

FRIENDSHIP SLOOP DAYS



JULY 23 - 24 - 25, 1964

Friendship Sloop Society

INCORPORATED 1961

PRESIDENT

Richard Swanson, Winchester, Mass. (owner of "Jolly Buccaneer")

VICE PRESIDENT

Stuart Ford, Bailey Island (owner and builder of "Content")

SECRETARY

Mrs. Betty Roberts, Friendship, Maine

TREASURER

Carlton Simmons, Friendship, Maine

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Charles Weisel - George Owen - Herald Jones - Carlton Simmons - Betty Roberts

GLOUCESTER RACE

William Haskell - Chairman

WORLD'S FAIR CRUISE

Bernard MacKenzie - Chairman

MEDICAL OFFICER

Dr. Harold M. Frost

Dedication



Dr. Harold M. Frost

The Sloop Society, and more especially the people of Friendship cannot express the appreciation they have for all Dr. Harold M. Frost has done for them in ways too numerous to mention. Special thanks is given him for setting up our First Aid Station and making himself available in case of accident on Sloop Days.

As a small token of that appreciation we dedicate this booklet to him, and hope he will know the sentiment behind the gesture.



Vantage Point

THIS PAGE CONTRIBUTED BY
FEYLER FISH CO.

Rockland, Maine

Welcome . . .

We welcome all who are interested, to our shores, and our waters, and hope each of you has a good time. We know you will enjoy seeing the sloops for there's not a prettier sight to be seen anywhere.

It might be well to repeat ourselves a little and explain how this all came about. During the winter of 1961, Bernard MacKenzie of Scituate, Mass., had a vision of a fleet of Friendship Sloops racing out of Friendship, Maine. He contacted some Friendship citizens, and after much planning and many hours of deliberation, the Friendship Sloop Society was born. Let us right here pay homage to Mr. John Gould of the Enterprise and Mr. Earl Banner of the Boston Globe for all their invaluable assistance and untiring efforts in the forming of our Society. Nor did it stop there — they are still giving generously of their time and talent, for which we are indeed grateful.

As a result of all this planning the owners of Friendship Sloops were contacted, and the first race was held on July 22nd, 1961 with 14 sloops entered. It was originally planned to hold one race every two years, but the enthusiasm among the sloop owners was so great, it was decided to have another race the following year. Many of the skippers came a long distance, so it was felt it might be a good idea to extend the plans to include three days of racing, thereby providing a more worthwhile program for those who travelled so far. This was done, and three races were held on Aug. 9, 10 and 11, 1962. That year there were 15 sloops.

In 1963 the plans followed the same pattern as in 1962, and instead of a diminishing enthusiasm there seemed to be an increase of interest. Seventeen sloops were entered in the three day events, and one sloop from New Jersey arrived too late, but vowed to make it in 1964.

Now '64 is upon us and once more we are preparing for three days of racing with more sloops entered than ever before.

Probably the most important contributing factor to the success this regatta has enjoyed (except for the exuberance of the skippers of the sloops) is the interest and cooperation of the local people, particularly the merchants and businessmen who have supported us with their advertising. In 1961 we published an eight page program. In 1962 we expanded to twenty-eight pages to give the spectators a souvenir type pamphlet. In 1963 we grew to a thirty-six page program, and this year we have forty-four pages. None of this would be possible without the support and generosity of the persons whose names you will find throughout this book.

We hope you will enjoy the stories we've gathered for you, and especially we hope you will feel welcome in Friendship and have a good time.

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Friendship Sloop Races

WINNERS

- 1961 Eastward won the Governor's Trophy
1962 Class A — Won by Amity
Class B — Won by Eastward

1963

Thursday race was called off after six hours for lack of wind
Class A

Friday, July 26

Chrissy
Golden Eagle
Voyager
Sazerac
Jolly Buccaneer
Black Jack
Wanderer
Chance

Saturday, July 27

Jolly Buccaneer
Chrissy
Black Jack
Golden Eagle
Sazerac
Chance
Voyager
Wanderer
Depression

Class B

Downeaster
Eastward
Ellie T
Vida Mia
Content
MarGin
Sadie M
Wilbur Morse
Nancy

Eastward
Downeaster
Ellie T
Vida Mia
Content
MarGin
Sadie M
Wilbur Morse
Nancy

A run-off race between Eastward and Downeaster
resulted in Downeaster winning the Governor's Trophy

In setting up a regatta for these sloops we have been confronted with many problems, not the least of which has been classification. For three years the sloops have raced under two classes — Originals (those built prior to 1915) and Replicas (the more recently built sloops).

This year we have felt it necessary to include three classes: A. Originals B. Replicas C. Near Replicas. This will enable boats which are not true replicas to compete against others in their own class. There will be trophies and prizes for winners in all three classes, and as they cross the finish line we will try to announce over the loud speakers how each sloop has placed in her own classification.

Handicapping is always a headache and a cause for griping among racers the world over. The absence of gripes in these sloop races is a tribute to the spirit of friendly rivalry amongst the skippers, but more than that it is a tribute to Cy Hamlin. For four years Cy has done the handicapping for us, for no pay and little thanks, and this year he has really extended himself by helping us set up a third classification. So we tip our hat to Cy and say "Many Thanks". Where but in the world of Friendship Sloops would this suffice?



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List of Events

THURSDAY, JULY 23 — First Race

- 12:00 Noon First Race Starts
- 6:30 P. M. Picnic for Sloop Crews

FRIDAY, JULY 24 — Second Race

- 12:00 Noon Second Race Starts
- 6:00 P. M. Chicken Barbecue
- 6:30 P. M. Water Events for Youngsters
Swimming, Rowing, Trap Pulling, etc.
- 8:30 P. M. Youth Entertainment

SATURDAY, JULY 25 — FRIENDSHIP SLOOP DAY

- 9:00 A. M. Captains' Meeting
- 11:00 A. M. Parade of Sloops
- 12:00 Noon Race Will Start
Snacks served in several places. Information Booth can give full particulars.
Open House — at Boat Shops and Museum. Please make use of "Village Shuttles" to see these points of interest.
- 1:00 P. M. Lobster Meals — Hillside Facing Harbor. Served continually until 6:00 P. M.
- 3:00 P. M. Sloops should be appearing down the bay for the run to the finish line opposite the wharves in Friendship Harbor.
- 7:00 P. M. "Skippers' Banquet" served in the Town Hall. Trophies and prizes will be presented to the winners.

Races will start at 12:00 noon each day, and if the first boat is not over the finish line by 5:00 P. M. the race will be called off. 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.



Close Race

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Growing Pains

There have been persistent rumors filtering back to Friendship for confirmation that the regatta would not be held here this year, but would be in Gloucester or at the World's Fair instead.

The explanation for these rumors and stories is simple. The Friendship Sloop Society is expanding and has many members now south of the Cape Cod Canal, and in the Boston area. Many of these sloop owners find it difficult to travel the great distance to Friendship every year. For the people in or near Boston, we are now sponsoring an annual race out of Gloucester in September. Bill Haskell, owner of the Golden Eagle, and the winner of last year's Gloucester race, is chairman of this event.

Several sloop captains, particularly those who hail from the other end of the canal, have shown an interest in getting together to sail down to the World's Fair this year, and Bernard MacKenzie was appointed chairman of a committee to formulate plans for a cruise race.

All the extra activities which focus attention on the Friendship Sloop, thus bringing its name before the public eye, can only help our cause. It helps the Society, it helps the boat builders, and it helps our area. In addition it helps to increase the demand for sloops, and therefore creates a sellers' market for sloop owners who may wish to sell.

GLOUCESTER RACE — The annual Gloucester Race will be held in 1964 on September 12. The Boston Yacht Club, Marblehead, Mass., will be the host and the race course will be outside between these two famous ports.

CRUISE TO WORLD'S FAIR — As this program goes to press the following schedule is planned for the cruise to the World's Fair:

July 11 — Boston to Marion, Mass.

July 12 — Marion, Mass., to Newport, R. I.

July 13 — Newport, R. I., to Old Mystic Seaport, Conn.

July 14 — First Rendezvous

July 15 — Old Mystic Seaport, Conn., to Port Jefferson, L. I.

July 16 — Port Jefferson, L. I., to Manhasset, L. I.

July 17 — Rendezvous Race at Manhasset

July 18 — Rendezvous Race at Manhasset

July 19 — World's Fair

Definite plans have been formulated for the activities at Old Mystic Seaport, Manhasset and the World's Fair. Ten to twelve sloops are expected to take part in some or all of the cruise.

On May 28th the Friendship Sloop "Dirigo" was the center of attention at "Maine Day at the World's Fair". Taking part in the ceremonies were Governor Reed, Miss Maine, and Friendship Sloop Secretary Betty Roberts.

Race Committee

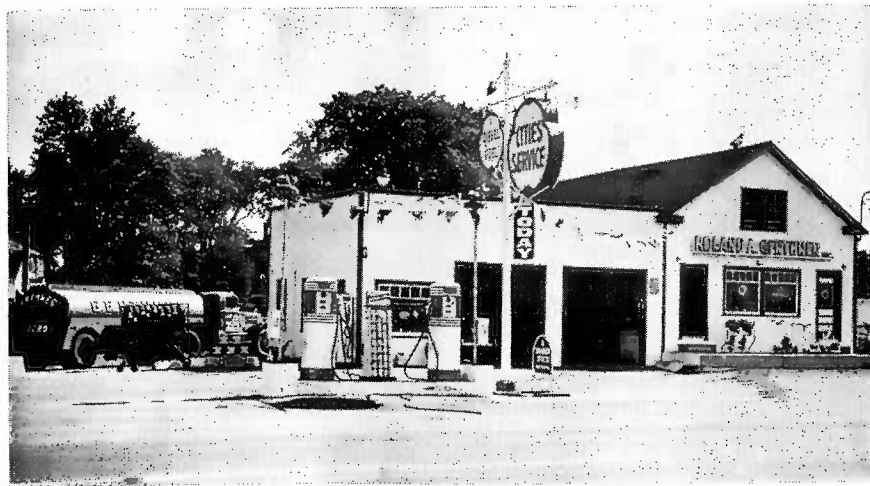
There is much more to a Friendship Sloop Race than sitting at a tiller and setting the mains'l at the proper angle. Who sets the course of the race? Who determines in which class a sloop will sail? Who handicaps the larger vessels so the smaller ones will have a chance to win? Who rules on fouls and other disqualifications? Who decides the actual winners?

It is time to pay tribute to our long-suffering Race Committee. We have been blessed with some able men in this important job, and every one of them has served without compensation and with very few words of thanks for a job well done.

"Cy" Hamlin has handicapped all the races. Here is an experienced naval architect who designs boats, plans the Retired Skippers Race, developed the handicap buoy system used in this regatta, and serves on our committee to determine the classification of each sloop. He has a keen interest in the "Friendship" as a fine sailing craft or we wouldn't have his valuable assistance.

Bill Danforth has served on all four race committees and is our Chairman this year. His "White Falcon" has carried part of the race committee around the course each year. A member of the "anchor" family, he boasts a wide experience on race committees. He is a past chairman of the Boothbay Harbor Yacht Club race committee; Past President of the Maine Yacht Racing Association; present Judge of the New England Sectional Races; member of the North American Yacht Racing Union; member of the New York

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Yacht Club; and is Commander of the Wawenock Power Squadron which is serving as a patrol to help keep spectator boats clear of the race course in this regatta.

Arthur K. Watson, or "Dick" as he is better known, has given valuable assistance for three years, using the lovely "Palawan" as committee boat. It was Dick's father, Thomas Watson, Sr., who introduced the Finn boats to this country in the early 1930's. It was on these that Dick learned his sailing. Dick is a member of the Camden Yacht Club and co-owner, with his brother Tom, of the Palawan. He sailed her to an overall and Class A win in the 1959 Monhegan Race. In 1960 she was first in her class in the Bermuda Race, and then raced to Sweden.

The Palawan's jovial captain Paul Wolter was born in Hamburg, Germany, and served six years in the Merchant Marine. He won his Master's papers in 1956. It is interesting to learn that he was manager of the royal shipyard in Saudi Arabia for Ibn Saud for a time. He has captained the Watsons' vessel since 1958.

The Sea and Shore Fisheries boat "Guardian" and the Coast Guard 65 footer have served as committee boats at different times, commanded by Captain Farmer and John Apperson, respectively.

George Owen has been a member of the race committee since he purchased a home in Friendship three years ago. He and his wife were former owners of the sloop "Swan", so their interest is natural.

Elbert Pratt, a member of the faculty at Upsala University in East Orange, New Jersey, came by his keen interest in "Sloop Day" as a summer resident of Friendship.

Carlton Simmons represented the local townspeople on the committee for two years, but gave it up to become our official photographer.

Last year John Squarebrigs of Waltham, Mass., served as chairman of the committee, and Mary Ann Hill of Beacon Hill, Boston, and Bailey Island, was a member.

Our chairman for the first year was Leon E. Nickerson, former commodore of the Edgewood Yacht Club in Rhode Island, and Albert H. Chatfield, commodore of the Camden Yacht Club at the time, was a member. That year George Morrill of the Burnham and Morrill Company of Portland, sailed his motor sailer "Down Wind" into the harbor and carried the race committee around the course. A heart attack the following winter prevented his active participation in the following regattas, but each year he presents a "Sea Chest" as one of the trophies.

The Race Committee has been spared much of the vituperation which usually goes with the job, because our skippers have insisted on keeping the cut-throat attitude out of these races. Keen rivalry is there, but the love of these fine old fishing boats is a dominant factor, and competition has been a friendly sportsmanship which we hope will continue as long as regattas are held in Muscongus Bay.



A Bird's Eye View

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Trophies and Prizes

The 1964 Friendship Sloop Regatta will include three days of racing. Thursday and Friday will have a winner in each of three classes (see page seven). Saturday's race will have three winners in all three classes, and there will be an overall winner for the three days. Altogether there will be sixteen trophies or awards given out Saturday night at the Skippers' Banquet, as well as several special awards.

Each day's race will begin at 12:00 noon. A handicap buoy system is being used, so the first boat back over the finish line is the winner. All races will finish in full view of the wharves in Friendship Harbor.

DONORS OF TROPHIES

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Department of Sea and Shore Fisheries

Friendship Sloop Society

Al and Betty Roberts — Trophies for Youngsters Events

In addition to the customary trophies for winners, this year there will be many additional awards. This has been made possible through the co-operation of many Maine Industries and Businesses, which are listed below in alphabetical order.

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Governor Reed	Potatoes
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List of Friendship Sloops

Sloops listed with the Friendship Sloop Society as of publication of this program, plus others we have been informed 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.
Aurara		30'	Hoche & Richard Steele, Rockport, Me.
Black Jack	Wilbur Morse	33'	William Pendleton, Suffield, Conn., and Searsport, Maine
Banshee	Morse	30'	Benjamin Waterworth, New Bedford, Mass.
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, Me., and Boston, Mass.
Dictator	Robert McLain Bremen	31'	Dr. Alan Chesney, Baltimore, Md., and Deer Isle, Me.
Dirigo	Lash Bros. Friendship	30'	Ernest O. Sprowl, Searsmont, Me.
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
Fascination	W. A. Morse	27'	Bruce Read, E. Pepperell, Mass.
Finette	Wilbur Morse	47'	Frank Smith, Westfield, Conn.
Flying Jib	Scott Carter	30'	Elbert Powell, Arlington, Mass.
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.
Gypsy	Judson Crouse	23'	Robert Lash, N. Penobscot, Me.
Jolly Buccaneer	McLain Bremen	45'	Richard Swanson, Winchester, Mass.



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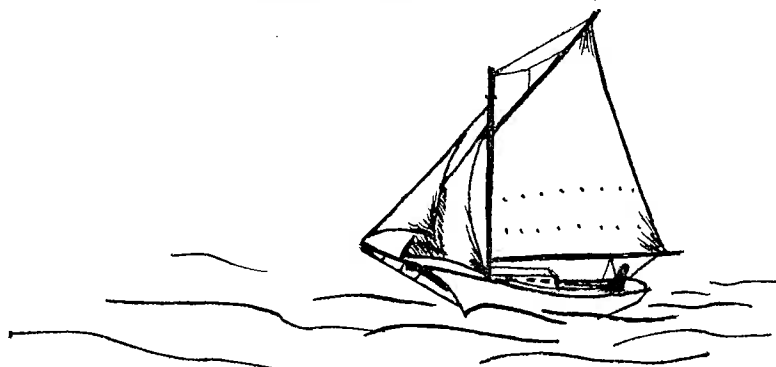
SEA STREET, CAMDEN, MAINE — BOX 677
Telephone: 207-236-3024

List of Friendship Sloops

Name	Built By	Length	Present Owner
L'Aigle D'Or	Gannett	24'	John Adams, Jr., Marblehead, Mass.
Loon			Harry McCausland, Beverly, Mass.
MarGin		25'	Rev. Gerald Kinney, Thomaston, Me.
Mary Ann	Lash Bros.	31'	John Dallett, New York, and Cushing, Maine
Mary C.	N. D. Clapp (marconi rig)	20'	Nat Clapp, Jr., Prides Crossing, Mass.
Nancy	Carlton Simmons J. P. Hennings	26'	John P. Hennings, Falmouth, Me.
Nomad	Wilbur Morse	44'	James E. Ford, Middletown, Conn.
Pal-O-Mine	Gannett	27'	James B. L. Lane, Winchester, Mass.
Princess		25'	Joe Richards, Key Biscayne, Florida
Retriever	Gannett	22'	John Plante, Chelmsford, Mass.
Sadie M.	Morse Boat Yard Thomaston	20'	Harrison Prindle, Castine, Maine
Sea Duck	Morse Boat Yard (ketch rig)	36'	Robert S. Coburn, Glenmont, N. Y.
Snafu		35'	Alfred Gastonguay, Beverly, Mass.
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'	William & Joan Bornstein, Mt. Sinai, Long Island, N. Y.
Tannis II	W. S. Carter	33'	Francis E. Niering, Jr., Norwood, Mass.
Tern	Wilbur Morse	26'	Mr. Hibben
Vida Mia	E. L. Stevens	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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Friendship Museum

For years there has been a crying need for a museum to house the history of Friendship and also the Friendship Sloop. Far too many things pertaining to the town in general and the sloops in particular, have been scattered to the four winds already.

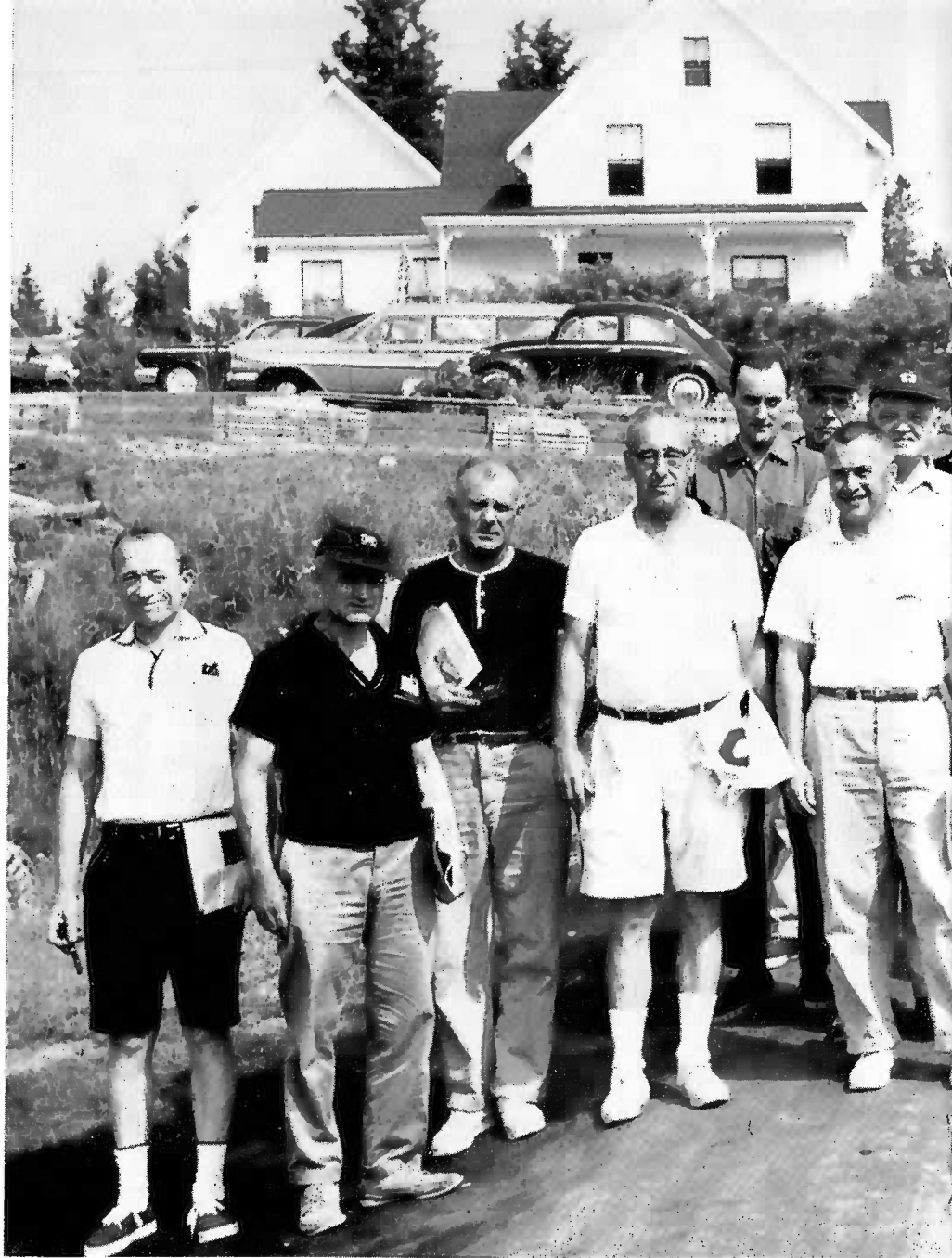
At long last something is being done to preserve and collect such material, and put it on display. As a modest beginning, the Red Brick Schoolhouse has been loaned for this use, which in itself is a museum piece. Undoubtedly these modest quarters will soon be outgrown, but at least it is a start. The response from the townspeople, the summer people, and the Friendship Sloop Society has been tremendous. The town appropriated money at its annual town meeting. The Sloop Society donated a sizable amount at its annual meeting, and donations and memberships have come in exceedingly well. The big expenses of preparing the building for use, and setting up the exhibits etc., have all been met, and the first year is off on a good firm financial footing.

There are two public misconceptions about the Museum. People seem to think it is a marine museum, and they think it is being operated by the Friendship Sloop Society. The Society does have interest in the museum because of the close association between the two, but the two organizations are distinct and separate. Much of Friendship's history has to do with the sea, so it is a natural assumption that this would be a Marine Museum, but it is not that, exclusively.

Mrs. Wardell McFarland has agreed to be our Curator, and will keep the Museum open from 10 a. m. to 5 p. m., Monday through Saturday and from 2 to 5 p. m. on Sundays for ten weeks. "Carrie", as she is generally known, has many qualifications for this job, and through her connections with sloop building and the Town of Friendship, will be able to answer the questions put to her by the Museum visitors.

The slogan of the Museum is, "A museum of Friendship in Friendship" and its double meaning is exemplified by a decision of the Board of Directors, that no charge be made to view the Museum and its contents.

Everyone is welcome. We hope you all will pay us a visit.



Front row, left to right: Bernard MacKenzie, Ernest Wiegler, William Haskell, Bill Pendleton, John Hennings, Roger Duncan, Gerald Kinney, Ted Brown, C. Wilfred Brann.



Back row, left to right: Jonathan Lambert, Randolph Major, Harrison Prindle, crew member, Stuart Ford, Dick Swanson, Malcolm Barter, Clinton Merrill, crew member.

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"Surprise"

The winter months in Friendship are our slack season, and allow ample opportunity for pursuing "extra curricular" activities. With this in mind one blowy day in February we started out for Round Pond to visit with Philip J. Nichols. As we approached the village, we spied a mast lying in a dooryard, that had all the earmarks of belonging to a "Friendship".

With little or no trouble we found Phil at work in his boatshop. He acknowledged the mast we had seen was for his sloop "Surprise".

It is a 35 foot spruce stick, nine inches in diameter, and will carry a 22 foot gaff and a 32 foot boom. Of course Phil has made all of these himself.



Philip J. Nichols

The 33 foot hull of the "Surprise" was launched late in June of 1963, and after summering in Round Pond, during which time Phil ballasted her with three and one-half tons of window weights, she was taken to Pleasant Point Gut, Cushing, for the winter. Being in no hurry, Phil has spent the winter steaming and bending his oak mast hoops, cutting out the mast, boom, and gaff, fashioning his dead eyes, and splicing the galvanized wire that will make up her rigging. The sails are the only thing Phil hasn't made himself. Altogether "Surprise" has been nine years in the building, and will be ready for sailing this summer. She's the third Friendship Phil has built. In 1932 he built "Result" and in 1942 the "Pressure" (which is now the "Suchel" owned by Richard Usen of Manchester, Mass.).

Two of Mr. Nichols' sloops were built from the lines of the "Au Revoir" built by Charles Carter on Bremen Long Island. The "Au Revoir" had been left to die on Loud's Island when Phil found her and floated her to Round Pond with the help of barrels. He then made molds from her, and took off her lines. After salvaging what hardware he could, he burned her on the beach.

Phil is a retired draftsman, born in Round Pond 69 years ago. He'll talk "Friendships" at the drop of a hat, and makes a stranger feel right at home immediately. When leaving, we could not resist asking why he named his latest sloop "Surprise". His answer was no surprise, after listening to his dry humor for an hour or so. "Well," he said, "I guess it was because after nine years it was a surprise to me I ever finished her."



Downeaster — Randolph Major - Owner

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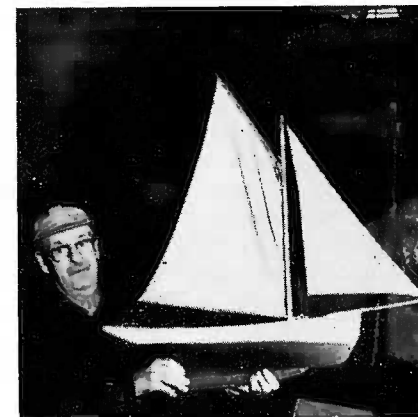
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Albion Morse

One of our first questions to Ferdinand Morse of Cushing was "How many sloops did your father Albion build?" This brought a wrinkle to Ferd's brow, for he didn't know the answer. Finally he ventured, "The best I could tell you, it must have been close to a hundred. There were at least six at one time right here in the Harbor at Pleasant Point."

At this point in our conversation, Ferd disappeared for a moment and returned with a beautiful half model, from which Albion had built many of his sloops. "I have a fully rigged sailing model of this same sloop," he said. With little or no coaxing, Ferd brought out the sailing model too, and told us the story connected with it.



Ferdinand Morse with sloop built by his father Albion Morse

When Ferd was a young boy, his father, Albion Morse, had built him this beautiful sailing model, built to scale, following the half model plan. "We used to take it out back to Dick's Cove and sail it," he said, "and I was known as a pretty good rower, but I never could catch her 'til she fetched up on the opposite shore."

One day she sailed away from Ferd, and a stranger intercepted it and hauled it out of the water. Ferd thought sure the fellow was going to steal it, and his heart went into his mouth. Come to find out, he was interested in buying a Friendship Sloop that would sail like that model. To make a long story short, a deal was made, and Albion built the stranger a sloop. This experience was not unique, and three other orders for sloops resulted from having someone see the way that model would sail. One went to Stonington, one to Vinalhaven, one to Walter Davis on Monhegan, and one to Frank Towle from Port Clyde.

Albion built boats all his life, and after sloops were no longer in demand as lobster boats, he switched to building smaller craft, and continued 'til his death in 1929 when he was 78 years old. He used the same trailboard design that his brother Wilbur was using in Friendship with only his first name making any distinction.

The Morse family was a family of boatbuilders. Probably Wilbur is the most widely known, because it was his promotion that spread the fame of the Friendship. Wilbur was but one of a family of boatbuilders. His father Jonah and his brothers Albion, Charles and Jonah rounded out the family picture, with other relatives too numerous to mention also building boats, before, during, and after the time of these men.

Apparently this boat building ability is hereditary as it passes from father to son for many generations. This is proved in this particular case as it went from Grandpa Jonah to Albion to Ferd. Ferd worked with his father until Albion's death, and then Ferd continued construction of boats in a Thomaston yard until his retirement.

“Do it Yourself”

Coming upon Stuart Ford sitting chatting with John Thorpe and his family this lovely afternoon was no accident, for I had been looking for them; finding them together was my good fortune. I knew Stuart and John and Mrs. Thorpe from previous Sloop Regattas and was quickly introduced to the Thorpe children, Katy, Henry and John.

“They make a lovely sight, don’t they?” I said as we turned our gaze toward the sloops anchored at the foot of the hillside where we sat.

“But two are lovelier than all the others!” Eleanore Thorpe smiled as she spoke, and I knew she referred to the “Content”, built by Stuart Ford, and to her namesake, the “Ellie T”, which she had helped her husband build.

“I suppose a boat built by your own hands does have something special about it,” I surmised, and John, Jr., came back quickly with, “You can say that again! It’s a member of the family!”

“The boy’s right.” Stuart Ford, well into his seventies but still young when it comes to boats, smiled as he spoke. “It’s a pity more people don’t try building one.”

“I should hate to put to sea in a boat that I could build.” Turning to John Thorpe, I continued, “What made you think you could build a sloop?”

“I doubt if I could have done it without my father. A building contractor, he had a lifetime interest in boats, and had built quite a number, mostly sailboats. He had a shop, good hand tools, and a lot of know-how, all of which he made available to me. As you can see, I did not have many of the problems of an amateur going on his own.”

Stuart spoke up. “You were fortunate. I feel that a proper place to build is very important to the amateur. I went so far as to build a building 30’ x 18’ and 9’ to the collar beams, and a big door. This cost me the summer of 1958 and \$700.00, but gave me a level floor painted white, where profile of keel, stem, sternpost, knees and horn timbers were laid out and the assembly of these parts bolted up right on the layout.”

“Keel”, “stem” and “sternpost” I knew about. “Knees” and “horn timbers” left me completely in the dark. Here was a man who knew boats. I asked where he got his plans.

“The design is for the 25 foot sloop “Pemaquid” taken from Mr. Chappelle’s book, “American Small Sailing Craft”. I took a reading glass to pick out the table of offsets, but I understand larger prints may be obtained from Mr. Chappelle.

“An interesting sideline is that John’s ‘Ellie T’ was from the same plans, and more interesting yet is that John’s father owned the original in her working days. She was called the ‘Florida’ and I believe she was built in 1914 in Bremen by Abdon Carter. I copied the tiller from the original which Mr. Thorpe, Sr., still had.”

“Yes,” said John, “my father bought the ‘Florida’ in 1920 from Randall Simmons on Loud’s Island, and I got my first sailing experiences holding that same tiller.”

It was time to ask about the actual building, and John responded.

“We got underway in the Fall of 1956 at Christmas Cove. We had come across the lines in Chappelle’s book. I had had enough drafting so that the lofting did not present any particular problems. My father knew

traditional boat construction and kept me straight on that. We made it a family affair — a fact of considerable importance — Eleanore and the children all helping in various ways.”

“I’m not sure Katy and I helped much,” Mrs. Thorpe interrupted. “We sort of kept the bilge cleared out and the shop cleaned, and gave them our moral backing when the going was hard.”

Thorpe bristled, “Don’t be so modest! Doing about all the original painting and finishing of bright work is helping much.”

John continued: “We followed the hull lines and sail plan of the ‘Florida’, but used our own deck plan and construction methods, holding pretty much to the traditional. We used native red oak for keel and deadwood, white oak for the frames which we put in double to get away from cracking on the hard turns, and native pine for planking. Because of the laminated frames we used copper rivets for fastenings.”

Here Henry spoke up, “That was my specialty. I held the iron for the riveting.”

“How did you proceed, Stuart?” I asked.

“Boat Building” by Howard Chappelle was my Bible, most valuable on how to start the planking. The only tricky part was around the “Tuck”, due to my inexperience.

“The steaming of the cedar planking and the frames was very easy with a three burner gas plate, bottled gas and a wash boiler connected by a hose to a box about six by eight inches and eight feet long.

“The transome made me scratch my head until I steamed the oak boards over a form and screwed them together, making the whole thing over-size and then chiselling off the excess as indicated by ribbands bent over the moulds.

“I eliminated the wide oak shelf, using a five inch by one inch clamp whose upper edge was faired with the shear strake to the crown of the three-quarter inch plywood deck. Fibre-glassing deck, cabin top and cockpit floor was easy and not messy.

“As to help, I had the 1500 pound lead keel cast in a foundry, this being cheaper than getting the equipment together for one keel, and very much safer. A friend helped me for two afternoons after hauling his lobster traps, to steam in the frames. Most of the red leading of the planking screw heads and putting in the bungs was volunteer labor: I had my spar trees sawn square at a mill, had help launching, and in stepping the mast.”

“One more bit of interest — the keel was a gift of long leaf yellow pine from the buildings of the Centennial Exposition in Philadelphia in 1876.”

What about cost in man hours and material? John’s answer represents the man who builds his sloop in spare time, while Stuart’s shows what a retired man can do to keep busy.

John said, “I would say, off hand, that the material cost has been under \$2000.00. As for hours, I put in about 2200 up to the time of launching and the rest of the family probably put in enough to bring the total over 3000. It was all pretty much part-time work which is not very efficient. I usually worked one day a weekend in the Winter, two in the Spring and Fall when we could weekend at the Cove, and long Saturdays and Sundays during the Summer when we lived at the Cove and I commuted to Bath.”

Stuart said, “I kept no track of hours worked but all work was done in three summers, interrupted by the usual chores of house maintenance, grass cutting, shopping trips and, according to my wife, many hours sitting on the bench smoking a cigarette and settling the affairs of the marine world with some other boat bug that dropped in.

"As to costs, I added up my check stubs including the one for a six horsepower diesel engine and they totaled about \$3000.00. I had the advantage of a discount on hardware and fittings and saved about \$100.00 by using galvanized screws instead of bronze. They should last as long as the frames and much longer than I."

Both men agreed that the project had been a pleasant and profitable experience, and promised to give counsel and encouragement to anyone considering building their own sloop. They even gave permission to use the substance of our conversation for this article. Their addresses are:

John Thorpe, 704 High Street, Bath, Maine

Stuart M. Ford, Bailey Island, Maine

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Jonah Morse

In the course of digging out historical data about Friendship Sloops, we have talked with as many of the old timers as possible, and one name that keeps turning up in these conversations is Jonah Morse, brother to Wilbur. For about 40 years these brothers worked together building boats. Jonah first went to work for Wilbur at the age of 19, and it wasn't long before he was made foreman of the shop. Later the brothers formed a partnership and Jonah remained as foreman until 1924 when he moved to Damariscotta and his own boatyard. Bob Lash, Sr., of Friendship says he moved Jonah to Damariscotta by boat taking all Jonah's possessions, even the woodpile.

Jonah operated his Damariscotta yard for about six years before his death. After spending most of his life building sloops for Wilbur, he switched to schooners and other fishing craft when he moved to Damariscotta. The era of the Friendship Sloop was temporarily over.

Wilbur was a salesman — a promoter — and through his efforts the Friendship Sloop became one of the most widely used and better known craft on the coast. Jonah on the other hand was the working partner. It was through his leadership that the yard was able to turn out so many boats. He supervised the work from the laying of the keel to the launching, and even after the launching, it was Jonah who would make the trip back to the shore during the night to make sure everything was O.K. He insisted on personally knocking out the last block that sent the boat down the ways. If anyone was to be endangered, he wanted it to be himself rather than one of his men.

This devotion to his work was characteristic of everything he did. He didn't use "company time" for making the trailboards. This work was always done at home as a family project. His stepdaughter, Carrie McFarland, who still lives in Friendship and is currently curator of the Friendship Museum, tells how he would come home from work carrying the boards that were meant for a new boat's trailboards. During the evening he would carve out the now famous vine covered trailboards, and the children would spend hours sanding them to his satisfaction. In the early years only Wilbur's name appeared on the trailboards, but after the partnership was formed, the initials of both men were carved thereon. The billet-head or eagle heads were carved and finished in this same way, and after completion, Jonah would take them to a neighbor for gilding.

The differences in personalities between Wilbur and Jonah served to make their partnership a thriving business for themselves, and a boon to the economy of the town.



Carrie McFarland



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Friendship Sloop at Work

No one will deny that lobstering is a difficult job. For most anyone, merely trying to maintain his balance and stay on his feet while the boat pitches and rolls, would be a day's work, or finding and keeping his bearings in a thick fog or blinding snow-storm might discourage the wary. Add to this the finding, hauling, baiting, and resetting of a couple hundred traps a day and you have a rough idea of a lobsterman's lot. Admittedly the winch for hauling traps, the depth finder, and the radio telephone, not to mention the standing tops and gas-line engines have eased things up considerably.

For a comparison between today's fishing and that 50 years or more ago, we talked to Allie Cushman, a veteran lobster fisherman who has fished for lobsters for more than seventy years. Allie has fished from

a Wilbur Morse sloop. She was the thirty-four foot "Wawanoek. We asked Allie how it was possible for one man to manage the sails, warp, traps, lobsters, and bait and still manage to keep clear of the ledges and rocks, and he said the secret was to "lead out the sheet of the mains'l quite a way, and trim the jib tight while you're hauling. The boat would lay good then." He added, "When you hauled, the trap would come to the top of the water quite a way off, and you would have to pull it over to you of course."

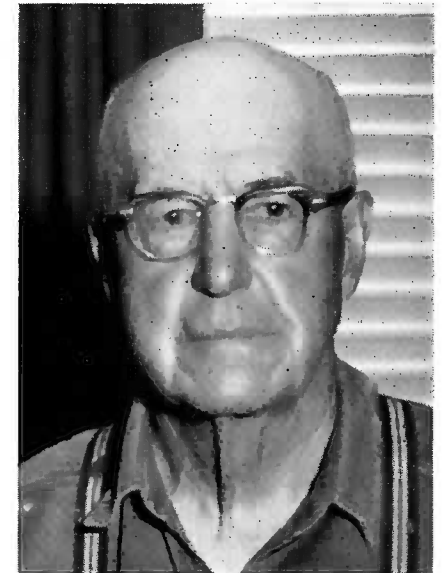
Usually two men would team up for winter fishing, and they would always take a dory along. If the weather was moderate and calm one man would haul traps from it, while the other stayed with the sloop. During a good breeze, it took all the skills of both men to sail the boat and haul the traps, with wind, waves and spray keeping them pretty well wet down most of the time. When asked if it wasn't bitter cold with no spray hoods or standing tops, Allie explained that one man would stand down in the "cuddy" and watch his partner's face. "When his nose started to turn white it was time to change places."

"Lobstering was altogether different 50 years ago," said Allie, "in those days a man had one gang of traps; about 60 was all he could haul in one day, and we couldn't put them in close to the rocks the way we do now."

Out of curiosity, we asked Allie how old he was when he first went lobstering. His answer was something like this — "Well I couldn't say exactly, but my folks thought I was too young to be out in a boat, so I lugged a trap down on the point and set it out at low water as far as I could. The next day I'd go haul it in to see what I'd caught."

And Allie's been at it ever since except for a time when he went seining with his father in a 48 foot Friendship they named "North Star".

But seining's another story.



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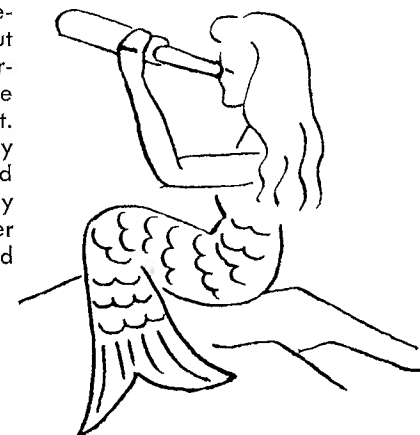
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Pardon - Your Sloop is showing

1. The sloop "Depression" owned by Dr. Myron Hahn of Friendship and Boston was once sold for \$15.00 during the depression. Incidentally that era gave her this name.
2. The mystery of a black mother cat aboard the Eastward last summer as she prepared to leave for home had everyone baffled for awhile until Shelly Swanson from the Jolly Buccaneer come looking for "Spooky". Next was the problem of how Spooky, the cat, traded boats in the middle of the harbor. During the Skippers' Banquet the Jolly Buccaneer and the Eastward must have drifted close enough for Spooky to try out her jumping legs. A trip to Newagen by the Swansons returned the cat to her "home boat".
3. The smallest sloop registered with the Society is the "Sybil" built in Cincinnati, Ohio, in 1960. Her measurements: length overall - 13", water-line 10½", beam - 3½", gaff - 7", boom - 10", bowsprit - 4½". You guessed it — she is a model built and owned by Mr. Spencer Danes of Cincinnati. The Sybil is a full rigged beauty.
4. The "Wilbur Morse" now owned by C. Wilfred Brann of Augusta, was sailed to the Bahamas and Florida from Maine in 26 days in 1948 by John Armstrong, a summer resident of Friendship.
5. In 1931 the "Duffer II" owned by Clark Saville, was stolen from her mooring at the Quincy Yacht Club. It was definitely proved in correspondence with the American consulate in the Netherlands that a wrecked ship off Amsterdam was the Duffer II. The suspected pirate was connected with the murder of a man and his wife in Long Island Sound. He must have then, in his flight, sailed across the Atlantic where he lost his life with his ship. The trailboards with W. A. Morse inscribed thereon were all that was salvaged.
6. The wreck of another sloop bearing Morse trailboards was discovered off the coast of Sicily.
7. Friendship Sloops racing in the regatta of 1962 were supposed to cut free their handicap buoy on Saturday and bring it in with them. The "Eastward" crew cut it loose all right. When the rope was cut the buoy snapped free driving the flag end right through the mainsail. Luckily Roger Duncan had his sailmaker aboard, and the sail was mended during the race for the finish.



"Eastward" at Work

ROGER F. DUNCAN

Some people who go to sea with us have never been in a sail boat before. They regard an afternoon sail as a dangerous adventure. They bid farewell to loved ones on the float, make only half humorous references to the whereabouts of the life preservers, and look a little grim about the mouth when they hear that we have no radio. Then as we leave the float slowly and quietly with no roar of engines or flurry of foam, they are a little disappointed. Once outside the harbor, though, as we heel to the gentle breeze, they clutch the coaming and ask hesitantly if the vessel can capsize. If I think they can take it, I answer, "Only once."

However, after a few minutes they see that the situation isn't getting any worse. The motion is easy; the angle of heel is gentle and constant. Perhaps a little spray comes over the foredeck but none finds its way aft. The cockpit is wide, deep, and comfortable. They feel as if they are down in the boat, not up on top of it where they might fall off. In fifteen minutes they are sitting on the lee side leaning against the coaming within inches of what a quarter of an hour before they had regarded as a watery grave, their thoughts of life preservers forgotten.

Before long we persuade someone to take the wheel. A simple explanation, a little coaching, and the attentive ones who have been born with the right touch are holding a course by the wind very nicely — that is, after the pictures have been taken and the inevitable witty remarks have subsided. One of the best helmsman who ever sailed with me was a blind man whom I introduced to the sport. He straddled the wheel-box and faced the wind, keeping the course by sensing the angle at which he had to hold his head. If the wind shifted, he followed it unerringly.

The most irritating helmsmen are the "Twirlers" and the "old salts". A twirler steers as if he were driving a truck. If he is a whisker to starboard off the course, he turns the wheel to port and keeps turning it until the vessel responds. Of course she swings by the mark to port so he turns the wheel back to starboard. By the time the rudder takes effect, he is hard over to starboard and the vessel swings purposefully that way. In no time we are stopped almost dead in the water in imminent peril of gybing or hanging in the wind all a-luff. But frustrating as the twirler is, he can't compare with the "old salt". The old salt has sailed before — knows all about it. He takes over with easy confidence, twiddles the spokes, and asks, "Which way does this thing go?" It irritates me unspeakably to have my fine sloop called "this thing". Once we get him straightened out, all goes well for a bit until he begins to tell about "I and Harold Vanderbilt" on the *Ranger*. As the story drags on, the sloop he is actually sailing edges toward the wind until she is hanging with a big luff in her mainsail, bowing up and down in the chop, and sagging away to leeward. Finally he notices, pays her off, and the next instant is roaring along with the wind abeam and sheets hardened in but not making a yard to windward. Then he wants to know if "this thing" can point within three degrees (sic) of the wind the way his boat did.

However, most people are pleasant, interested, and attentive. By the time everyone has had a chance to steer, made each others' acquaintance, marveled at the seals on the ledges, and asked about who lives on the islands, they have complete confidence in the boat and crew and are enjoying themselves immensely. They swap sandwiches, talk about politics, mutual friends in New Jersey, or favorite eating places on Route 1. Some are interested in the history of the region. Some are engineers who enjoy calculating the horsepower of the mainsail, some are naturalists, poets or painters. There is usually a photographer present who blinks away vigorously, getting good angles on the curves of the sails, and white water under the lee bow or his daughter at the wheel. If it is a cold beat to windward, we may have a mug of tea together, but we always try to end the afternoon with a warm run before the wind to the harbor, home and mother, who is waiting anxiously on the float for her returning voyagers. If we can lay the sloop neatly alongside without a bump, our guests step ashore, ready to snap one more picture as we sail off to the mooring and tell their friends what good fun sailing is. It is very cheering to think of how many people have had a good time aboard our boat.

Not a little of their pleasure is the result of the Friendship design. Her hard bilges and considerable beam keeps her from heeling excessively and give people a feeling of confidence. Her high, flaring bow keeps them dry. Her weight and her easy lines give her a gentle motion in a sea and make her simple for a beginner to steer, for she doesn't yaw about and fly up into the wind with every puff. Her clipper bow, quick sheer, and powerful grace make her a pleasure to all who see her and a pride to her owners.

Occasionally, of course, we have our little *contretemps*. When we do, the passengers seldom realize it, and it is over before they know what happened, leaving the skipper gulping his heart back to where it belongs and crossing his knees to keep them from knocking together. There was the day when we sailed out of Newagen Harbor in a northwester, were blanketed for a moment in the narrow entrance, then stopped by a fluky puff from dead ahead. She fell off the wrong way; and before we could get her started, she sagged onto a ledge. By that time the wind had breezed up again so we sheeted the mainsail in tight, heeled her sharply, and sailed her right across the ledge in three jumps. No damage was done and everyone had a lovely afternoon except the skipper, who kept an anxious eye on the level of the bilge. By the time the passengers stepped ashore, they had forgotten all about the shipwreck.

Another day I had a family from Ohio aboard in a smokey sou'wester beating down the Sheepscot River with the ebb tide. It was rough and blowing about thirty, more than she could comfortably stand up under with her three lower sails. But the topping lift had fouled in the gaff jaws so I couldn't lower the mainsail to reef it, and it was too rough to send my boy aloft to clear the jam. I was nursing her along with the main sheet started trying to get to windward enough to run into Newagen harbor where I could pick up my mooring and reef in comfort. The gentleman from Ohio was sitting on the cockpit floor with his back comfortably resting against one bench and his feet luxuriously propped on the other, the spray and wind all flying over his head. He was peacefully smoking a pipe and was surrounded by children eating popcorn. "Tell me, Captain," he asked as the sloop staggered under a heavy puff, "is this what sailors ordinarily call a good sailing breeze?"

The worst difficulty, however, is fog. On a day when it is thick as mud outside, it is usually clear over the land so down to the shore comes the party eager for a sail. Often we can run up the River or into Boothbay Harbor and find it clear, so we start out. One day we didn't make the bell buoy. The horn on the Cuckolds seemed in entirely the wrong place, and pot buoys began showing up where no pot buoys ought to have been. I checked the navigation and the course seemed all right. Then I noticed that a passenger had put down a camera with a light meter in it right next to the compass. The magnet in the meter had thrown the compass badly off. It took some ingenuity and considerable good luck to feel our way out of that, but we made it without disaster, although for one I saw the bottom quite clearly.

A man and a boy who must make their boat pay her way cannot do better than with a Friendship Sloop. She is handy, dry, comfortable, and fast enough to be fun. If you can rig a topmast with a gaff and jib topsail, you will nearly double her value. On quiet days when others lie and slat, those light upper sails will fill and ghost you along in delightful style. Until the rail gets near the water, she will carry both main and jib topsail and sail from one-half to two knots faster. She will carry the main topsail until the rail is under and even quite hard on the wind it will draw nicely. Once you get the knack, there is no great trick to setting it and taking it in. And it lends a touch of the last century to the whole coast to have a few vessels still carrying topsails.

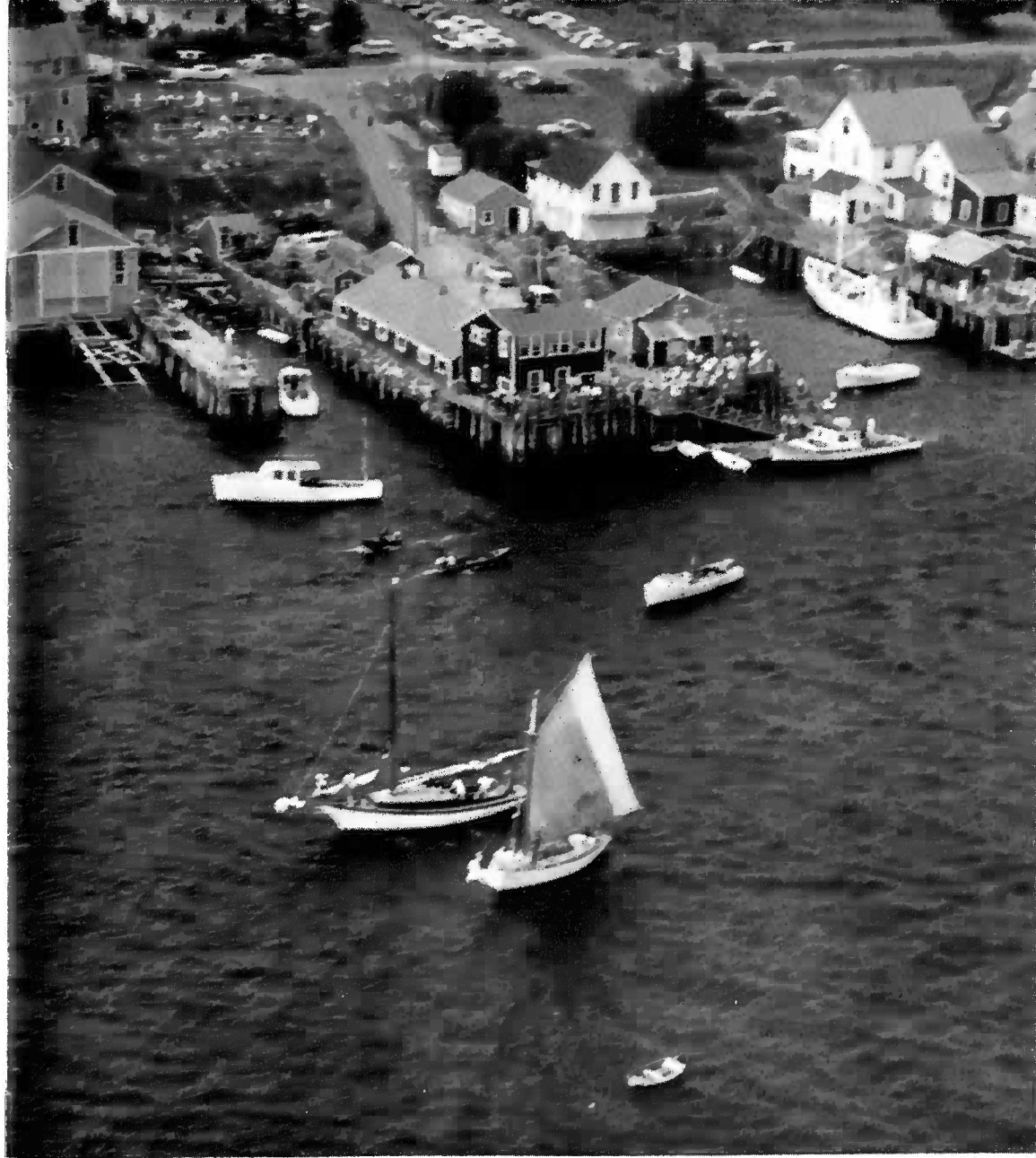
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For the convenience of people visiting this area, the Friendship Sloop Regatta has been planned for this particular weekend.

Next week is the Maine Seafoods Festival in Rockland, July 31 - August 1 and 2, so between July 23rd and August 2nd visitors to this area will be able to see the two outstanding events of the year in Coastal Maine.

DAVE'S DRIVE - IN LUNCH

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In boating circles the world over, the Friendship Sloop is immediately recognized, and becomes the main topic of conversation wherever she may turn up. Ask any owner of a Friendship, and he can testify that this has happened to him. On many an occasion, large, beautiful and expensive yachts have been the envy of all and the center of attention, only to have a Friendship drop anchor nearby and claim all the attention of the boat lovers and sailing folk.

One of our newest members in the Friendship Sloop Society, Elbert Powell, who recently purchased the "Monique" and gave her back her original name of "Flying Jib", claims that mentioning the words "Friendship Sloop" has opened doors to him that might forever have remained closed.

There is no getting around it, the Friendship Sloop is in a class by herself and commands the respect of "knowledgeable nauticals" everywhere. Her classic lines above water, the clipper bow, gaff-rigged sails and elliptical stern proudly proclaim her to be a Friendship.

This sturdy craft which served so well as a work boat during the first quarter of this century is now a status symbol in the yachting world, and the envy of all discriminating sailors.

The Friendship Sloop Society consists of about 25 sloop owners and 80 other interested persons. Each member has a vote at the annual meeting to help make the policies and decisions for the following year.

Below is a form to make it easy for you to join with us in helping to promote Friendship Sloops if you should feel so inclined.

Carlton Simmons, Treasurer

Friendship Sloop Society

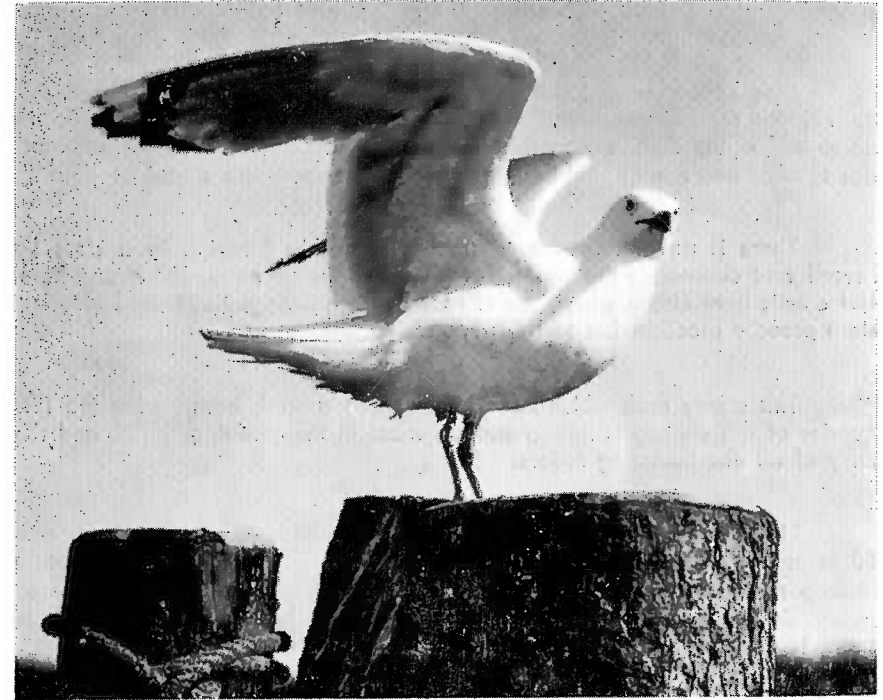
Friendship, Maine

Date

Please enroll me as a member of the Friendship Sloop Society. Enclosed is my check for \$

- () Active Membership \$10.00 (Sloop Owner)
- () Associate Membership \$10.00 (Interested Persons)
- () Cooperative Membership \$5.00

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