

FRIENDSHIP

"Sloop Days"



July 25, 26, 27 - 1963

FRIENDSHIP, MAINE

Home of the Sloop



*Amity — Owner, James R. Wiggins*

THIS SPACE CONTRIBUTED BY

**FEYLER FISH CO.**

Rockland, Maine

## Welcome . . .

Once again we welcome one and all to Friendship — the town that truly strives to live up to its wonderful name! Year in and year out we try to make friendship a vital part of our community life, but on Sloop Days we make a special effort to put our best foot forward and our right hand extended, to make one and all feel comfortably at home.

We have provided free off the street parking for everyone so you don't have to worry about the heavy traffic. We have made available a free shuttle service so you can leave your car parked and travel freely around town without fuss or bother.

For those who have small children, the Ladies Aid has opened the vestry of the Methodist Church to afford you a place to get away from the confusion for a few moments, where you may pause, catch your breath and start out with renewed vigor. The ladies will also have tea, coffee, and sandwiches with which to refresh you.

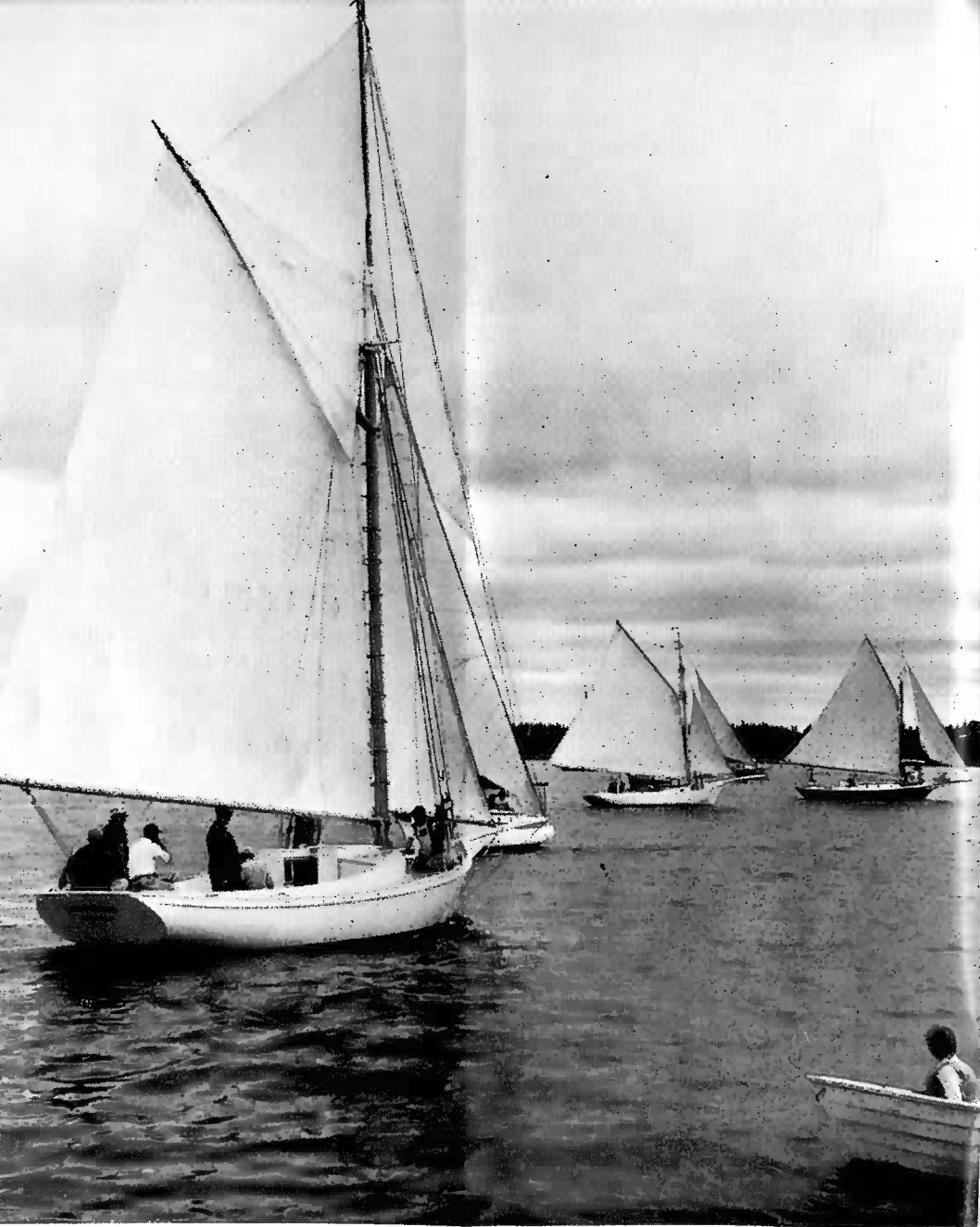
The other organizations in town will be offering similar services all over town. Lobster rolls, boiled lobsters, souvenirs, etc., will be handled by the Pythian Sisters in the Hall in the village, the V.F.W. and V.F.W. Auxiliary, also in the village. The W.A.F.D. and church groups, etc., will handle the special events like the chicken barbecue Friday evening, the lobster-clam bake Saturday afternoon, and the Skippers' Banquet in the Town Hall on Saturday evening. This is open to anyone who is interested, but we strongly advise making reservations ahead of time, if possible.

As this goes to press, special activities are being planned for the teenagers for Friday evening at 8:30 in the Town Hall. The adults will enjoy the feeling of friendship that pervades the harbor area as friends and neighbors gather at dusk on the wharves, and in their boats in a greeting to the sloops on Friday evening.

The activities this year take in a three day period, starting with the arrival of the sloops on Wednesday, July 24th, and extending through the sloop races, events for youngsters, and other events, winding up Saturday evening with the presentation of trophies at the Skippers' Banquet.

The Public Address System will be helpful in keeping you informed of what is going on, and the information booth will provide more specific details about any problem or question you have.

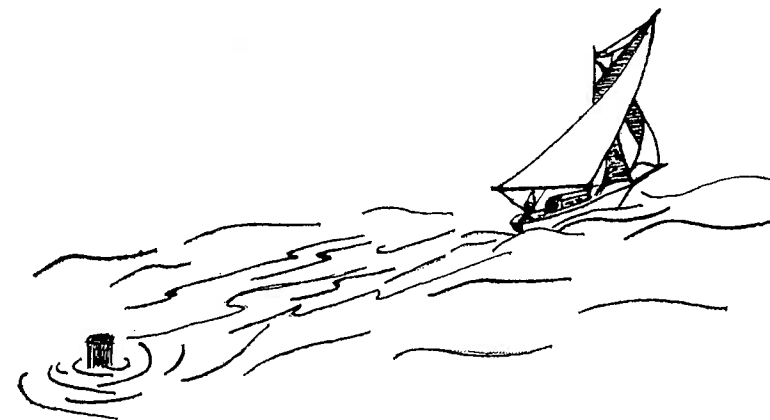
This little booklet will serve to answer many of your questions, and is made possible by the advertisements so kindly given by our many friends.



*Foreground: Eastward — Owners, Roger and Mary Duncan*

THIS SPACE CONTRIBUTED BY

**Wall Rope Co. and The Harris Co.**

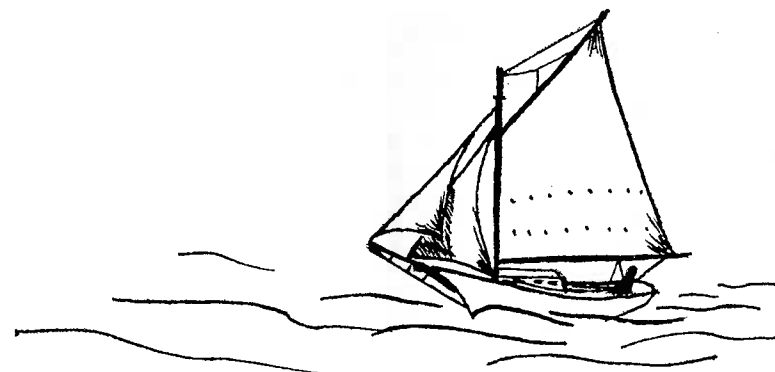


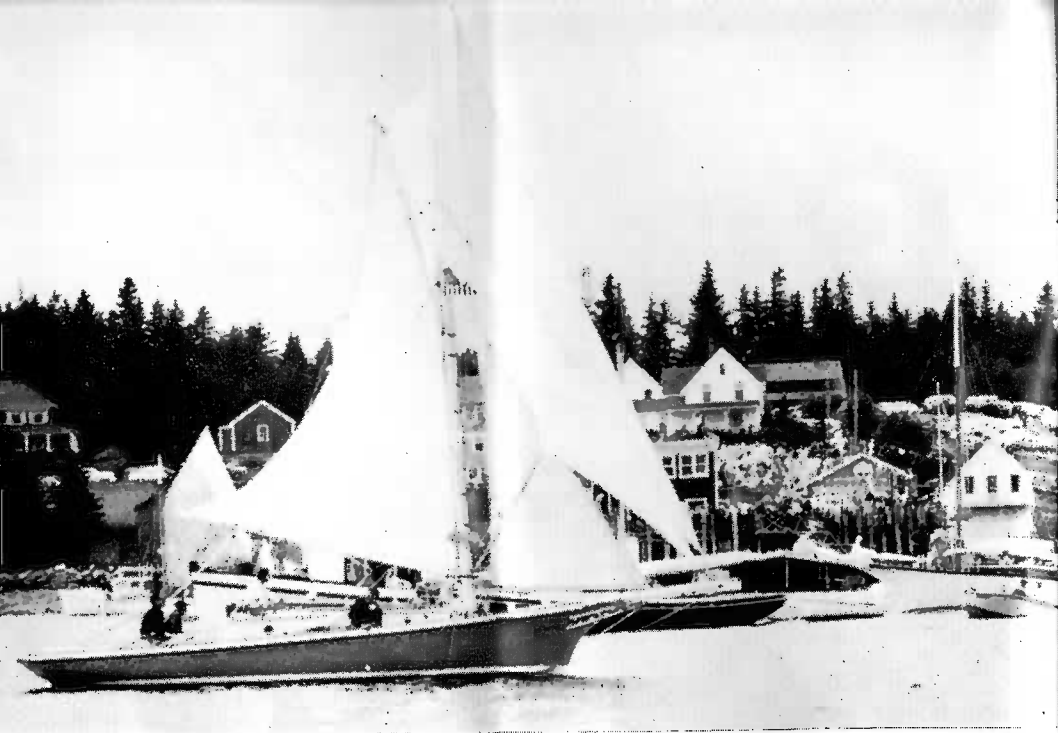
## Introduction

The Friendship Sloop Society was not organized for the purpose of digging out historical data about the early Sloops and their builders, but only to promote the annual Sloop Regatta on Muscongus Bay.

However, so much interest has developed in the subject that we have gone to the descendants of the best-known builders to learn what we can of the early beginnings before it is too late.

It has been most rewarding, and we are happy to present our results on various pages of this souvenir program. We will try to bring other stories in the future, as we hear of other sources of information.





*Chrissy — Owner, Ernest Wiegler*

*This Space Contributed by*

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## **Explanation of Races**

- Thursday — Preliminary warm-up race from Friendship to Georges Harbor, followed by a picnic on Allen Island. Start from anchor at 10:00 a. m. off Wharves in Friendship — Time allowance handicap applied at start — Course "D" or "E".
- Friday — 18 Mile Ocean Race — Flying start across line in Friendship Harbor at 11:00 a. m. to Stake Boat and return. Course "D" or alternate will be used to suit conditions. Handicaps applied at start.
- Saturday — Friendship Sloop Day (Annual Homecoming Race) — Start from anchor at 11:00 a. m. Course to Stake Boat and return. Course "D" - "E" or alternate may be used. Two classes will race separately.

The above races will be started by a Race Committee vessel flying International code signals on starboard spreader. Each boat to answer to an assigned code flag at start. When signal is hoisted aloft sloop is to up anchor and start as quickly as possible.

## **List of Events**

THURSDAY, JULY 25 — Preliminary Race and Picnic for Crews

FRIDAY, JULY 26 — Second Race

- 6:00 P.M. Chicken Barbecue
- 8:30 P.M. Youth Entertainment in Town Hall  
At sundown there will be the Light Ceremony at the harbor with lights on the boats, wharves and the shore.

SATURDAY, JULY 27 — FRIENDSHIP SLOOP DAY

- 9:00 A.M. Captains meet for final instructions.
- 11:00 A.M. Race will start from anchor and follow an 18 mile course on Muscongus Bay.
- 11:30 A.M. Open House — at Boat Shops.
- 12:00 noon Snacks served in several places.
- 1:00 P.M. Lobster - Clam Bake — Hillside facing harbor. Served continually until 6:00 P.M.  
Events for youngsters — rowing, swimming and small outboards.
- 3:30 P.M. Sloops should be approaching finish line opposite the wharves in Friendship Harbor.
- 4 - 6 P.M. Snacks and Lobster - Clam Bake still being served.
- 7:00 P.M. "Skippers' Banquet" served in the Town Hall. Trophies and prizes will be presented to the winners.

If there are any changes to be made after this program goes to press notices will be posted at the Information Booth and on the wharves.





*Dressing Up for the Parade*

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## Charles Carter

It was a pleasant, sunny kitchen, with a pot of coffee and a plate of fresh doughnuts to whet the conversation, and the women gathered were recalling interesting features of the recent Friendship Sloop Regatta.

The hostess, Mrs. Crosby Prior was filling the coffee cups when she turned to Betty Roberts and said, "How is it the Sloop Society has never mentioned the sloops my father built?"

"Did he build many sloops?" asked Betty.

"He certainly did!" was the reply. "From the year I was born, he built a sloop each winter for twenty-six years."

"Twenty-six sloops!" exclaimed Betty. "I have heard your father built some sloops, but I had no idea it was so many, nor do I remember hearing what his first name was."

Ruth Prior drew herself up proudly, "My father was Charles Carter!"

Then Mrs. Prior proceeded to relate a story which, in general must have been typical of the building of the early sloops.

Charles Carter would spend the winter building a new boat, use it during the summer to set trawls, then sell it and go to work on another.

Here Betty inquired how he learned his boat-building skill. "Well," said Mrs. Prior, "all the men on Bremen Island grew up with boat-building. When my father started his first sloop in 1892 he asked his uncle how to plank her. The uncle replied, "Charles, you go ahead and plank her, and you'll never have to ask anyone how to plank a boat again."

The big day for the children was launching day. Word would be spread around that the boat would go in the next day. When the time came, everyone, especially the children, would be on hand to haul on the ropes to pull the boat into the water.

In between borning and caring for her eleven children, Charles' wife made all the sails for his boats. She would take the "bight" down the middle of the sailcloth on her old treadle sewing machine. Then Charles would take the material to the hay field, lay it out and cut it as he wanted it. His wife then sewed the pieces together in order and finished it off. Whether you ever made a sail or not, you can imagine just what a contribution this was to the success of the sloops.

It was such a homespun, practical skill as this that developed the Friendship Sloop. This skill, with narry a slide rule nor mathematical formula is still used by descendants of the Carters, the McLains and the Morses, and the ships they build today vie for trophies in the annual Friendship Sloop Regatta.

Rosa Carter, sister to Ruth, told us about a race on the Fourth of July about 1905 from Friendship to Round Pond. Charles had two sloops in the race, the Chandeler and Hiawatha. The Chandeler came in first winning a silver cup for the proud builder.

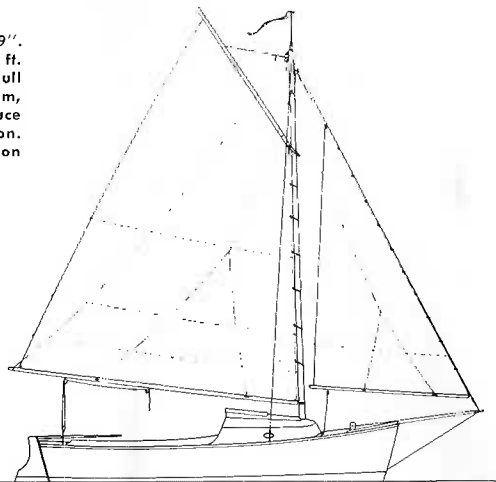


*Mrs. Ruth Prior*

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# Eugene McLain

A call on Mrs. Nettie Winchenbach brought out the story of her father's sloop building. Eugene McLain built sixteen boats before his untimely death at sea.

He learned his trade while working for Charles Morse in Friendship. Every morning he would row from Bramen Long Island to Friendship, walk up to what is now the Dwight Wotton place on Martin's Point, work ten hours for fifteen cents an hour, and row home again in the evening.

In 1883, at the age of twenty, he started building sloops for himself. He, like the others, cut his own wood on the mainland and took it by boat to Bremen Long Island. He would build one every winter, take her to Monhegan to fish during the summer, and sell her in the fall. He would hire a man to go with him and the two of them would hand-line all summer. One year, he even sold his boat on the fishing bank at Monhegan, returned home, payed the hired man his summer's wages and let him go, and started another boat right away.



*Mrs. Nettie Winchenbach*

In 1883 he started with the Martha E., and in successive years built the Lottie, Champion, Mary C., Jenny Hooper, Mogul, Nettie, Briganza, Two Sisters, Rough Rider, Paul Revere, Uncle Sam, Myrtle E., Ralph A., and Mystic Bell. These fifteen were all sloops, and the 16th, the Martha E. McLain, was a schooner. It was from the deck of this schooner that, on Jan. 11th, 1911, Eugene was washed overboard in a gale at the age of 48.

The Uncle Sam at one time was pounded over a reef in a storm and all hands abandoned her, giving her up for lost. She was reclaimed and found to have no leaks. These sloops, like the men who built them, were made of good strong stuff.

It is believed the Myrtle E., Eugene's 13th boat and built about 1906, is currently named the Jolly Buccaneer which has delighted the spectators in the two Friendship Sloop Regattas which have been sailed in Muscongus. Somewhere along the line, the axe heads have replaced the rocks. Her picture adorns the cover of this booklet.

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# Bremen Long Island

The eighty-one year old man stood in his doorway and looked at the strangers on his doorstep as they introduced themselves. People from Friendship. Did he have time to talk with them about the early builders of the Friendship Sloop?

The mere mention of "Friendship Sloop" to a person who knows anything about this able craft will bring a soft smile to the face and a gleam of interest to the eye, and the change on the face of this man as he invited us to come in, was good to see.

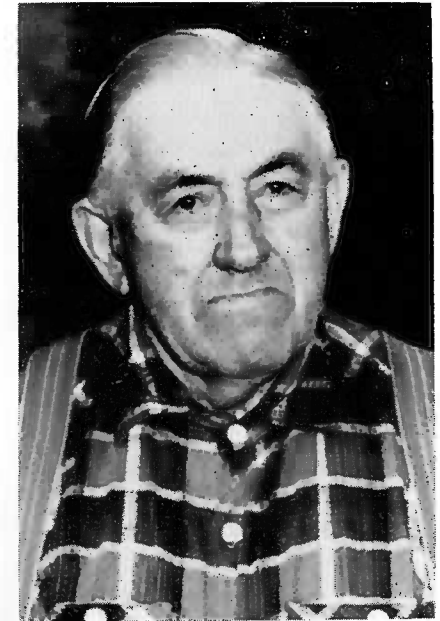
There is no greater thrill for a Friendship Sloop enthusiast than to talk with the men who actually built these beautiful sloops. Thus it was with honor that we sat with Almond McLain one afternoon to hear the stories of his family and the building of sloops on Bremen Long Island. As he talked, his countenance lighted with rightful pride and love for the boats he had helped to build so well.

Bremen Long Island certainly plays a big part in the history of the Sloops. The shore was lined with boat shops. Neighbors, fathers, sons and brothers were all building sloops in shops side by side. There was George Washington (Wash) Carter and his sons, George, Abdon and Norris. Robert McLain and his sons, Robert E., Eugene, Almond and Alexander, were constructing sloops side by side with Charles Carter, Vincent Collamore, William Prior, George Prior and others. In the year 1900 alone, there were 22 sloops constructed on Bremen Long Island.

Most of the lumber for these sloops never saw anything but a common rip-saw. The wood was all cut on the mainland, and for the most part came from the end of Pemaquid Pond, Bristol Mills and Damariscotta. At Bristol Mills, there was a saw mill with the ends open so a team of horses could pull the oak trees right into the mill. When the lumber was turned out, it was all shipped to Bremen Long Island by boat. Those long pieces of lumber 25' - 30' - 35' were stretched across two dories and floated in this way to the island.

Almond says he thinks his father, Robert McLain, built the sloop that hauled the first lobster trap. The boat was a lap-strake, 19 feet long, and Robert never gave her a name. (Incidentally, Almond's mother, Mary E. McLain, was the oldest sister of Wilbur Morse, whose shop in Friendship turned out so many sloops.)

Almond McLain himself said he worked a ten hour day for \$2.00. He worked with his father, and together they built six sloops, of which Lottie Mae, Mamie E. McLain, Cake-walk, and Maude Grandeur were four. The Lottie Mae is currently named "Truant" and may be seen sitting in the middle of Sears-port.



*Almond D. McLain*

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# Warren Morse

One of the most ardent descendants of the early sloop builders is Carleton Morse, of Morse Island in Friendship, the son of Warren Morse.

Carleton was only eight years of age when his father died, but he has preserved much of the memorabilia of Warren Morse's boat-building career at the century-old Morse home on the island in Morse's Bay.

As quoted by Dave Getchell in an article appearing in the November 1962 issue of National/Maine Coast Fisherman, "Carleton . . . declares, 'Morse Island was the birthplace of the first and finest Friendship-built sloops,'" and when one recalls that Rob McLain, George Carter and others, including young Wilbur Morse, were building sloops on Bremen Long Island about the same time that Warren started building on Morse Island in 1870, the statement is partially correct, at least.

Fortunately, it is not the province of the Friendship Sloop Society to rule on "firsts" and "finests", and we heartily agree that (again quoting Dave Getchell) "Warren Morse deserves his share of the credit for those beautiful boats." In fact, we included his picture in our book, "Ships That Came Home".

Oliver Morse and his brothers Cornelius and Edward built many fishing schooners and smaller craft on Morse Island in Friendship, and Oliver's son Warren, when he returned from the sea and settled down to boat-building, used the third floor of a 40' x 40' fish-salting and drying building for his boat-shop. (There was not enough clearance on the first two floors.)

Illustrative of the many difficulties overcome by the pioneer sloop-builders, the finished boats had to be lowered to the ground, then turned at right angles and launched. Warren's largest sloop was a 45-footer, and extended beyond the walls of the building in which it was built. (Temporary staging was needed by the workmen.) It must have been an engineering feat of some magnitude to get that one down to the ground!

Warren built skiffs, dorys, center-board sloops, fishing boats as well as sloops for thirty-five years. He died in 1905.



*Carleton Simmons Displays a Warren Morse Model*





## Plumb

### How Much is a Sloop?

Many a yachtsman has come to Maine, drooling at the thought of getting a beautiful new Friendship Sloop built "for a song", so to speak, only to beat a hasty retreat from an irate builder singing an entirely different tune, and breathing fire that anyone should dream a "sloop boat" could be built for any such ridiculous figure.

Reports that the early sloops were built and delivered complete for as little as \$450.00 are quite true, as can be surmised from the Charles Carter article elsewhere in the program. Almond McLain has the best story on low-cost sloop building. He tells of one of the early builders who cut his own wood, fashioned iron from junk he picked up and saved, and made a sloop for almost nothing. But that was many years ago.

In "Princess - New York", Joe Richards tells how, as an impecunious 29 year old artist, he bought and rebuilt an old Friendship Sloop. The story of his struggles, his ingenuity and his sacrifices is proof positive that only a YOUNG man could live to write a book after undergoing such an ordeal.

In Chapter 20, Joe tells of finding an exact duplicate of his "Princess", and of his amazement at the amount her owner had expended to rebuild her. But let Joe tell it:

"He looked me in the eye, took a deep pull on his cigar and blew out the round sum: 'Twenty thousand dollars'."

"Twenty thousand dollars. I went back to Princess talking to myself . . . Twenty thousand dollars! . . . I lay in the bunk and watched a star do a veil dance with a flimsy scrap of cloud . . . Twenty thousand, holy crow!"

Now comes news of the building of a Friendship Sloop in Scituate, Massachusetts, with a price tag which makes the Joe Richards story above sound like a modest figure. The contrast to today's prices and those of "many years ago" does not account for all of the difference. The sloop built last summer by the Simms Yacht Yard for Mr. Joseph Plumb we would guess is the finest Friendship Sloop ever built.

Mr. Plumb is a man who knows and loves fine things, and is willing to pay for them. Details of construction of his new sloop were so interesting that our treasurer, Carlton Simmons, took the picture which is shown here. Mr. Harold Simms supplied the details at our request.

Teakwood (priceless to you and me) is used for all the decking, with polyurethane caulking compound in the seams: all bright-work is in teak, including the entire companionway, seats, etc. Since teak doesn't steam-bend (we are told), the transom was carved from solid teak chunks, which were then splined together.

The transom is decorated with an eagle carved of wood and gold-leafed. The rope trim pattern shown in the accompanying picture was carved of wood, then cast in bronze and gold-leafed. It took two days to file the lay of the strands.

Trailboards are partially gold-leafed and the carved eagle figurehead is gold-leafed.

Planking is of African Mahogany. Hollow spars were designed by Eldridge-McInnis and made by Pigeon Hollow Spar Company and Simms Yacht Yard.

Turnbuckles with dead-eyes and chain plates cast in bronze are hidden in the shrouds by traditional lanyards, added for the effect. All turnbuckles were Lawley designed and made. Hoops on the mast are of laminated oak with cast bronze fittings for the sail. All bronze fittings were especially designed and cast for this yacht by Taylor Foundry in Quincy, Massachusetts.

The compass pedestal was specially designed by Simms Yacht Yard to take a depth indicator and throttle-clutch control. The head is enclosed with specially designed sliding door for easy access. There is an oil-burning Shipmate Stove. The engine is a Mercedes-Benz 35 horsepower diesel.

There is a folding canvas hood over the companionway. The cabin trunk is molded and constructed on specially made forms to glue as a single unit. The cabin top is fiber-glassed instead of canvased. There is an electric bilge pump for handling two compartments. The muffler is Monel metal.

There is a 3,000 pound lead keel and approximately 2,000 pounds of lead for inside ballast.

We are deeply grateful to Mr. Simms for sending the above details, for this —

What? Oh! the price. Well, Mr. Simms closes his letter with this statement:

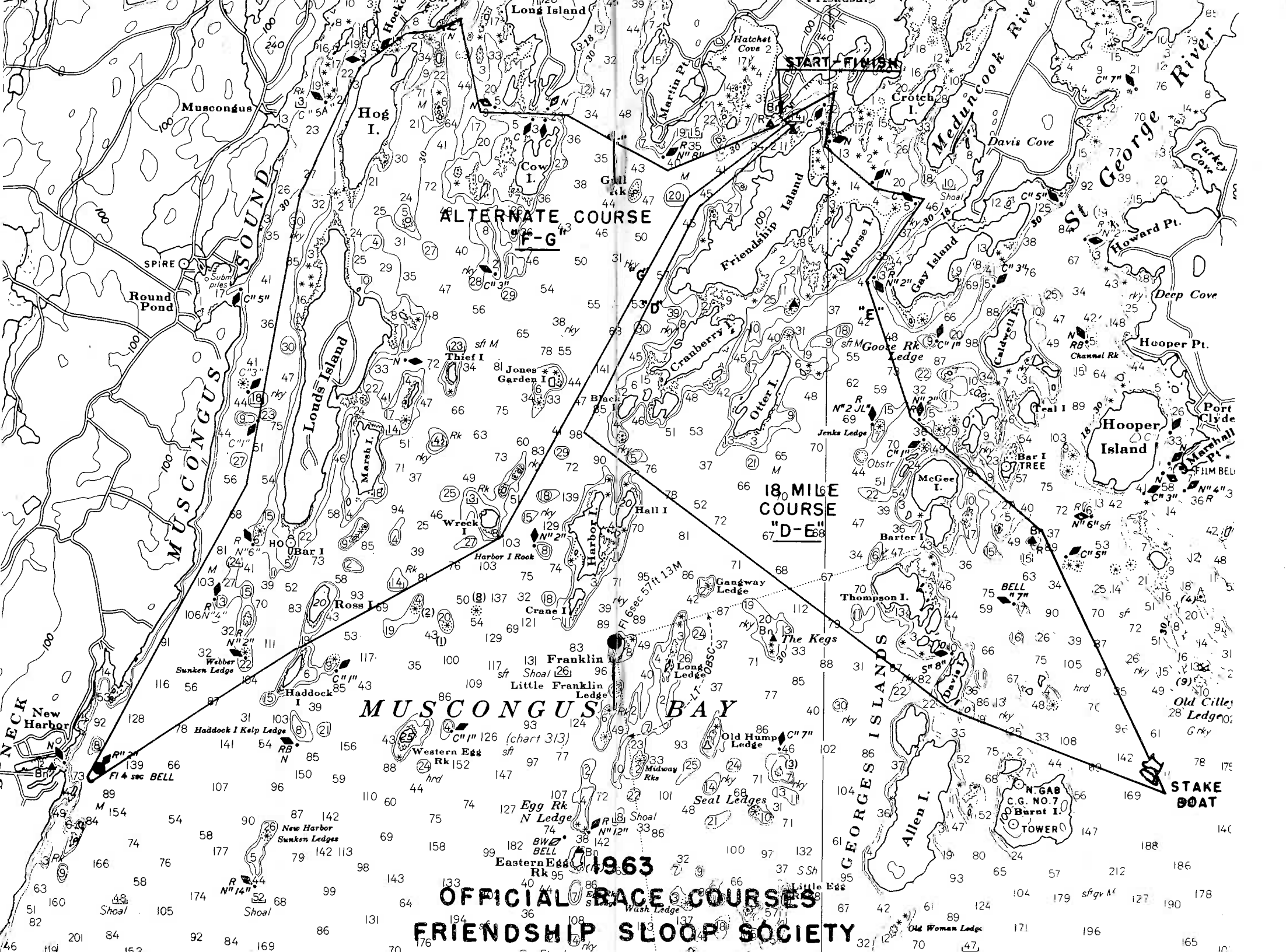
"As far as price goes, we can only say that it cost in excess of \$30,000.00."

## SIMMS YACHT YARD

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18 MILE COURSE  
"D-E"

1963  
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FRIENDSHIP SLOOP SOCIETY



1962 Winners. Left to right: Ted Brown, James Wiggins, Roger Duncan, Bill Pendleton, Gerald Kinney, Ernest Wiegleb.

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# Friendship Sloop Races

## Winners

JULY 22, 1961

Order of Finish	Boat
1.	Eastward
2.	Mary Ann
3.	Ellie T.
4.	Voyager
5.	Amity
6.	Jolly Buccaneer
7.	Black Jack
8.	Vida Mia
9.	Golden Eagle
10.	Tannis II
11.	L'Aigle D'Or
12.	Sadie M.
13.	Wilbur Morse
14.	Wanderer

AUGUST 9, 10, 11, 1962

Thursday, August 9      Friday, August 10      Saturday, August 11

### CLASS "A"

Order of Finish	Boat		
1.	Amity	Amity	Amity
2.	Voyager	White Eagle	Black Jack
3.	Golden Eagle	Black Jack	Chrissy
4.	Black Jack	Voyager	White Eagle
5.	White Eagle	Golden Eagle	Voyager
6.	Chrissy	Chrissy	Golden Eagle
7.	Jolly Buccaneer	Jolly Buccaneer (withdrew)	Depression

### CLASS "B"

1.	MarGin	Eastward	Eastward
2.	Eastward	MarGin	Vida Mia
3.	Ellie T.	Content	MarGin
4.	Sadie M.	Wilbur Morse	Content
5.	Content	Sadie M.	Pal-O-Mine
6.	Wilbur Morse	Vida Mia	Ellie T.
7.	Vida Mia	Ellie T.	Wilbur Morse
8.	Pal-O-Mine	Pal-O-Mine	Sadie M.

The sloops pictured in this program are the three winners in each class on Saturday, Aug. 11, 1962. On the cover is Jolly Buccaneer.

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# List of Friendship Sloops

Sloops listed with the Friendship Sloop Society as of publication of this program, plus a few others we have found out about. Those taking part in the race will be announced during the regatta.

Name	Built By	Length	Present Owner
Amity	Morse	30'	James R. Wiggins, Washington, D. C.
Banshee	Morse	30'	Benjamin Waterworth, New Bedford, Mass.
Black Jack	Wilbur Morse	33'	William Pendleton, Suffield, Conn., and Searsport, Maine
Bounty	Gannett	22'	George McFadden, Glenside, Pa.
Carolyn			A. J. Rousseau, Warwick, R. I.
Chance			Thomas Files, East Orange, N. J.
Chrissy	Morse	30'	Ernest Wiegleb, Hawthorne, N. J.
Content	S. M. Ford	25'	Stuart Ford, Bailey Island, Me.
Depression		32'	Dr. Myron Hahn, Bremen, Maine and Boston, Mass.
Dictator	Robert McLain Bremen	31'	Dr. Alan Chesney, Baltimore, Md., and Deer Isle, Maine
Dottie G.	Simms Scituate	27'	Joseph Plumb, Rochester, Mass.
Easting	C. A. Morse	29'	James R. Pierpont, Milford, Conn.
Eastward	James Chadwick Pemaquid	32'	Roger and Mary Duncan, Concord Mass., and Newagen, Maine
Eleazar	W. S. Carter	38'	Harry Schelhorn, New Milford, N. J.
Ellie T.	John Thorpe	26'	John Thorpe, Bath, Maine
Finette	Wilbur Morse	47'	Frank Smith, Westerfield, Conn.
Fly-A-Way		21'	Julian Dodge, Danvers, Mass.
Friendship	Wilbur Morse	29'	Robert Cavanaugh, Scituate, Mass.
Golden Eagle	A. F. Morse	26'	William Haskell, Marblehead, Mass.
Jolly Buccaneer	McLain Bremen	45'	Richard Swanson, Winchester, Mass.
L'Aigle D'Or	Gannett	24'	John Adams, Jr. Marblehead, Mass.

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# List of Friendship Sloops

Name	Built By	Length	Present Owner
Loon			Harry McCausland, Beverly, Mass.
MarGin		25'	Rev. Gerald Kinney, Thomaston, Maine
Mary Ann	Lash Brothers Friendship	31'	John Dallett, New York and Cushing, Maine
Mary C.	N. D. Clapp (Marconi Rig)	20'	Nathaniel Clapp, Prides Crossing, Mass.
Nomad	Wilbur Morse	44'	James E. Ford, Middletown, Conn.
Pal-O-Mine	Gannett	27'	James B. L. Land, Winchester, Mass.
Princess		25'	Joe Richards, Key Biscayne, Fla.
Retriever	Gannett	22'	John Plante, Chemsford, Mass.
Sadie M.	Morse Boat Yard Thomaston	30'	Harrison Prindle, Castine, Maine
Sea Duck	Morse Boat Yard (Ketch Rig)	36'	Clarence Thomas, Camden, Maine
Suchel	Nichols Round Pond	28'	Richard Usen, Manchester, Mass.
Susan	Wilbur Morse	41'	Paul Eykel, Riviera Beach, Fla.
Susanna			Dr. Richardson, Boston, Mass.
Stella Maris			Ted Wells, Duxbury, Mass.
Swan	Wilbur Morse	28'	John Gerrity, Cliffside Park, N. J. Robert H. Steinberger
Tannis II	W. S. Carter	38'	Francis E. Niering, Jr. Norwood, Mass.
Tern	Wilbur Morse	26'	Charles Snow, Jr. Middletown, Conn.
Vida Mia	E. L. Stevens Kittery	30'	Frederick Brown, Kittery, Maine
Voyager	Charles Morse	30'	Bernard MacKenzie, Scituate, Mass.
Wanderer	Morse	30'	Robert Traves, Rockport, Mass.
White Eagle	Wilbur Morse	28'	Robert Montana, Meredith, N. H.
Wilbur Morse	Carlton Simmons	30'	C. Wilfred Brann, Augusta and Friendship, Maine
Yankee Trader	Bob McKean Sid Carter Friendship	28'	John Kollett, Johnston, R. I.



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## Cy Hamlin

It is high time we introduced our handicapper, who did such an excellent job for us in our first two regattas, and who is planning to add a calculation based on each boat's previous performance, which should make the finishes even closer this year.

Cyrus Hamlin, of Manset, Maine, was born in Orange, New Jersey, in July, 1918. After his formal schooling he entered the Mill River Boat Works, Oceanside, N. Y., as apprentice draftsman and boatbuilder, and then came to Southwest Harbor, Maine, where he did all actual design work for the Henry R. Hinkley Co., and the Southwest Boat Corp., on such boats as the 97' dragger "Bonaventure", the 85' dragger "Mary Ross", the 64' ferry "Vinal Haven II", the 30' Army Motor Mine Yawls.

After serving with the U. S. Army Engineers for two years (1944-1946) he was granted the first work-and-study fellowship at the famous Experimental Towing Tank at Stevens Institute of Technology, Hoboken, N. J. In addition to his experimental work on sailing yachts there, he found time to woo and marry Jean Barklie. They now have three children, aged 6, 9, and 13.

Shortly after returning to his former employers in Southwest Harbor, he formed a designing partnership with E. Farnham Butler, proprietor of Mt. Desert Yacht Yard, Inc. During the next six years, he helped create the "Controversy" family of light displacement, reverse sheer, glued-strip cruising auxiliaries, including the "Amphibi-con", first sea-going trailable auxiliary, and the 28' sloop "Hara" which made a crossing from New York to Greece without incident.

In 1956 he established his own designing and marine survey office. Among the more interesting projects during this period have been: Design of a 48' cruising yawl; a 27' cruising sloop; of which 26 have been built in Yugoslavia for the U. S. market.

Two months as consultant to the Cruising Club of America, making basic changes in handicap rating rules.

Devising, setting up, and administering a handicapping system for sail-boats, based on distance, now used by the Retired Skippers Race and the Friendship Sloop Races.

Cy has two patents — one covering the "Controversy" configuration, and the other covering use of water-filled bilge keels for stability.

You have read his articles in "Yachting" magazine, "Scientific American" and "Fishing Vessels of the World, Volume II", and the Grolier Encyclopedia just published has a 7,000-word entry over his name, covering sail-boats, sailing and rigging.

He is a member of the Society of Naval Architects and Marine Engineers; Maine Boatbuilders and Repairs Association; Amateur Yacht Research Society; Blue Water Sailing Club; South Bay Cruising Club.

He is qualified to measure for the Cruising Club of America; Bar Harbor Yacht Club; Northeast Harbor Fleet; and Seal Harbor Yacht Club.

We are fortunate to have the services of so eminent an authority to do our handicapping. But more than that, he endeared himself to us the very first year when our handicap buoys all sank out of sight and left us with no way to pick a winner.

"Cy" Hamlin had accepted our invitation to be our guest for the big day, and arrived with his family to enjoy the race. When he heard of our misfortune, and while the race was in progress, he sat down and re-handicapped the entrants on an elapsed-time basis instead of the distance basis he had used. Thereby, he literally "saved our hides" for us.

Is it any wonder we are pleased to present our handicapper?

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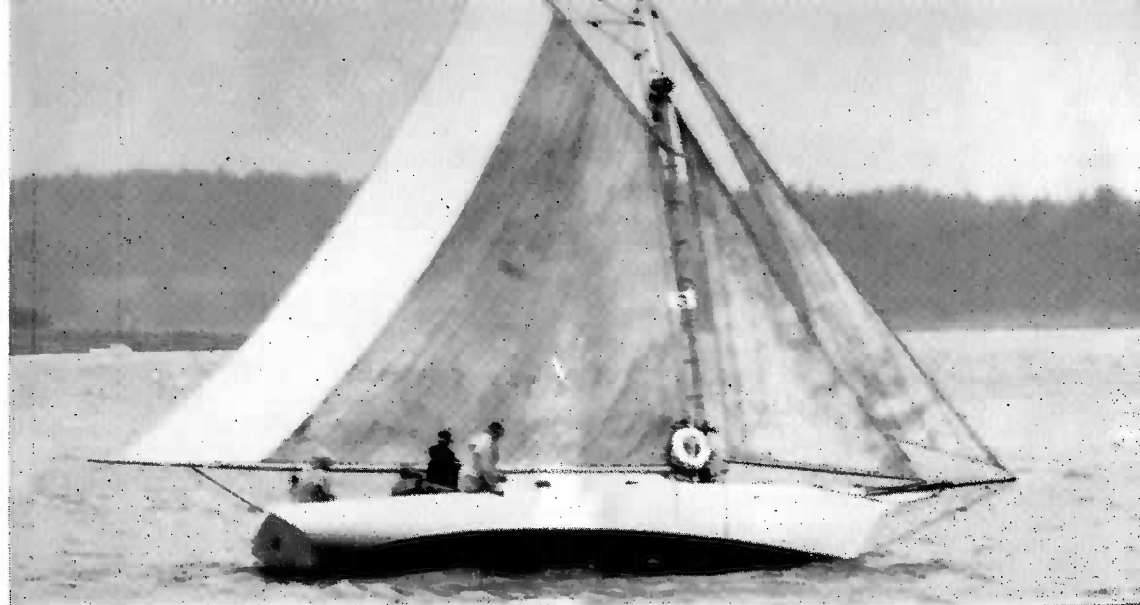
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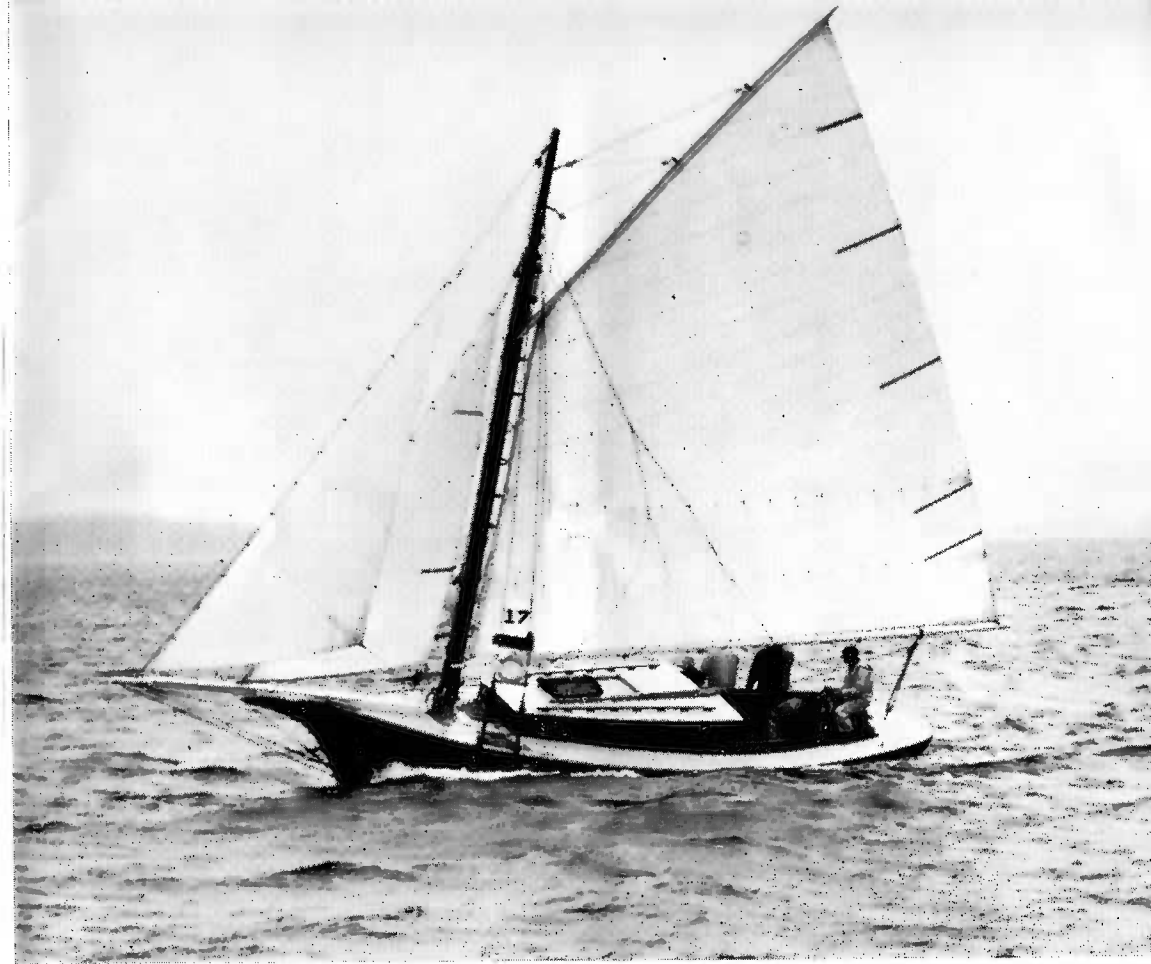
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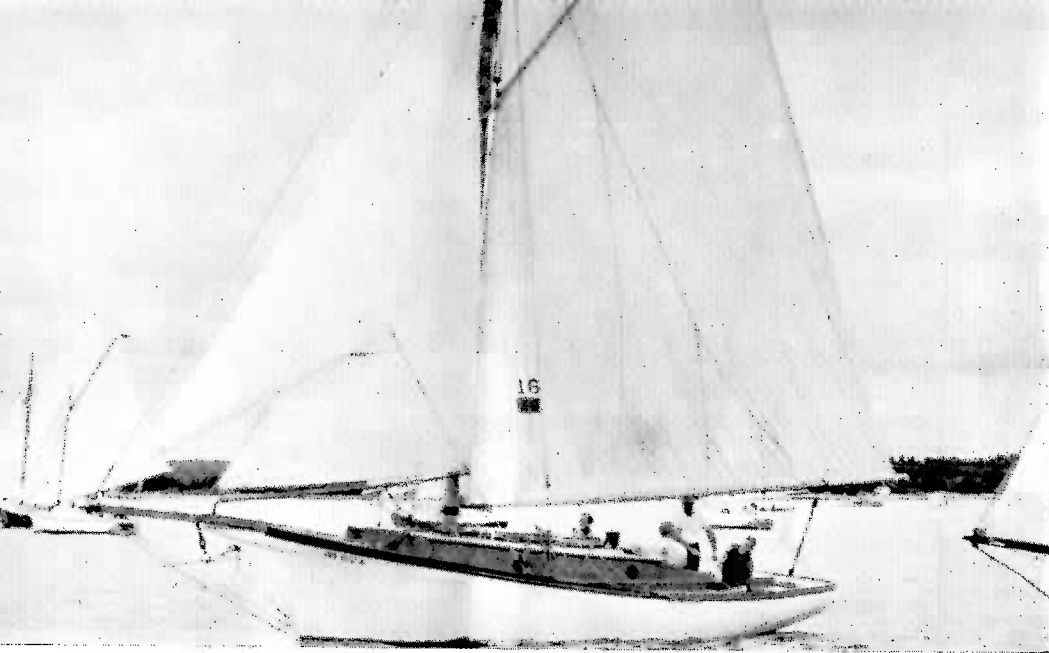


*Black Jack — Owner, Bill Pendleton*

*A FAIR BREEZE*

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*Fida Mia — Owner, Frederick Brown*

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## Appreciation . . .

It is impossible even to begin to name the people to whom we are grateful, so we will not attempt such a list. We can merely hope that all of you who have helped in planning and carrying out our preparations to make this regatta successful, know how we feel. From those of you who made a small contribution of time or money, to those of you who labored countless hours in our behalf, we salute you! Without you, all this would not have been possible.

Rather than to dwell on our appreciation for what you have done for us, perhaps it would be in order to outline what we hope to do in return indirectly for you.

By reviving interest in the famous sloop, we hope to benefit everyone who has more than a passing interest in Friendship or Friendship Sloops.

Already there have been inquiries about Friendship real estate as a direct result of people coming here for Sloop Day. At least one such sale has been made. At least a dozen sloops have been built or are a-building since the inauguration of Sloop Days. Two of these may be seen now under construction, one at Lash Brothers boatyard, and one behind the post office in the village. Lash Brothers have recently completed two others — one in 1962 for Randolph Major and one in 1958 for John Dallett.

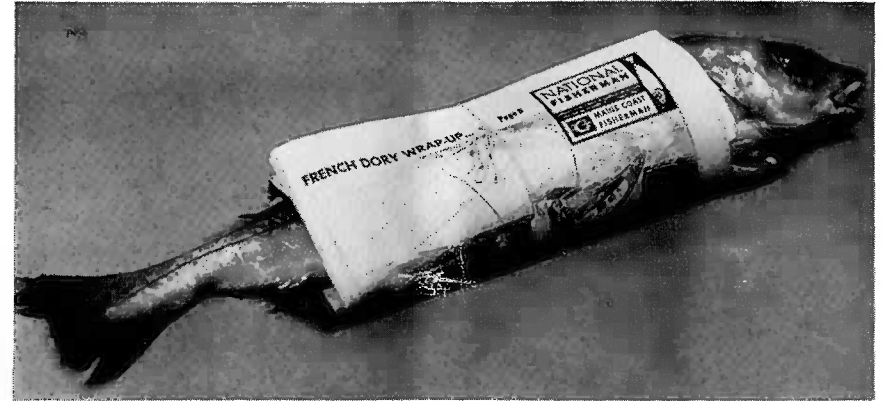
In digging for material to put in our programs, we have unearthed much information that is of interest to many. This information along with plans, models, pictures and other memorabilia, should have a home. We are in hopes that by Sloop Day 1964 we will have a museum well established that will give one and all who are interested, a chance to come to know the history of the world famous Friendship Sloop. We have the site all picked out, and much of the material ready. Now if we can come through with the financial backing necessary for such an undertaking, we'll be "in business".

The aim of the Sloop Society is to promote and create interest in Friendship Sloops. This in turn will help one and all who profess an interest. It creates a market for both new and used sloops. It makes work for boat carpenters. It benefits the organizations in town which cater to the crowds brought here to watch the races. To the visitors and summer people — we hope this event has brought a bright spot in your vacation and will afford pleasant memories on cold winter days. To the Captains — we hope you have had a good enough time to want to come again. To those hundreds of you who have helped us, once again we say "many, many thanks."

NEXT WEEK IS MAINE SEAFOODS FESTIVAL — DON'T FORGET



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People sometimes ask us why we don't print NF/MCF on shiny paper like other magazines. One answer is shown in the photo above, for we design the paper to be useful to readers in every respect. Too, newsprint permits us to give you more photos and features in each issue — and the sections are easier to pass around if there's only one copy in the fock'sle. Chances are some dog-eared copies may end up as fish wrappers, but if you are like most readers, you will file your NF/MCF as a store of marine information you can find nowhere else. If you want the latest in fishing and boatbuilding news and features wrapped up for you each month, subscribe today.

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