 1" steel pins set in the appropriate spots for me to prebend frames before installing in the hull. Each frame was cooked at least an hour until a test showed it limber enough for bending. Frames were bent to predetermined shape and then clamped to a strap across the bend to the side of the timber, so it would not lose its shape, while taking it into the boat and clamping it into place. This worked perfectly until I progressed past midships to a point where the "S" curves made it necessary to put frames in two pieces. I used a side lap of at least 10 inches at each frame. Also,



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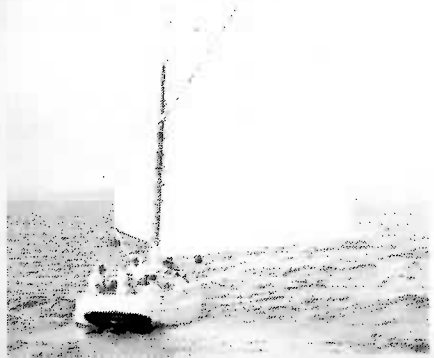
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I removed two planks on each side, one at the turn of the bilge and one where the curves were most severe, parallel to the keel. This made it possible to draw frames down to the planking. I continued using the strap method on the upper part of the frame. The lower ones were bent into place without prebending. It also became necessary to run a saw into frames before bending where curves were hard. At the sternpost where the knuckle is most severe I had to laminate frames completely. A total of 66 frames were put into the boat. They were fastened with bronze holdfast nails and everdur screws where old holes could be used over again. All butt blocks were replaced and everdur screw fastened. My pattern board was cut up for floors, which were placed at each frame. These were fastened to keel with everdur drifts and two bronze bolts to each timber. It was also decided to put in bilge stringers to bridge the lapped frames and otherwise strengthen and stiffen the hull. These were 4" wide 1" thick oak, that went the whole length of the hull with scarf joints. From sternpost to mast I put in additional two pieces of 2" by 1" oak. I removed and replaced 16 pieces of planking, several full-length. I plugged some 1500 old fastening holes and put in over 3000 new bungs over new fastenings. Planed and sanded outside of hull. Garboards were caulked by a professional caulker. He caulked and put in polysulphide seam compound in all remaining seams. All pockets in keel which were not used over were filled with Marine Tech, an epoxy compound. Spaces and pockets between frames at stem and sternpost and horn timbers had been filled with pitch which had to be removed in order to get ends of the old frames and their fastenings out. The pitch acted as a good preservative and made it very difficult to get them out. I found that no one handles pitch these days and was advised by Mr. Roy Wallace to use cement. I used Sakrete at the bow and the stern posts and used pitch at the horntimbers which had been salvaged. I put on a priming coat of paint aided by the unusually warm days of last December before putting on the wintercover. This spring I put in all new cedar ceiling, and am now ready to reinstall bulkheads, fittings, engine, stove head and other equipment.

I owe special thanks to Bruce Morang, who came up several weekends from Wakefield, Mass. to help. To Les Freeman of Friendship, for use of some of his equipment and his 240 pounds which was of great help on a few occasions, bucking up when refastening the more springy parts of the hull.



Three "Young Fellers" sailing Dr. Hahn's Depression in last year's Regatta are: Dr. Myron Hahn, Charles Murphy, and Les Young, whose combined ages are approximately 265 years. If you add Depression's 72 years, that totals out to almost 3½ centuries of experience in sailing a Friendship!

preserve the old . . .
conserve for the future

The Cushing Historical Society

The Cushing Historical Society was founded and incorporated the summer of 1969 with the same goals as all historical societies . . . *to preserve the old.* We have added *to conserve for the future*, as you will find in our number many avid conservationists, and we live very happily together.

As in many areas, we found that much of our history was fast disappearing through papers, letters, books, and artifacts being taken to other parts of the country by people who had moved here for the summer. Ancient cemeteries were lost . . . markers overgrown, and cellar excavations fallen in. A handful of people knew through the reading of Eaton's ANNALS OF WARREN that the St. George River was the pioneers' road into the main and that a very early settlement had existed with forts and two blockhouses. General Samuel Waldo had granted lands to these early settlers on numbered lots below the blockhouse in Thomaston to Pleasant Point . . . we had them . . . where were the grist mills . . . the sawmills . . . the brickyards . . . the lime kilns?

We were after good hard historical facts . . . but marvelous legends abounded in this land where the good Scotch-Irish inhabitants believed in witches and warlocks and things that go bump in the night. There are stories of pirate treasure; there are writings upon the ledges of the shore . . . underground passages, and, in fact, an underground timber house, which was found in a state of decay when the first settler in the northern part of town arrived in 1736.

Material started pouring in. Folks who had held onto their family records seemed somewhat relieved we would care for them . . . it is all to be a book someday . . . what a story Cushing will make . . . and we'll have it all . . . the legends, too.

Funding is necessary to build a house for our growing collection. Last summer we held an old-fashioned day at the Olson Farm at Hathorn's Point . . . the site of the last celebration in the town when they observed their one-hundredth birthday . . . in 1889.

It was carefully planned to include what folks used to have fun doing. The good homely things . . . a clambake with corn in the husk . . . picnic lunches in a grove on the shore. A schooner arrived in the river bearing descendents of early settlers . . . she was hailed from the shore by three cannon volleys. Throughout the day the barn housed our historical museum, and arts and crafts shop. The Olson House was open for the first time with a fabulous exhibit of working drawings and watercolors by Andrew Wyeth (our half-a-year son) . . . done exclusively in and around the farm. The afternoon was taken up by pigtail, freckle and blueberry-pie-eating contests . . . and a whopping big corn-husking bee. Topping off the day was an auction and square dancing.

From the moment the Boy Scouts raised the flag to the strains of "America the Beautiful," till the flag was lowered, a certain wonderful feeling seemed to overtake all of us . . . perhaps best described in the following which appeared as a preface to an album sent to Joseph E. Levine, who generously donated the premises for the occasion:

"The day dawned . . . clear, bright . . . almost crisp for an August morning.

"A young Union cavalryman and a handsome hawk-beaked Indian climbed to the bell loft of the old Broad Cove Church.

"As the peal of the bell resounded down the river valley, the little village of Cushing suddenly sprang into action. Knee breeches and tri-cornes . . . gingham and calico gowns . . . bonnets and caps . . . feathered Indians appeared behind the wheels of Maine-plated automobiles.

"Blue clouds of smoke appeared from the shores of Hathorn Point . . . down at the Olson Farm. The clambake fire had been going since before dawn.

"A gentle breeze had sprung up as folks began to arrive . . . this would hasten the arrival of the Irma Ann, a schooner bearing more of the celebrants.

"A tall young man in a stovepipe hat stepped to the granite block before the Olson House. A descendant of the captain who commanded the blockhouse in the Indian War of 1753 . . . he led the Pledge of Allegiance to *Old Glory,* which had been raised by the Boy Scouts. As she fluttered and snapped from the pole, a clear soprano voice rang out . . . 'For beautiful . . . for spacious skies . . . America . . . America.' There wasn't a heart that didn't have a sudden swelling . . . almost an ache for this precious moment . . . this wonderful day . . . the friends . . . our country home and our beloved nation. It seemed life as it could be . . . or used to be . . . was ours for a day.

"Three resounding volleys came from the shore . . . the cannon was signaling the arrival of the schooner. Early Settler's Day had officially begun."

We vowed not to do the expected thing . . . so there will not be an Early Settler's Day this year . . . but there is something in the wind. We need a lot more in our fund before we can buy or build a home for our collection . . . or start a book. We hope you will watch for our project and do come and join us!!



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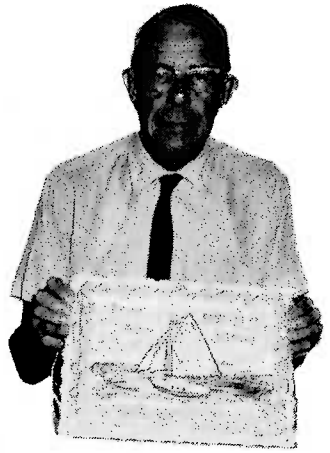
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That soft spoken, young looking man with a great sense of humor you see standing on the wharf over there is the builder and ex-owner of the Sloop CONTENT an ex vice-president of the Sloop Society . . . his name? — oh, Stuart Ford.

After he retired Stu got busy and built the CONTENT — that was 10 years ago! Four years ago he had his unposed picture taken in a bos'n's chair at the top of his mast at 6:30 A. M. This winter Carlton Simmons took the accompanying picture on Stuart's 80th birthday. At this birthday party Stuart reminisced about the incident related below.

When you see Stuart on the wharf this summer watching the races and cheering Robert Edwards on in his CONTENT you will know as Stuart says in his story that Friendship is a magic work — to Stu it means his beloved sloop, and to you, the rare opportunity of meeting a very special person.

Stu recalls:

While cruising down to Winter Harbor in 1966 with my shipmate Pierson Curtis, we sailed one fine day into North Haven. A head appeared from a sailboat cabin, and seeing a Friendship Sloop called to us to take the only guest mooring in sight.

We went ashore for lunch and to try to find a barber shop. I felt this was essential if I were to be recognizable at the annual "Sloop Days" and races at Friendship on our way back to Bailey Island. The lunch

continued on page 81

Think . . .

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ROCKLAND

When You Want Lobsters

two weeks hence . . .

The fourth annual Friendship Arts and Crafts Show will be held in Armstrong Memorial Hall August 13 and 14.

This show began in the fall of 1967 when some amateur artists of the Friendship Village Society decided Friendship might have an art show. The show would be for the display of their own works and that of other Friendship people mainly for fun but also with the hope of interesting younger people in developing creative talents.

The first show was a success with more than twenty contributors of paintings, photographs, sculptures, and rugs. Moreover, the show had a 'cause.' Enough funds were contributed by visitors to provide materials for art instruction in the Village School, as no formal art program was available at that time. Donna Weisel volunteered to give classroom instruction in painting.

The ensuing year Donna's health precluded her carrying out her plans. However, the federally-funded Project Treasure Hunt launched its two-year program of six-week sessions of professional art instruction in area schools.

The following summer a second art show provided more funds and enjoyed the participation of more exhibitors. Joyce Jameson, who was chairman of the show, volunteered to 'apprentice' during Treasure Hunt's second year for the six-week session in Friendship. Joyce graduated from the apprenticeship and continued the program on her own for the remainder of the year with the aid of art show funds.

Children's art was a special feature of the 1970 show. The large sampling of intriguing works from the school program was testimony to its success.

The fourth show now being planned is open, as before, to Friendship residents and summer visitors of any age who would like to display their art or craft. New exhibitors are particularly welcome. Anyone interested in participating may contact Joyce Jameson (Mrs. Elmer Jameson, III).

Walter Foster

continued from page 78

counter man told us that there used to be a barber shop just across the street, but that the barber had taken a job with a family on Vinalhaven and would occasionally give one a haircut in the evening by special appointment at his home about a half mile up the road.

After walking much more than the half mile, a kindly gentleman picked me up in his car and dropped me off in front of a neat island home. A pleasant woman answered my knock and I said, "Rumor has it that your husband sometimes cuts hair in the evening." She confirmed the rumor, but said he could not do it that evening as he had to go to Rockland. I told her that we were moored in the harbor in a Friendship Sloop, but were going downeast in the morning.

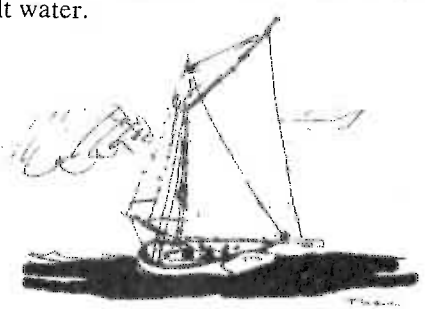
We went back aboard, had supper, and were enjoying the sunset when an outboard powered skiff came by. The man in it called, "Where's the man who wants a haircut?' I spoke up and was soon landed on a float. As we went up the ramp he said, "You don't mind riding in a Cadillac, do you?" On answering him that I would ride in most anything, we indeed got into a well kept Cadillac.

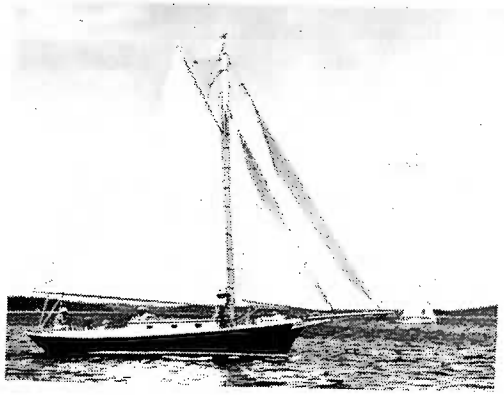
"I got this in Florida last winter, had to have some work done on it, so I got all told about seven-hundred in it." When we stopped at his home, I started for the house. "Not in the house — out in the shed." I corrected my course slightly to port and we entered his shed. There was a work bench, lobster trap gear, and things useful and otherwise that collect through the years. In the waning light I could make out an ancient barber chair over which he lit a naked electric bulb. "Climb aboard" and the operation began. Lacking any water, there was no lather nor trimming with a razor, for which in the limited light I was just as glad.

When he finished, I asked him what I owed him. "That will be just one dollar." I allowed that the transportation by boat and car, and both ways was surely worth another dollar. His answer — "I won't refuse it."

Back in the Cadillac, down to the float and out to the CONTENT where he spent a social hour with us with the appropriate libations before saying "Good night."

I am convinced that a Friendship Sloop is a magic Open Sesame for anything one needs in the vicinity of salt water.





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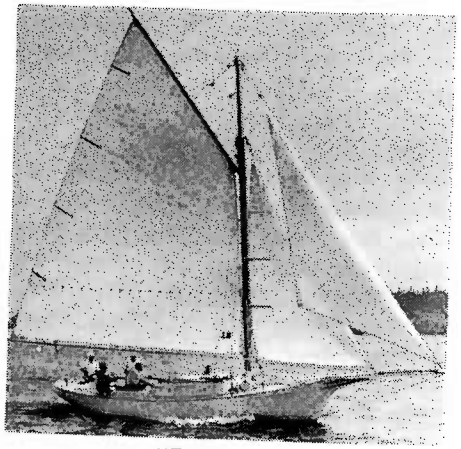
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