

shops, restaurants, and the third version of Lance Lee's Apprenticeship school are within walking distance. If there is any drawback to Rockland as a location it would be the problem of a busy commercial harbor, and adding some unwelcome excitement for the ferryboat captains. (We really do apologize for the times when we've gotten in the way).

The move has not alleviated all of the Society's problems. There are still passionate conversations about how to attract more sloops. And with the death of several key officers who had connections in the media world, the Society has struggled lately with attaining the free publicity that it once enjoyed. On the other hand, Rockland has drawn sloops to the homecoming whose owners have no interest in racing, but who come for the socializing and as a destination for a cruise.

The discussion goes on about how to meet members' needs as the demographics and the interests of the members shift. The focus on racing has changed in recent years, not necessarily in those boats that keep returning to race in Rockland, but for many members, and in boat clubs across the country. Other forms of waterborne recreation, sea-kayaking, small boat "raids", and small boat cruising have captured more of the sailing community, and racing has felt the impact. In 2013 seminars were offered as part of the homecoming in Rockland to try to reach a broader audience. However, we as an organization sometimes lose track of the fact that a group with less passionate and committed members would have died out a long time ago. Stop by in Rockland and ask anyone there what the future holds for the Friendship Sloop Society and you will get an earful of enthusiasm and good ideas.

## Part Two: an Expanding Fleet

The 1965 book *It's A Friendship* conveys a sense that the day may be coming, not too far in the future, when there might not be any Friendship sloops left. This sense of "the last of their kind" turned out to be completely off the mark, for the growth of the Friendship Sloop Society had another more tangible side. Not only were owners of sloops making a renewed effort to keep their venerable vessels sound, but new sloops were being built. As we have seen, the design made the transition to recreational craft in the 1920s. Boats had been built occasionally since then, but with the formation of the Friendship Sloop Society, a new generation of enthusiasts discovered Friendships, and new boats were taking shape. Some builders were amateurs, building vessels for the experience of building a boat as much as for the pleasure of owning the finished craft. Some builders were professionals who saw a revival of interest, particularly in the 1970s when a small funky publication originally called *The WoodenBoat* (the name was soon changed to just *WoodenBoat*) went from the it-will-never-work stage, to wildly-successful in just a few years. Some builders, like Phil Nichols of Round Pound, Maine, treaded a sort of middle ground, considered professionals by some and amateurs by others.

The extent to which the Friendship sloop went through a revival in the later half of the twentieth century is often completely overlooked. Just to look at some basic numbers: when the Society was founded in 1961 an exhaustive search was made to try to find and document as many remaining sloops as possible. While it seems unlikely that every sloop still in existence was found, the Society did manage to locate 51 sloops built before 1920, and 29 built between 1920 and 1960. In other words the

Society believed that there were about 80 sloops left, some in better shape than others. Given that base number, and the fact that these were all wooden vessels and some were over 60 years old, it is understandable that many people might think that the fleet was dying. No one realized that the renewed interest in the Friendship sloop would result in a veritable building boom. In the decade of the 1960s, 39 new sloops were built and added to the fleet. That number is impressive enough, but it was the decade of the 70s that is most impressive when a staggering 95 new boats were built. In short, in the two decades following the foundation of the Friendship Sloop Society, the number of Friendships had more than doubled.

Some of the boatbuilders were simply continuing to do what they had always done. The Lash Brothers were still building boats in the town of Friendship, and it is hardly surprising that they would add at least four more sloops to the fleet in the 1960s. Another obvious example of continuity is Ralph W. Stanley, whose family had fished in Friendships and had grown up in a world where the Friendship sloop was greatly admired. Ralph would not only add significantly to the fleet with boats that are the gold standard of construction and beauty, but just as important, his son Richard continues that tradition of building today. In 1999 Ralph won a National Heritage Fellowship, recognizing him as a Master Artist. Many members of the Friendship Sloop Society have long considered Ralph a national treasure. Excellent examples of Ralph's work include HIERNOYMUS #67, FREEDOM #167, PEREGRINE #187, ENDEAVOR #196, and ACADIA #269.

Other builders, like McKie W. Roth Jr., Phil Nichols, Charlie Burnham, and James Rockefeller would build multiple hulls. And, of course, there were numerous builders who only produced one sloop.



The crew at Lash Brothers 1966.

Courtesy of Noel March



Ralph W. Stanley

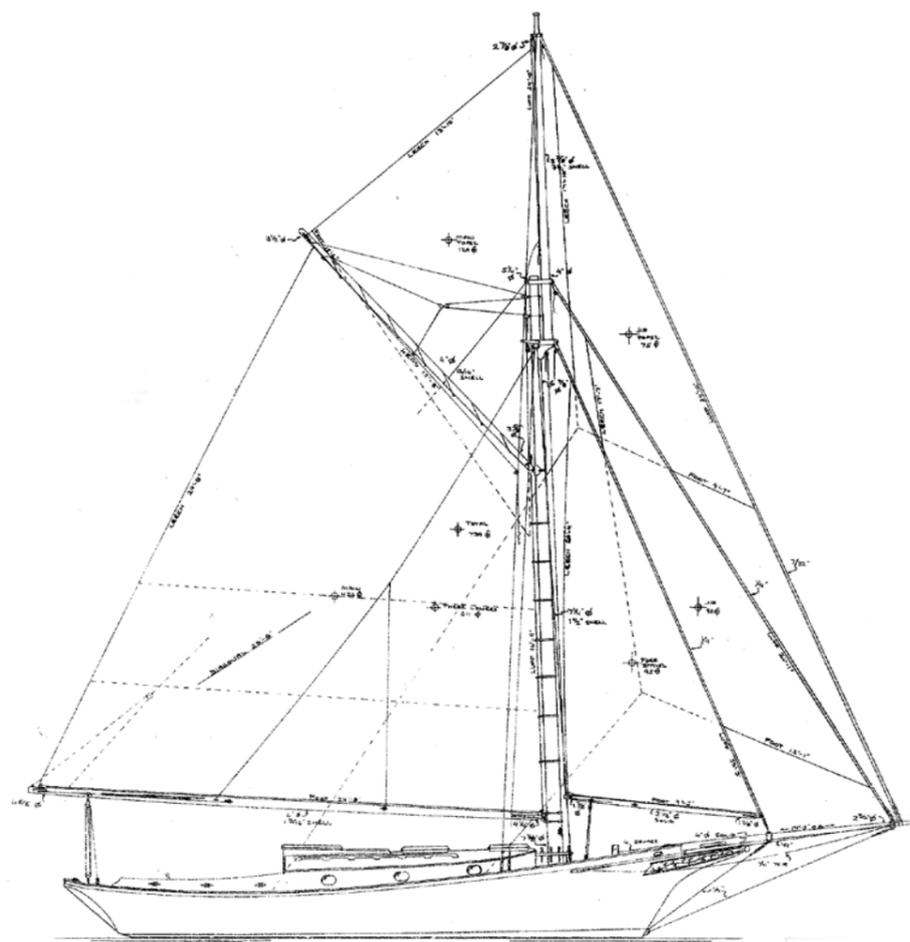
Courtesy of Jeff Dobbs

The late 1960s and early 1970s were extraordinary times. There was a wooden boat revival brought on to some degree by *WoodenBoat* magazine. Interest in this renaissance centered mostly on the Maine coast, and it is logical to expect that the building of Friendships would be part of that. However, a small number of boatbuilders were willing to take this icon of Yankee tradition and dabble with a new form of black magic called fiberglass—a development which caught many by surprise.

In 1969 two young men from Bristol, Rhode Island, Dick Bruno and Garry Filmore, launched PERSEVERANCE #83, a 30' fiberglass Friendship sloop. She was the first hull

built by their company—Bruno and Stillman Yacht Company. Marbridge Associates in Massachusetts drew up the design, and the plug for the molds was built using plaster and balsa wood over a metal frame. Bruno and Stillman would go on to launch multiple Friendship 30s from their Newington, New Hampshire yard. PHOENIX#91, built for Al Beck, is an excellent example of Bruno and Stillman's work. She is still owned by the Becks, and Al's son Tad now runs her.

Meanwhile, boatbuilder Jarvis Newman, who lived in Manset on Mount Desert Island, was taking a different approach. Why not take a proven Friendship and use her as the plug for



Bruno and Stillman sail plan for the Friendship 30

a mold? Have the resulting fiberglass boat match the exact displacement of the original and the result should be a high-performing fiberglass boat. Jarvis had some experience with fiberglass while at the Hinckley Company in Southwest Harbor. He was also educated as an engineer, so from the very first hull, the results were exceptional. In 1968 he borrowed OLD BALDY #57 from then owner Mahlon Hoagland. OLD BALDY was a new boat launched in 1965 and built by Jim Rockefeller of Bald Mountain Boatworks. Jim had chosen the design with care using the lines of a 1914 boat, PEMAQUID, ex FLORIDA, built by Abdon Carter on Bremen Long Island. The first hull out of the mold went to Jim's shop to be finished off at a later date. The second hull was brought in an unfinished state to the Friendship gathering in 1969. She went to George Lauriat of Southwest Harbor and was christened SALATIA. SALATIA #90 is still owned by the Lauriat, and George's son Miff Lauriat has her painted red. At 25 feet on deck, these sloops are known as Pemaquids, and Jarvis would go on to build at least 18 more. There has been some confusion as to which hull was the first, because SALATIA hit the water first, but was actually the second hull out of the mold. Part of the success that Jarvis enjoyed had to do with incredibly solid construction and excellent craftsmanship, but part of his success came from the fact that he preferred to build the hull and the deck components and then sell them to someone who could finish the boat off. This made the Pemaquids an excellent buy and allowed some people to purchase a new fiberglass boat who could not have otherwise done so. It was fitting that when OLD BALDY needed a complete rebuild in 2010, Jarvis bought her and brought her back to life, demonstrating that he had not lost his touch for wood construction either.



The first Pemaquid hull by Jarvis Newman.



Pemaquid hull number 2 which would become SALATIA #90, seen here at the Friendship Homecoming 1969.



Deck assembly and hull of what would become HOLD TIGHT #106. Picture taken in 1970.

## On Friendship Sloop Construction By OLD BALDY #57

*Adapted from the 1969 FSS yearbook.*

Time and tide wait for no man, not even the devil, so when OLD BALDY'S Mahlon Hoagland hailed me on Al Robert's wharf and asked if I knew a guy called Jarvis Newman, the plot was patently apparent.

"Jarvis of the lovely glass dinghys? Fine Fellow!" I enthused. "Good eye for the traditional. Marvelous craftsman in his material. His father-in-law is Raymond Bunker—one of the best wooden boat builders on the coast. Teases Jarvis ...."

The good doctor cut me short. "He's offered me a proposition."

From the corner of my eye I watched Phil Nichols tack SURPRISE up the harbor, thinking how of all the Friendships here she looked the most authentic, right down to the builder-owner.

"I said he's offered me a proposition." Mahlon glanced furtively up and down the dock and lowered his voice. "He wants to use OLD BALDY to make a mold for a glass one."

"Fiberglass Friendship!" The balloon was loosed. Heads swiveled. A venerable member of The Society reeled, crossed himself, making the sign of the gaff, and glared in our direction.

Hoagland hustled me around back of the bait house. "See!" he said, laying into my shins. "People are going to get the wild hair up. A glass Pemaquid — its like renouncing God, Motherhood, baked beans! Do you think they'd kick me out of the society?"

"Dammit!" I said, rubbing my leg. "Take in a little sail. The important thing about Friendship sloops isn't in how they are put together. The magic is in their past utility, their pleasing lines, and the people who sail them. Construction-wise, the originals are nothing to found a tradition on. Take one with a little age on her and all you've got is trailboards, dry rot, and a damn good pump. Wilbur Morse was a marvelous business man, not a patron saint of wood boat construction."

OLD BALDY'S owner looked nervous. I pressed on, "Boats are for fun. What difference if they are built of wood, cement, glass, melted down old chocolate-covered rubber heels, long as the material is used well and honestly and the result is pleasing to the eye and it does the job!"

"Whose side are you on, anyhow? I thought you were a wooden boat man?"

"The side of magic," I replied. "Whispering breezes, raging gales, and the gaff rig even though it's a bitch for chafe."

"Don't get frivolous. This is serious. Newman would put OLD BALDY in his shop this winter—sand her topsides mirror smooth. She'd come out looking a lot better than when you built her." "Golly! Wouldn't that puff the old girl up," I said, ignoring the slur. "The chance to found a dynasty isn't offered to just any old Friendship wallowing in the gunk hole. Good stock there, Hoagland. Fine background. Breeding always shows!"

"I hope Jarvis can fix those cracks in the deck," he said. "They look awful."

Out in the harbor Phil Nichols brought SURPRISE into the wind. His nephew, Bruce Cunningham, the fine boat-builder from Round Pond, went forward and let go the hook. I knew Bruce was working on a 42' fiberglass hull in his modern shop, while across the cove Nichols, with no power tools, was building another wooden Friendship a little smaller than SURPRISE.

Glass and wood, the materials change but the people don't. I was happy Jarvis was going to make a glass PEMAQUID. I knew he would do a first-rate job for he was a craftsman and he was building it for the right reasons. He was nuts about Friendship sloops. His burning ambition was to own one. Later on others, no doubt, would jump in to catch the bandwagon with tasteless imitations. But this first fiberglass one by Jarvis, I knew it would be right.

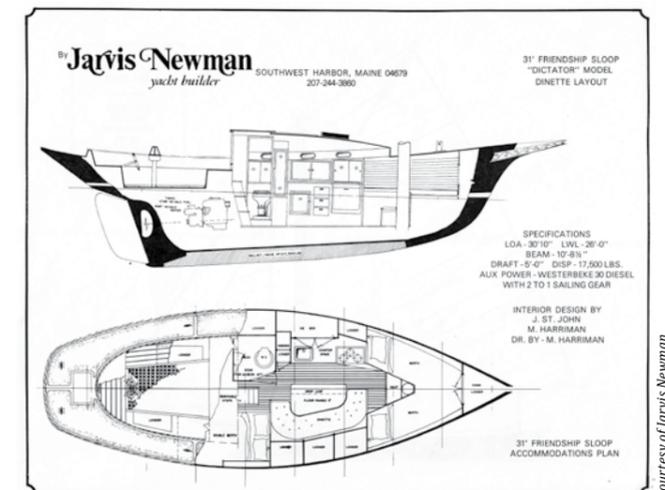
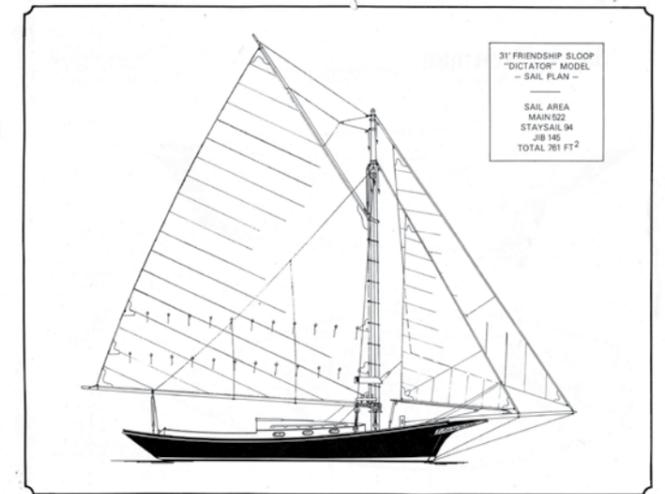
And I couldn't help but muse what Friendships meant to me. It was Betty and Al Roberts giving unstintingly of their time. It was Jane and Skip Bracy sailing off across the bay in WINDWARD on their honeymoon. It was John Gould carving SAZERAC'S trailboards on the wrong side; the friendly rivalry between Malcolm Barter and Roger Duncan, George Merrill's bald head, Phil Nichols working on a new Friendship in the dead of winter in his unheated shop with his shirt open, and when asked why he did it at his age, replying, "Better than looking at TV." It's the sight of all those gaff rigs coming into harbor the last three days in July against a background of spruces and rock. It's a thousand little things—a magic brew of people, place, and time—and 'just messin' around in boats.'

Dr. Hoagland interrupted my thoughts. "If you were going to build another Friendship for yourself what would you use?" I answered without hesitation, "Old chocolate-covered rubber heels."

In 1972 Jarvis bought another sloop, DICTATOR #2, a 31-foot sloop built originally by Robert E. McLain in 1904. With help from Ralph Stanley, he rebuilt her and she became the family boat for the Newmans throughout the 1970s. As with OLD BALDY, Jarvis struck off a mold from DICTATOR, and in 1974, the first of the fiberglass Dictator class, #147, now named MARA E., was launched. As with the Pemaquids, Jarvis built bare hulls and deck structures and sold them to people who would then finish the boat. For that reason the builder of these boats is usually a double name: Newman followed by the name of the builder who finished off the boat. Jarvis regretted selling DICTATOR in the early eighties and bought her back in order to rebuild her in the early 90s.

While Bruno and Stillman and Jarvis Newman built their reputations on larger boats, others were doing the same with smaller models.

A builder named McKie Roth in Edgecomb, Maine, developed a 22-foot design, also based on the lines of PEMAQUID. He built at least three of these in wood. Then George and Chester Harris of Passamaquoddy Yachts used the design to build molds for a 22-foot fiberglass model and produced a dozen of these "Quoddy" boats—MAGIC #107, VOYAGER #134, ANGELUS #153, GHOTI #282 and ELLEN ANNE #215 to name a few. The molds were lost in a fire but Patrick Ahern, using a Quoddy as a plug, built new molds and built another ten glass boats, all of which can be traced through McKie Roth to the original PEMAQUID. SEAL #221, MERMAID #228, COMPROMISE #232, CHRISTINE #237, and VIKING #238 are all examples of Ahern boats. These prolific builders are a sampling of the innovative resurgence that characterized the revival of the Friendship sloop.



Jarvis Newman DICTATOR design based on the original DICTATOR #2 built in 1904.



HEGIRA #230 an example of a wooden McKie Roth sloop.