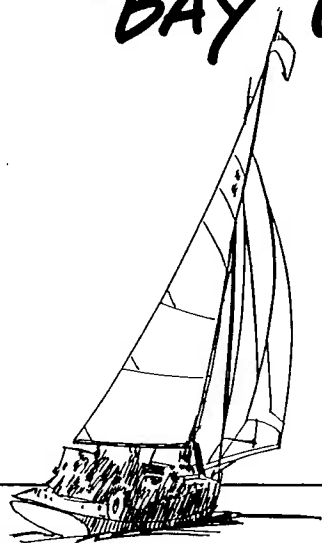


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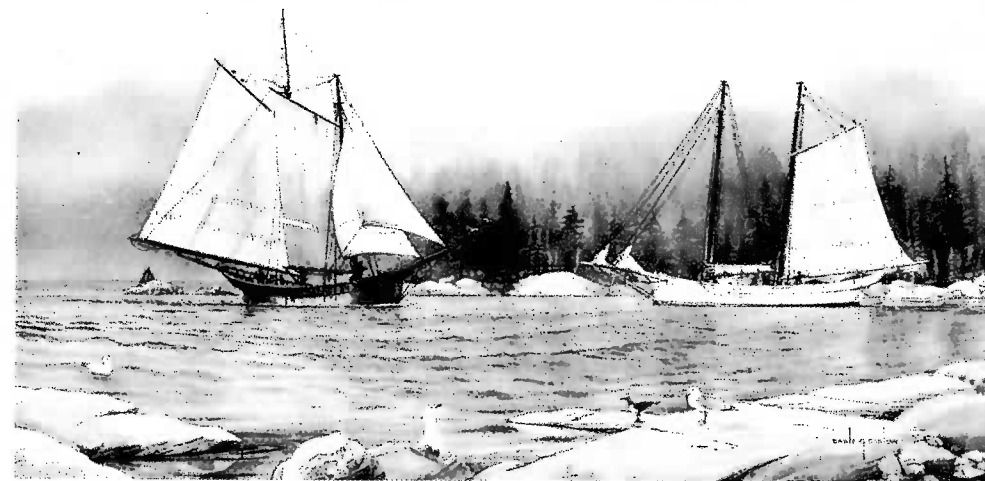
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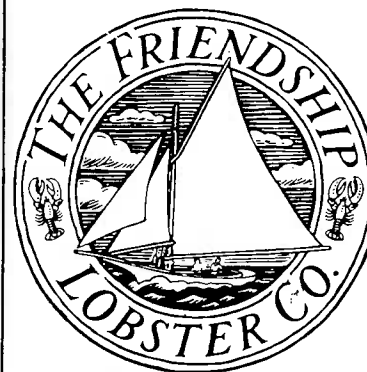


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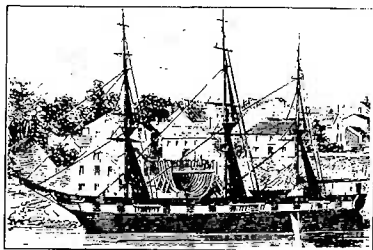
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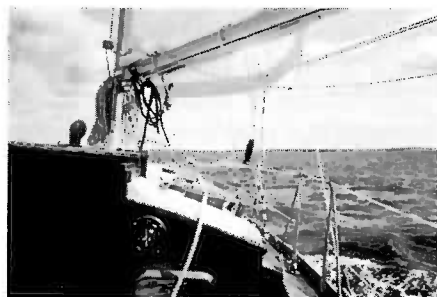


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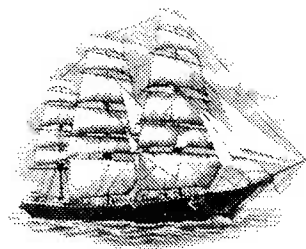
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Recently I played that fine Friendship Sloop video again and heard that we sloop owners "are peculiar...we buy a boat because of its unusual beauty...because it is handy...we don't expect to break the sound barrier with it...we like the hard way, the honest way, the old way...we enjoy reaching back in history" ...and, incidently, we enjoy reaching, because on that slant we often give our good tall rig friends a better view of that historic transom. The new summer now starts, and we hope all sailors who are similarly peculiar, or not, will join us for another wonderful Friendship season.

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On the Cover: Sloop *Omaha*, built 1901 by Norris Carter, now sailing out of Friendship

The Bill Hadlock Memorial Award

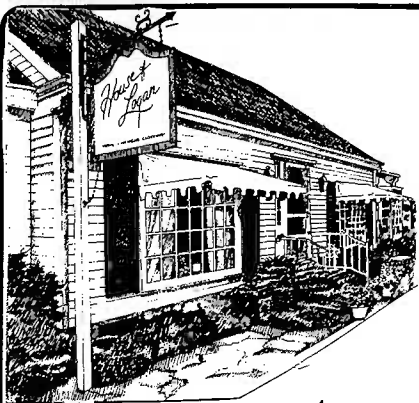
This award is given in memory of our past Commodore and skipper of *Heritage*, Bill Hadlock. It is given for:

1. Safe sailing and sound seamanship
2. Family participation
3. Sharing knowledge and helping others
4. Supporting the aims of the Society
5. Appreciation of the beauty, charm, and splendor of the Maine coast.

The award was made this year to Mary and Jack Cronin, owners of *Tannis*. If safe sailing and sound seamanship means getting out of the messes we all get into uninjured, with a shred of self-respect and a lot of humor, the Cronins are winners. "If you haven't been aground," the old man said, "you haven't been anywhere." The Cronins have been almost everywhere. *Tannis* is probably first in the fleet for family participation, as an article by Mary in this book illustrates, and none are quicker to help a fellow seaman in trouble.

The Bancroft Award

The Bancroft Award is given in memory of Winthrop Bancroft, owner of *Elicia III* and an enthusiastic supporter of the Society. It is awarded for an unusual contribution to the Friendship tradition. It might recognize an outstanding voyage, the launching of a new sloop, or the restoration of an old one. It might recognize the work of a poet, a painter, or a model maker. A committee appointed by the Executive Committee awarded the trophy this year to Ralph Stanley, builder, rebuilder, restorer and skipper of Friendship sloops and a historian who has contributed much to our heritage.



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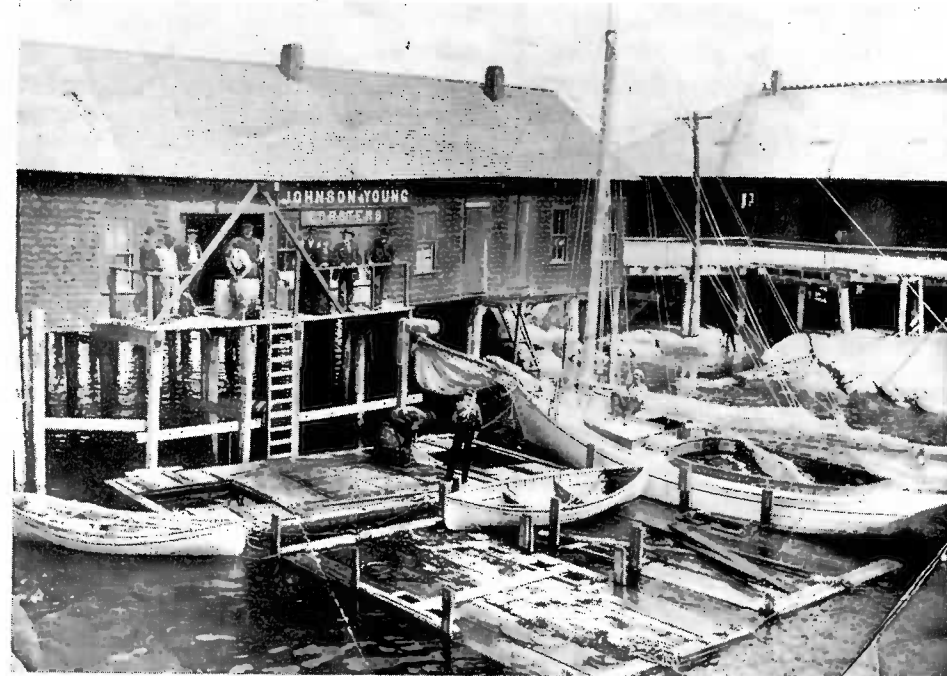
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Sloop Genesee

by Ralph Stanley

The sloop *Genesee*, built in 1900 by Robert E. McLain, was for many years owned by Oscar W. Sellers at Stonington, Maine. Typical of many Friendship sloops of her day, she started out as a sailing vessel, eventually having an engine installed. She was engaged in the fishing business for at least 25 years. Her long life no doubt reflects the care she was given over the years.

One picture shows her with a fishing party and the other at the Johnson and Young lobster dock at Stonington. The building at the right of the lobster dock is the steamboat wharf. Note the fine peapods in the picture. One is well-equipped with sail, oars and other gear, and perhaps had just got in from hauling traps. Also note the rub strips on the after-quarters of the sloop. Sometimes when hauling traps, the sloop would range ahead and the trap would trail astern. These strips protected the planking from wear and chafing of the rope hauled over the side. Traps were hauled by hand in those days.

Genesee is very similar to the *Dictator*, built by the same builder in 1904. She has the same deck layout that *Dictator* originally had with the oval cockpit. *Genesee* was slightly smaller than *Dictator*, *Genesee* being 30.0 x 10.0 x 5.3 at 7 gross tons, and *Dictator* being 31.4 x 10.6 x 5.4 at 8 gross tons. These sloops were close enough in size to have been built from the same model.

continued on page 9

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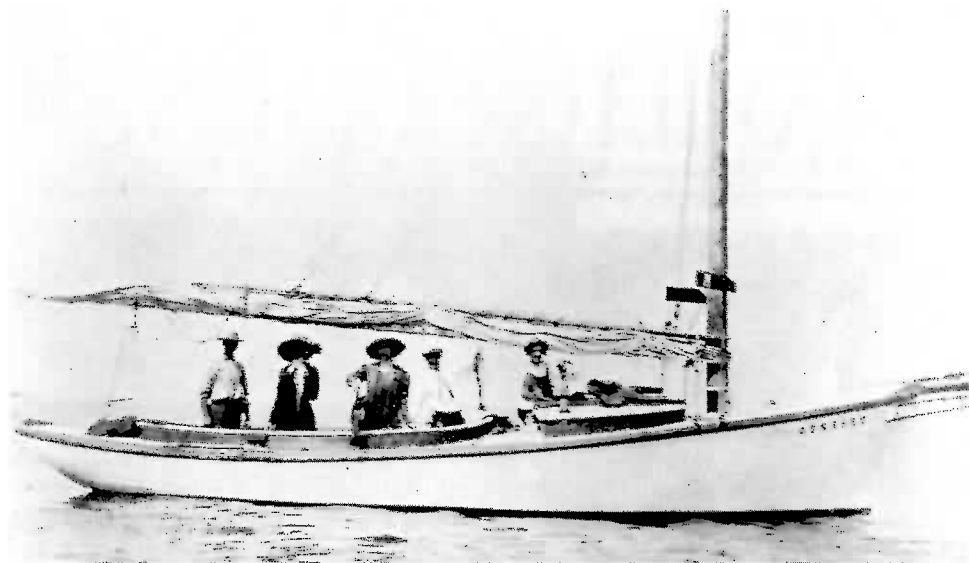
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continued from page 7

In 1925, *Genesee* was listed in *Merchant Vessels* as a motor vessel with a crew of two with an 8 h.p. engine being used for fishing. At this time, she was owned by Henry Roberts of South Portland, Maine, who was her owner for the next ten years. In 1936, she was owned by Morgan Upton of Cambridge, Ma. and home ported in Portland. In 1937, ownership changed to A. Morris Hughes and her home port was still Portland. This is the last year she appears in the list of *Merchant Vessels*.



My First Regatta

by Charlene Churchwell

Y'all come back again next year, ya' hear!

I don't guess those were the *exact* words that I heard at the end of last year's races at Boothbay...but I *was* invited to make the trip back from Georgia, and I hope I make it. I had looked forward to going to the races so much that not even the weather could "dampen" the wonderful time I had. Even the picnic in the rain and the soggy hot dogs were great!

I sailed on *Morning Star* with my sister and brother-in-law, Judy and Bob Brooks, and with Ralph and Marian Stanley. I never realized that sailing backwards could be so much fun! Or that sailing in the fog could be so scary! It may not have been a race of speed, but *Morning Star's* winning the Class A race was exciting to me!

I'm really looking forward to the races again this year! And I'm especially looking forward to seeing all the wonderful people that I met last year. You made me feel like a part of the Friendship family. This year, I might get promoted to deckhand!



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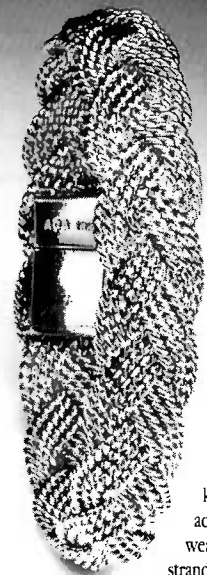
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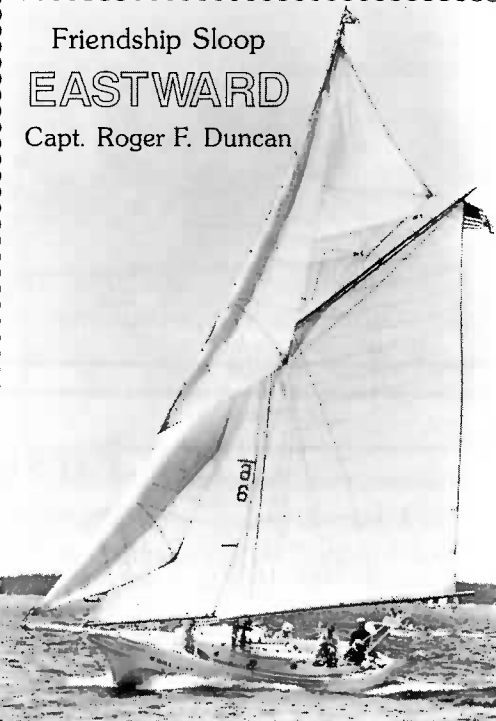
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Tenders, Dinghies, Prams and Dorries

By Mary Cronin



This is the first tender, with Cindy rowing.

When we first bought *Tannis* we had no time to build a tender, so we purchased a "Sport Yak" – it looked like a solid plastic inflatable – and it was a great investment for us at the time. We had children 13, 12, 11, 10, 1 ³/₄ years old and a new daughter 10 days old. It rowed easily, towed terribly, so it had to be carried on the cabin roof, but it made a marvelous toy for the children. We could pull it up on the beach, put a few pails of water in it, and let the small children play in it. The older kids would turn it upside down in the water and use it for a diving raft or for sunning themselves.

Unfortunately, its versatility led to its demise. That winter we were blessed with more snow than we needed, and when the sleds, skis and toboggans wore out, our children got the bright idea of using the "Sport Yak" for a sled. It was great! It held all the Cronins and most of their friends, flew down the hills, and was light enough to pull back up! Unfortunately, it did not survive crashing into a tree stump, although all the children did. One side of the raft was torn open, and, although we tried, we could not patch it well enough to keep it afloat the next year.

Captain Jack built a good substantial rowboat for the next summer. It was sturdy, towed quite well, had an engine, rowed extremely well, and could handle all of our crew, assorted friends, and groceries. He painted it BRIGHT yellow, inside and outside. By this time, our older children were wandering away to visit other boats or friends. The bright yellow tender made it extremely easy to find them. The boat was stolen from us, and we were all heartbroken. That winter, when Captain Jack and John were driving home from Hingham, where the *Tannis* was in winter storage, they saw the bright yellow boat tied up on a dock, the bright yellow visible from the highway. They promptly confronted the gentleman who claimed to be the owner and advised him that the boat was stolen. At first the man denied that he had stolen the boat, but then admitted that "his father-in-law had given him the boat." The captain and John left with the yellow boat. We were able to use it for another couple of years before it was stolen again. This time, the thief was smarter. He evidently repainted the boat, because we never saw it again!

That winter, Captain Jack built a "modified dory" – modified in that it was quite stable and had a well for an engine. By that time, our family had increased to eight children and safety was indeed a factor. We enjoyed the dory for several years before it was lost in a storm off the coast of Cape Ann. We were sailing home from Friendship, Maine, in a three-day northeaster. During a thunder squall, with the rain coming down in sheets, we watched

continued on page 13

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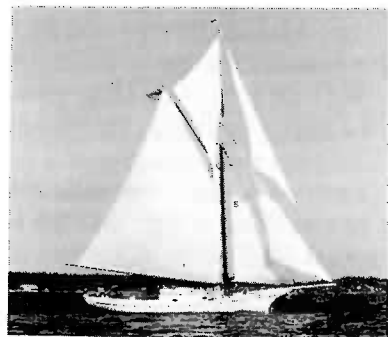
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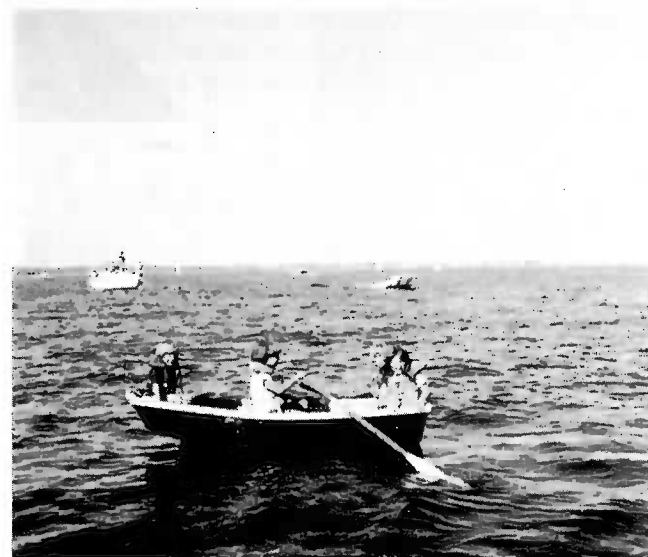
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continued from page 11

helplessly as the little dory filled with water, broke her line, and drifted away.

That winter, the captain built two rocker-bottom prams, one for the captain and first mate, and one for the crew – at least that was the original idea! Both rowed very well, were light enough to carry on deck during storms, and we all loved them. They were rowed



Captain Jack's Pram

miles and miles! Unfortunately, by the time the anchor was set and the boat shipshape so the captain and first mate could go ashore, both prams had already disappeared with the crew. One pram was stolen from our boat while it was on our mooring in Salem. A couple of months later, the thief rowed by Captain Jack, who recognized his pram immediately, and again confronted the thief. The thief denied any knowledge of the boat being stolen, but then admitted that "it was given to him by his father-in-law!" I guess he was either related to the thief who had stolen our yellow rowboat, or "my father-in-law gave it to me" is a standard cliché when you are caught stealing tenders!

Captain Jack then built a Gloucester Gull dory for the captain and the first mate. The next summer we sailed to Maine, towing the dory with both prams on deck. The dory was a huge success with our crew – they challenged everyone to a race – and easily won in their new "skimmer." A number of our friends were not impressed with the dory and could not acquire the skill necessary to get into it, stepping gently into the center of the boat and sitting down on the low seats at the same time without balancing on the gunnels. It was an extremely stable boat and rowed well with two stations, even during a hurricane. The dory had thole pins instead of oar locks, a great economy measure. Because of the dory's popularity with the crew, it was the first boat taken when someone needed to go ashore. But then, there were still two prams left!

Two years ago, a River Boat Race was held in Sturbridge in the middle of April. There was a class for "other than canoes," and John, Bill and Jeff entered the dory. Tom and a friend entered one of the prams. It was a bitterly cold day, and there was still ice left in the bow of the dory. Captain Jack and I watched from shore. The Army Corps of Engineers

continued on page 15

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continued from page 13

lowered the height of the water in the reservoir by two feet and the water came gushing and rushing down the Quinaboag River. This is what they raced in — over rocks, around rocks, and over a three-foot dam upon which the dory became impaled. It was hilarious to watch the three of them in the dory trying to get off the dam without going into the icy water. It seemed like a long while, but probably was only a minute, before they were able to get off the dam, to the cheers of the crowds on shore, who really wanted to see them get wet! They came away with first place, but had mortally wounded the dory. Tom and the pram fared little better, but they also did very well. The river races did a job on the dory and the prams!



Gloucester Dory

This past year, Captain Jack built a good, sturdy rowboat, one that will not be any good for the river race and one that can be depended upon to get us where we want to go. I must admit that it is a great luxury to have an engine in our tender — but I have difficulty adjusting to the noise.

I guess the moral of this story might be that acquiring a tender for your sloop is a challenge and requires inordinate patience if other than a captain and first mate are involved. You can use any type of tender that you find comfortable and safe and will carry you and your crew, one that will get you where you want to go when you want to go there, and will get you back to your boat dry and safe when you want to return. If you must share it with other crew members, some concessions must be made — and therein is the challenge!



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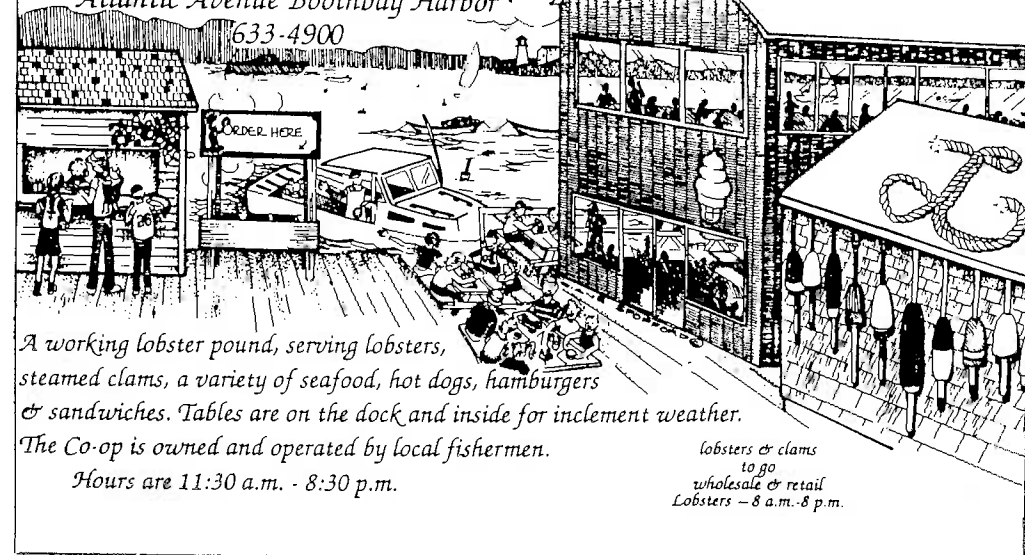
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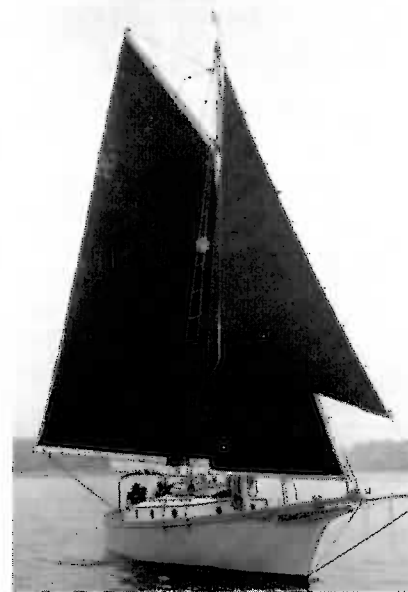
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Tecumseh



- Owner: Dan Traylor, 6720 Green Street, Hollywood, Florida 33024
- Purchased summer 1980 from River Bend Marina
- Built 1902 probably by Charles Morse and rebuilt by Dan Traylor
- Engine: 25 hp Volvo Diesel.
- Dan's letter written 1989

I was told *Tecumseh* was built in 1902 by Wilbur Morse. When I first saw the title in 1980, it said she was built in 1902 by Charles Morse in Thomaston, Maine. I understand Charles didn't move to Thomaston until 1911. When I received my new title, it said "Morse Bros. 1902." When taking her apart I never found numbers, but she had been remodeled several times and her trailboards had been taken as trophies.

When I found *Tecumseh* in wet storage at River Bend Marine in Fort Lauderdale, she was in pretty bad shape. In the last of her 70 or 80 years she had been poorly repaired, then abandoned for yard bills.

I had come to River Bend Marine to build a boat anyway, and so decided to make *Tecumseh's* problems mine. She still had a nice shape but almost no sound timbers and too many sister frames. Her iron ballast was held on by only two rusty bolts. I decided to start with a new keel to bolt the iron to, then stem, sternpost and frames. New planking, deck, and house were next. Then came the Volvo diesel, tanks, and so on.

Tecumseh was more or less "regenerated" a piece at a time over a 6-year period. There is no original wood left - only that iron ballast and six port lights. The last two years were spent fitting her out for her return to Maine. To the best of my knowledge, *Tecumseh* hasn't been downeast for at least 50 years. We hope to show up for the race this year and plan to set sail for Maine in mid-May.

(Ed. note: *Tecumseh* did get to Boothbay and joined the fleet for the regatta.)

Documentation FL 8383 D

loa 36 lwl 32 beam 11' 3" draft 5' 10"

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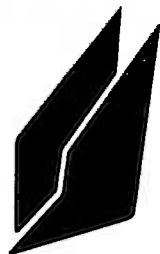
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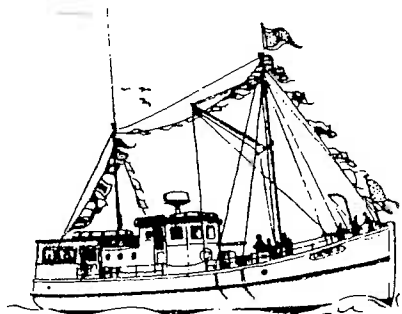
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30th Anniversary Reunion and Race

By Caroline Zuber

(Ed. Note: Brutally edited because of space limitations)

Nineteen sloops came home to Friendship on July 21, 1990, and anchored across the harbor from the Memorial Flagpole for an informal barbecue on John Armstrong's wharf.

Sunday morning, members and friends of the Society gathered at the Flagpole for the traditional remembrance ceremony led by Reverend David Bell and enhanced by the pipes and drum of the Duncan family. A "Parade of Sloops" in the almost glassy calm of Friendship Harbor followed, and the fleet slowly fanned down the bay for a 1 p.m. start off Cow Island.

The race picked up excitement with the wind - much chart studying and local knowledge determining the best route through the islands. The most exciting moment occurred when *Tannis* found the rock off Thief Island the hard way. This "slight delay" did not keep the Cronins from finishing second behind *Toddy*.

The order of finish was: Division I: *Toddy, Tannis, Anna B., Phoenix, Rights of Man, Gladiator, Eastward, Rita, Eagle, Omaha, Loon, Departure, Dirigo*. Division II: *Gypsy, Banshee, Celebration, William Rand, Raven, Old Baldy, Secret*.

That evening, the skippers and crews gathered on the Pratts' lawn. The Trustees of the Pendleton Memorial Scholarship Fund had sponsored 87 lobster dinners with fixings, cooked and served by recipients of scholarships and their families. Nearly \$900 was added to the principal of the fund.

The 30th anniversary race and homecoming reflected the enduring legacy shared by Friendship sloop owners and builders and by the town where the sloops first received public recognition.

Marblehead Happenings

By David Graham

(Ed. Note: Also severely edited because of space limitations)

On Saturday, August 18, the starting gun was fired at exactly 10:20 a.m. just off the lighthouse. The light breeze held through the first triangle of the twice-around courses. The smaller Division I sloops sailed a shorter course inside that of Division II.

The dying breeze made for mighty slow going at the finish, but an approaching thunder shower with vivid lightning chased all sloops to safe moorings.

Late afternoon clearing skies allowed us to salute grand old *Eagle*. A suitably inscribed silver tray was presented to her skipper, Don Huston, in honor of her 75 years.

On Sunday, a stiff northeast wind right down the harbor, with gusts to 35 knots, held through the morning and early afternoon.

At 11:30 a.m. the Race Committee decided to "bag it" and make the awards on the basis of one day's race.

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Sunday, December 4, 1768

By Billy Roberts

Capt. James Patterson went down with his vessel with all hands on board off Meduncook (Friendship).

Capt. Patterson was an inhabitant of Harrington (Bristol). He ran early coasting packets out of the Kennebec River. The trip of November and December was probably to be the last for that year. It proved to be the last he would ever undertake.

Only a few scattered documents give the story of the disastrous trip. One tells of a statement of Mary Cowell's in which she notes Capt. Patterson and two of his passengers were at her house in Boston the night before their sloop sailed on the first day of December when these men were "lost at Meduncook at the eastward."

In the absence of any lighthouses or other modern guides to the mariner, it is not surprising that the sloop was driven beyond her destination and into danger.

The wreck was discovered on Thursday, the 8th of December 1768, by men of Meduncook who identified it as being that of Captain Patterson "by a part of a clearance that was found in his coat pocket."

She lay on the southern side of false Franklin (so-called) within two rods of the shore, her starboard quarter beat off and gone a small distance from her, her quarter deck all gone, chimney all bent down, her platform all gone, mast broken in three places, unstepped and gone through the bottom; her main deck and floor timbers almost met together, bowsprit broken off by the jaw, and a hole through her side so large that went out and in at it, her cable under her keel and much bruised. Her sheet anchor was broken and the flukes gone.

The aged father of Captain Patterson visited the wreck in December, at which time his son's sea chest and wearing apparel were delivered to him.

The following notice was hung in the public house at Meduncook:

"Whereas there was the wreck of a sloop lately found on an island lying off Meduncook Harbour and we the subscribers with others have taken up and secured sundry articles of rigging and sundry other articles supposed to have washed out of said wreck. Any persons proving their property in the said rigging or other articles may have them again, paying charges. Signed, Richard Adams, John Robinson, and Jesse Thomas.

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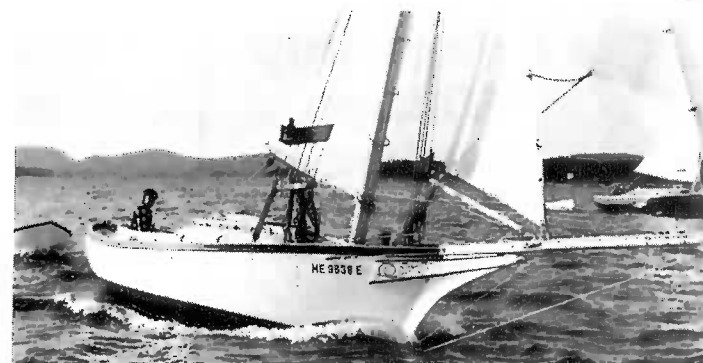
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My First Day As First Mate

By Star Reddy

It was my good fortune to become acquainted with some really fine folks, a warm-hearted group of thoughtful, fun-loving people. They're a Friendly lot who were always speaking of Friendship:

Friendship Sloops
Friendship Society
Friendship Yearbook
Friendship, Maine

How could one miss? It was instant friendship with this friendly gathering! I looked forward to joining them on a cruise, as they were first and foremost "boating enthusiastic sports." One couldn't help but envision a pleasurable ride into the wide blue yonder. Someone promised me a day in a sailboat – a relaxing, refreshing jaunt to rid myself of claustrophobia and stretch my far-sighted eyeballs. One beautiful day in July, I received the "call," an invitation to go.

"Be ready in 15 minutes or we leave without you!"

"Aye, aye, sir!" I saluted my first order.

After dressing in layers, as I was advised to do, I packed a tote bag of sun lotion and proceeded to break the speed limit through the heart of town to get to the shore in only 14 minutes. With my blood pressure on high, and my adrenalin at peak performance, I dashed to the float!

There he was –
in the bay –
on the boat –

about to shove off without me!!!

I called, "Shall I swim out?"

He volunteered to row me over, a kind and thoughtful gesture. "You could swim, but it's too cold!" Another time, huh? Dragging my bag behind me, I obeyed the second command. "Don't jump. Step slowly into the center of the dinghy!" At last, I was on the water and away from the shore. That was easy; the rest of the day out to sea would be a cinch. Transferring the body from one vehicle to another was tricky, but I was determined to move it properly. I did have visions of plopping in between and disappearing off the face of the earth. So I agreed to "Turn around and hoist your butt up onto –"

Once aboard, I noticed two sea-blue cushioned seats, broad enough for this broad to spread out for a leisurely ride while basking in the sunshine. However, that was the end of my sailing fantasy. School session was about to begin and I forgot to bring a pencil and paper.

Starboard Is Right
Port Is Left
A Rope Is a Sheet

A Sail Is a Jib

Who changed the meaning and why? When one has called a rope a rope for some 60 (odd) years, it is confusing to change the thought process, but I had to give it a go. There was no time to analyze the situation. After a ceremony of unfurling the jib, hoisting the mainsail, or whatever, we parted from the mooring, the invisible mooring, and it was with a mighty shout:

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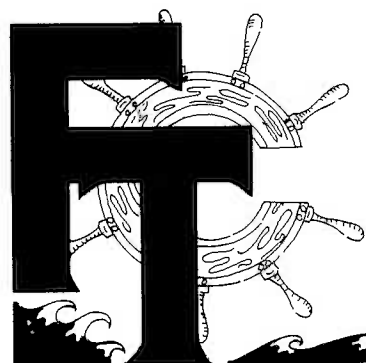
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continued from page 23

Grab the Sheet

Pull the Jib

Wind the Sheet Clockwise Around the Winch

The work detail began. Located at the elbow was the rope – oops – I mean the sheet, so it was logical to go for it, but there came a “No, no—” I’m told to find the blithering end. So I grope for this twisting, twirling hunk of hemp that’s below deck, hanging in the brink. I haul away! I’m lucky not to hang myself!

A loud call, “Wind it around the winch!” Sounded like, “Wind it, you wench!” Did I detect a deep-rooted sarcasm of name-calling escaping from the undercurrent of a Freudian slip? The only thing-a-ma-bob in sight must be the thing he calls the winch. It takes a few moments to remember which way the clock goes. When the windmills of my mind slowed down and pointed in the right direction, it was then that I was able to grasp the meaning.

So we’re out there, beginning to move with a shift of the wind or a change of someone’s mind, and I get the next order.

“Ready about!” Come now, with a name like Reddy, what’s it all about? With a start, I hopped about. “No, no, no, ready about means to stay and wait.” What’s wrong with Ready – on your mark, get set? And then, I would have waited in breathless anticipation for the word “Go!”

It’s just more nautical jibberish to keep landlubbers in their place, so as not to overpopulate these sea-going vessels.

The wind was there! I wasn’t sure where, but it was there, so I got the words: “Helms a lee!” This was another order to move and move fast, from right to left or starboard to lee. The idea is to get the right foot to step out in coordination with the right hand as you deprogram the left side to cool it, and let go. Then one follows the motion of the torso as it picks up the action on the lee side. To cause a sail to swing from one side of the ship to the other is what it’s all about, so I fumble for the sheet, to carry on the race we’re in.

As I hopped from side to side, back and forth, groping, grabbing, pulling and twisting like a fast-motion video, the SKIPPER sat stoically, grinning like a Cheshire cat with tiller in hand.

Even though this tacking can cause a torsional strain by the wrenching and exertion of forces, it was a fun day, a worthwhile experience, a first in my life.

Here’s a thought:

Why not program a computer to:

- pick up the wind –
- work the button –
- that pushes the gadget –
- to pull the sheet –
- that yanks the jib –
- that winds the winch!!!

While synchronizing those winches –

- to spin clockwise –
- when one pulls out –
- the other pulls in –

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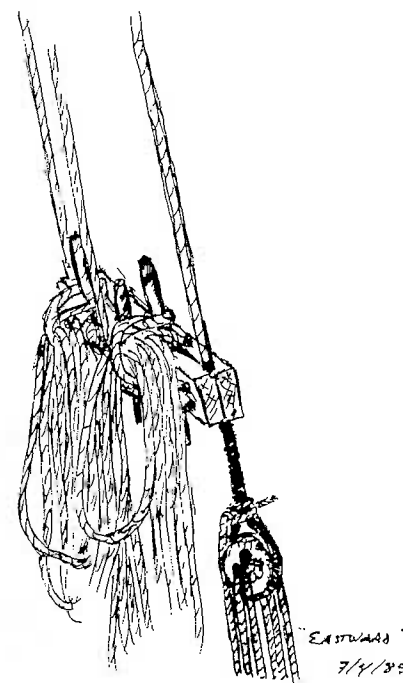
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Old-Time Ways

The Gaff Rig

There can be little doubt that a tall, narrow mainsail with a short boom is aerodynamically a more efficient sail to windward than the traditional gaff rig. August tourists ask us why, then, didn't the old timers use a triangular mainsail instead of the four-sided gaff-headed sail. There are several practical answers to that question.

One answer is that the tall mast of a jib-headed rig must be supported by a network of tightly-stressed wire rigging to form a rigid strut on which to set the sail. The expense of this wire and the hardware necessary to tighten and adjust it was far more than the fishermen could afford, even if it had been available then. A gaff-headed sail sets on a much shorter mast and can be adequately supported by two shrouds on a side, one of which can run over a short spreader above the throat of the sail. Adequate tension can be achieved with deadeyes and lanyards, and if there is a bit of slack in the lee rigging, it is all to the good.



The set of a gaff sail is not heavily dependent on the shape of the mast and can be adjusted with the peak and throat halyards.

The strain on the hull of a modern boat with a modern rig requires far more sophisticated engineering and more expensive construction than was available to the fishermen of the last century. A modern boat is "tuned." The word is well chosen, for the rigging is set up singing taut to give the mast just the right rake and bend so the sail sets well.

"How tight should the backstay be?" asks the mate.

"Set it up until the lifelines go slack," answers the skipper.

Such a practice puts a tremendous compression strain on the mast, tending to drive the keel down through the bottom of the boat.

The fisherman with less ballast, a lower and slacker rig, and a greater willingness to reef when the rail went under could live a long time with a less expensively constructed traditional wooden boat.

The most convincing reason for the fishermen's not adopting the jib-headed rig is that they had to sail in the winter. In order to hoist the sail by the spreaders, the jib-headed sail must set on a metal track screwed to the after side of the mast. Not only must the track and the slides that run on it be accurately machined, but they are expensive. Furthermore, in the winter the track would ice up, making it impossible to get the sail up or down. With a gaff sail hoisting on wooden hoops, one can bang the ice off with a piece of stove wood and do no permanent or expensive damage.

continued on page 29

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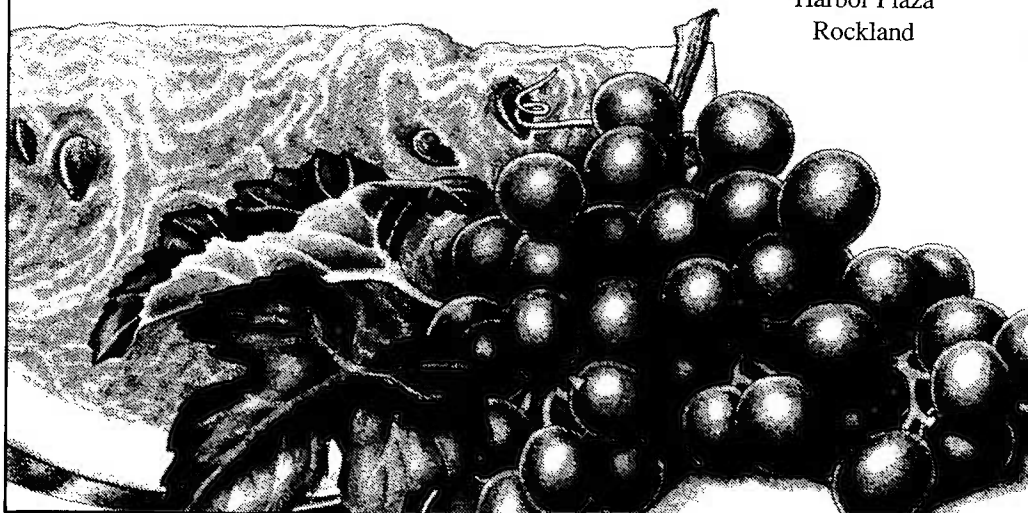
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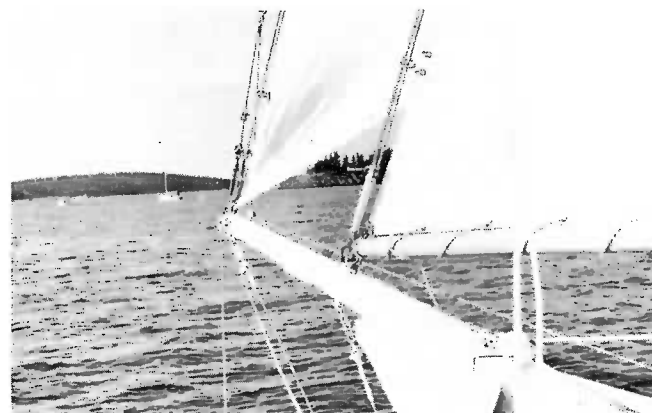
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continued from page 27

The Downhaul



The downhaul consists of a light line spliced into the head of a jib or staysail, running down the luff beside the stay through two or three snaps or big shackles to a block on the bowsprit, thence aft to a cleat under the rail or on the heel of the bowsprit. When the sail is to be taken in, no one goes out on the bowsprit where he will get his feet wet even if he is not shaken overboard. The mate drops the halyard coil on deck in front of him — or her — with the line running up over her or his shoulder. He pulls on the downhaul, bringing the jib down in a wad on the foot of the stay, and makes fast, thus holding it down. Should the halyard kink or run foul, the mate has but to clamp it tightly against his side with his elbow to prevent the tangles going aloft in a mess.



Even modern yachts without bowsprits find downhauls useful. Consider the plight of the man sent forward alone on a windy night to take in a big Genoa jib. He casts off the halyard and grasps the coil in one hand, hanging on to the lifeline on the plunging bow with the other. Keeping considerable strain on the halyard, he makes his wet way forward

continued on page 31

Chance
and
Tannis
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continued from page 29

to the pulpit. Here he faces aft, straddling the stay, bracing himself with his feet, and begins to claw down the luff of the sail with one hand while slacking off the halyard with the other. Every time he reaches up to grab a new handful of sail, half of the last handful blows up the stay. As the sail comes down, it begins to thrash, balloon, and belly, slamming wildly around the lee side of the foredeck. Unless someone else comes forward to wrap arms and legs around the monster or subdue it by twisting its tail, the unfortunate mate, when at last he gets the sail down, must still hold on to the halyard or make it fast temporarily to the pulpit, then make his perilous way aft and roll up the beast.

With a downhaul, he need only stand by the mast on the weather side while the skipper runs off before the wind to give him a bit of a lee. He then takes in on the downhaul, the sail drops on deck and stays down. With the luff under control, he can make all fast and turn his attention to tying up the sail, now a comparatively easy task.

It is true that many yachts, even some Friendship sloops, carry headsails on rollers so they can be quickly and easily taken in by pulling on a light line and rolling them up around the stay like a window shade. It certainly beats clinging to a pulpit and clawing down a reluctant jib. However, the roller rig is much more expensive than a downhaul and no less likely to jam. It does save the trouble of furling the sail and it is possible to reef the jib by rolling up part of it. With the very strong, stable cloth of which sails are made today, this is possible, although in a heavy blow, the sail might still be stretched out of shape and ruined. Furthermore, the luff, the forward edge of the sail, is the part that drives the boat. Roll that up and the much flatter after part of the sail has much less drive for its area.

There is still much to be said for a length of light line, a block and a cleat — all you need for a downhaul.

Reefing

The old-timers had a method which was far less expensive and more efficient than roller reefing and which has been adapted to the needs of modern yachtsmen under the name of slab reefing.

From the port side of the gooseneck or the jaws of the boom, they led a line up the luff of the sail, through a cringle, and down the starboard to a cleat. This was the tack earring. They did the same thing on the clew, the after lower corner of the sail, taking the clew earring up the port side of the sail, through a cringle, down to a cheek block on the boom and forward to a tackle mounted on the boom where the fall could be reached from the deck. To reef, they slacked the halyards, hauled down the tack earring, took up on the topping lift, and hauled down the clew earring, then tied the reef points. The modern yacht has a hook for the tack earring and a winch on the boom for the clew earring, and dispenses with reef points. However, in a Friendship sloop, which has a boom about equal to the vessel's waterline length, the strain on the clew is so great that reef points are important to prevent stretching the sail out of shape.

Lazyjacks

This is another old-time rig being reinvented for modern yachts. Fishermen with their huge mainsails and long booms used lazyjacks, light lines running from the mast to the boom on each side of the sail to contain and control the sail when it was lowered. When the sail was set, they hung slack, hence the name. On yachts with shorter booms and

continued on page 33

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continued from page 31

smaller mainsails, lazyjacks became obsolete, forgotten. But with modern sail cloth, which is nearly as inflexible as sheet iron roofing and can't be furled but must be flaked down on the boom, lazyjacks have been rediscovered to keep the sail above the boom as it is lowered and folded accordion style.

Lunch Anchor



If you are anchoring with a light anchor to fish or eat lunch aboard, consider another useful device from the old days. Make one end of a short piece of chain fast to the crown of a light anchor between the flukes. Then lead it up the shank to the ring and seize it to the outside of the ring with two turns of marline. Make your anchor rode fast to the upper end of the chain. When the anchor hits bottom, the strain comes on the marline and the ring just as it should and the anchor digs in.

When it is time to go, the anchor can be hauled as usual. However, should it foul under a boulder, a sunken tree or one of the other immovable objects with which the bottoms of unfrequented coves are littered, a determined pull on the rode, assisted perhaps by a backed jib or the engine, will part the marline, putting the strain on the crown of the anchor and bringing it upside down.

I would never go ashore and leave my boat anchored thus, but if someone is to stay aboard, it certainly beats rigging a trip line or having to cut the rode and lose the anchor.



Formerly Harborside West

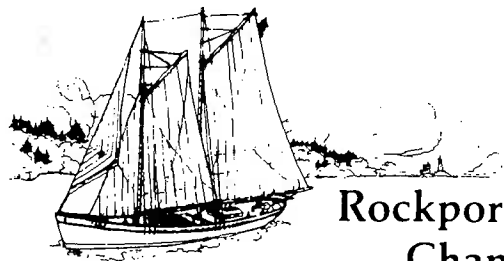
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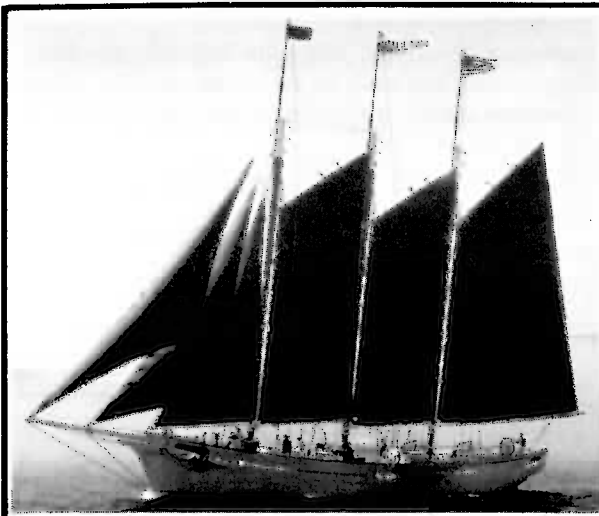
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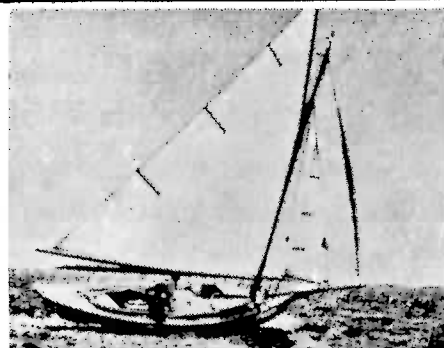
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One Score and Four Years Ago

By Elbert S. Pratt

A Report on the Friendship Sloop Society Scholarship Fund

In 1967, at the recommendation of Bill Pendleton and other members, the Friendship Sloop Society adopted a resolution establishing a scholarship fund for the young people of Friendship who were graduating from high school and planning for further education beyond the secondary school level. Bill felt that it was important for the Society to express its appreciation to the people of Friendship for all their help in making the annual Sloop Regatta a success. This arrangement worked well, with a committee charged with the responsibility of distributing the funds each year to those who were accepted in the program.

Following the death of Bill's wife, the fund was named "The Beatrice Pendleton Memorial Scholarship Fund." In 1983, the Society placed the management of the fund in the hands of a Board of Trustees consisting of Society members and residents of Friendship. Later, after Bill's death, the name was changed to "The Pendleton Memorial Scholarship Fund."

Last fall, the Trustees of the Scholarship Fund accepted with regret Ernst Wiegler's resignation as its treasurer for health reasons. Since its inception in 1967, Ernie has overseen its growth, primarily through contributions of members and friends, to a principal value of \$49,000. The first four awards were made in 1968.

In the ensuing years a total of \$34,450, composed, for the most part, of the interest generated in Certificates of Deposit, has been distributed to 72 high school graduates from Friendship. (For the first few years, up to half of the principal amount could be used for scholarships.) We thank Ernie for his years of faithful service to the Scholarship Fund and the Sloop Society. He has been a wise counselor and a good friend to all who know him.

We are pleased that the Rev. David Bell, who has accepted the position of Treasurer of the Sloop Society, has also agreed to take that job for the Scholarship Fund.

Each spring the Board of Trustees places a letter in the Friendship Town Report reminding the residents that the scholarships are available for those who are interested in participating. In addition, a letter is sent to each of the seniors in the village who are attending Medomak Valley High School, advising each one that the opportunity is available.

This year we have ten seniors who are planning to graduate. While we do not expect all ten to apply for assistance, we do realize that the \$4,000 in interest which will be available would not go very far if they did.

A recent article in the *Rockland Courier-Gazette* tells us that Nancy Bellhouse May, a past recipient of a scholarship now living in Little Rock, Arkansas, has been named a partner in the law firm of Wright, Lindsey, and Jennings in that city. She is a graduate of Medomak Valley High School, Bowdoin College, and the Columbia University School of Law. Her parents are Captain and Mrs. Alan Bellhouse of Friendship.

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FREE CATALOG

Program 1991

July 13-14: The New London Regatta

The fifth annual Friendship Sloop Regatta in Connecticut will be held in connection with the New London Sail Festival in the Thames River and Fishers Island Sound. Berths alongside, moorings and anchorage area will be available off New London. After a Saturday race, the Central Park Model Yacht Club will hold a regatta before a picnic and evening fireworks. There will be a gathering at the Thames Yacht Club after the Sunday race. Dick Willis in *Noah's Ark* will lead a fleet from the east to New London to meet Alex Moir in *Voyager* leading a fleet from the west. For further details, write Jack Vibber at 5 Soljer Drive, Waterford, Connecticut 06358 or call 203-442-7376.

July 20-27: 31st Annual Rendezvous and Regatta

For further information, write Jim Wilson at 17 Cleveland Drive, Portsmouth, New Hampshire or call 603-431-7004.

Saturday, July 20

John Wojcik in *Banshee* will lead a fleet eastward from Buzzards Bay, gathering with Maine sloops off the mouth of the Kennebec River. Low water is about 12:30 p.m. The fleet, escorted by the Race Committee yacht *Dragon Lady*, will sail up the river in the afternoon to moorings off the Maine Maritime Museum's Percy & Small shipyard just below Bath. There will be an informal cook-out ashore Saturday evening.

Sunday, July 21

At 10 a.m., slack water in the river, there will be a parade of sloops by the Museum wharf and several sloops will lie alongside afterwards to receive visitors. There will be a chicken banquet in the evening.

Monday, July 22

The fleet will sail down the Sasanoa River, leaving Bath between 10 and 11 a.m. in the expectation of a fair tide to Boothbay. Moorings and launch service will be available off the Boothbay Harbor Yacht Club in the West Harbor behind McKown Point. There will be a reception at the Club. The barbecue pit will be fired up; after dinner, Race Committee Chairman Bruce Morang will conduct a brief and lively chalk-talk on "Racing Rules for Duffers."

Tuesday, July 23

There will be a Skippers' Meeting at the Yacht Club at 8:30 a.m. At the discretion of the Race Committee, a race will start at 11 a.m. After the race, the Central Park Model Yacht Club will conduct a regatta at the float. Again the barbecue pit will be available.

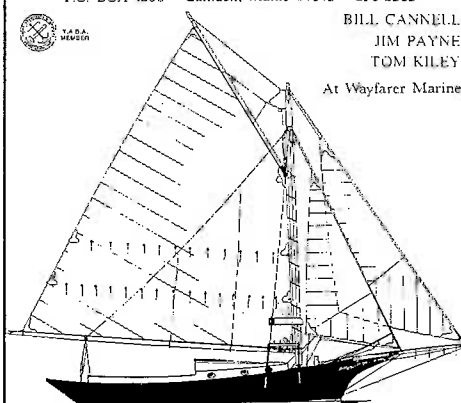
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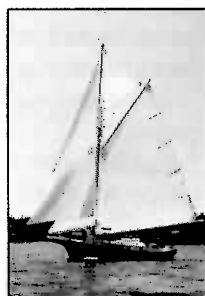
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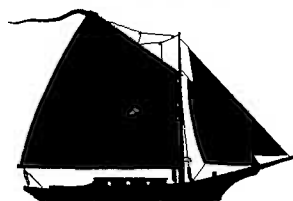
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JONESPORT
SHIPYARD

Wednesday, July 24

At 9 a.m. a parade of sloops will pass in front of the Fisherman's Memorial in the inner harbor, followed by the start of a race at 11 a.m. The model yacht regatta will continue after the race, followed by a banquet at the nearby Lion's Club at 7 p.m.

Thursday, July 25

A Skippers' Meeting is scheduled for 8:30 a.m. and a race at 11 a.m. After the award ceremonies about 5 p.m., the cook-out fire will be available and the Yacht Club will serve dinner by reservation.

Friday, July 26

The fleet will proceed to Friendship independently. There will be a cook-out at Armstrong's wharf on the north end of Friendship Island. A few moorings will be available.

Saturday, July 27

Breakfast will be served starting at 7 a.m. on Wallace's wharf, followed at 9 a.m. by a memorial service at the flagpole conducted by Reverend David Bell. About 10 a.m., sloops will parade by the Friendship wharves in celebration of the town's Friendship Day and of the Society's long-standing connection with this tradition.

August 17-18: The Marblehead Regatta

As in the past, the races will be hosted by the Corinthian Yacht Club, and while we can only out-guess the professional "guessers," there is no truth to the rumor that we have an inside track on influencing the weather conditions. Whatever the situation may be, we can predict that a good time will be had by all, if regattas of the past are any indication. We plan on getting entry forms in the hands of the skippers by early July. Details to follow.

August 31-September 1: Gloucester Schooner Festival

This is a rendezvous of sailing craft, traditional and modern, to celebrate Cape Ann's maritime heritage. Besides a race especially for Friendship sloops on Saturday, a race guaranteed to have reaching and running legs, there will be a race for all traditional gaff-rigged boats. On Sunday, the big fisherman-type schooners will race. If there is any wind, that should be something to see!

Rental moorings and marina slips will be available both behind the breakwater and in the inner harbor, and there is ample room to anchor. There will be a fish fry on Saturday night and an award ceremony at the Coast Guard station after the races Sunday. Call or write Mike Costello at the Cape Ann Chamber of Commerce, 33 Commercial Street, Gloucester, for mooring information and up-to-date program.

November 23: Annual Meeting

The meeting will be held at the New England Center in Durham, New Hampshire, not far from Portsmouth. There will be an opportunity during the afternoon before the formal meeting to show photographs, slides, movies, artifacts and trophies, and to swap sea stories. Overnight accommodations will be available. Details will follow from our secretary.

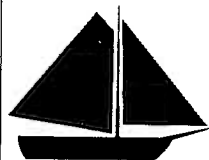
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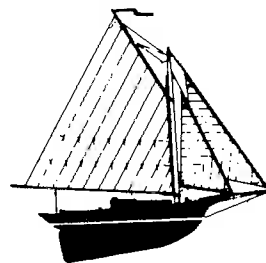
Best of Luck to Everyone at our
31st Annual Rendezvous
Crew of the *Banshee*

Good Luck from Baschert
Compliments of
Bill & Carol Schunemann



GOOD LUCK,
MORNING STAR!
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Friendship Rendezvous Trophies

A number of trophies are presented each year when the Friendship sloops gather for their rendezvous at Boothbay Harbor. Trophies are not only awarded for success in racing ability, but are also presented for non-racing achievements as well. The following trophies will be presented this year at the awards ceremony on Thursday evening:

State of Maine Trophy:

Awarded to the Friendship sloop from Division I and II that has accumulated the best overall score in three days of racing. This trophy replaces the retired Governor's Trophy, first presented by Governor Reed in 1960. **In 1990, this trophy was won by Toddy.**

Division I Trophies (Sloops 25 Feet and Under)

Herold Jones Trophy: Presented by the Sloop Society in memory of Herold Jones, the Society's first secretary, this trophy is for the winner of the smaller Division I. **In 1990, this trophy was won by Old Baldy.**

Bruno & Stillman Trophy: Presented to the Society by the Bruno & Stillman Boat Co. of Newington, NH, which built 30' fiberglass sloops, this trophy is presented to the second place finisher of Division I. **This trophy was won in 1990 by William R. Rand.**

Lash Brothers Trophy: The Lash Brothers of Friendship, ME, who built several Class B sloops, are descendants of George Carter of Bremen, whose sloops are recognized by the Society as originals. Presented to the third place finisher of Division I. **In 1990, this trophy was won by Celebration.**

Division II Trophies (Sloops 26 Feet and Over)

President's Trophy: The first place finisher in Division II receives this trophy donated by the Northeast Marine Insurance Company in recognition of the presidents of the Friendship Sloop Society and their efforts in founding and leading the Society over the years. **Won in 1990 by Toddy.**

Winslow Trophy: Presented to the Society by the family of Gordon Winslow, former owner of *Channel Fever*, this trophy is presented to the second place finisher in Division II. **In 1990, the trophy was won by Tannis.**

Homecoming Trophy: Presented to the third place finisher in Division II, this trophy honors our annual event of the "Homecoming" of the sloops. **In 1990, the trophy was won by the Anna B.**

The following are special racing trophies:

Eda Lawry Trophy: Presented to the Class A (original) sloop that scored the best in three days of racing, this trophy was provided by Eda Lawry, granddaughter of Wilbur Morse. **In 1990, the trophy was awarded to Morning Star.**

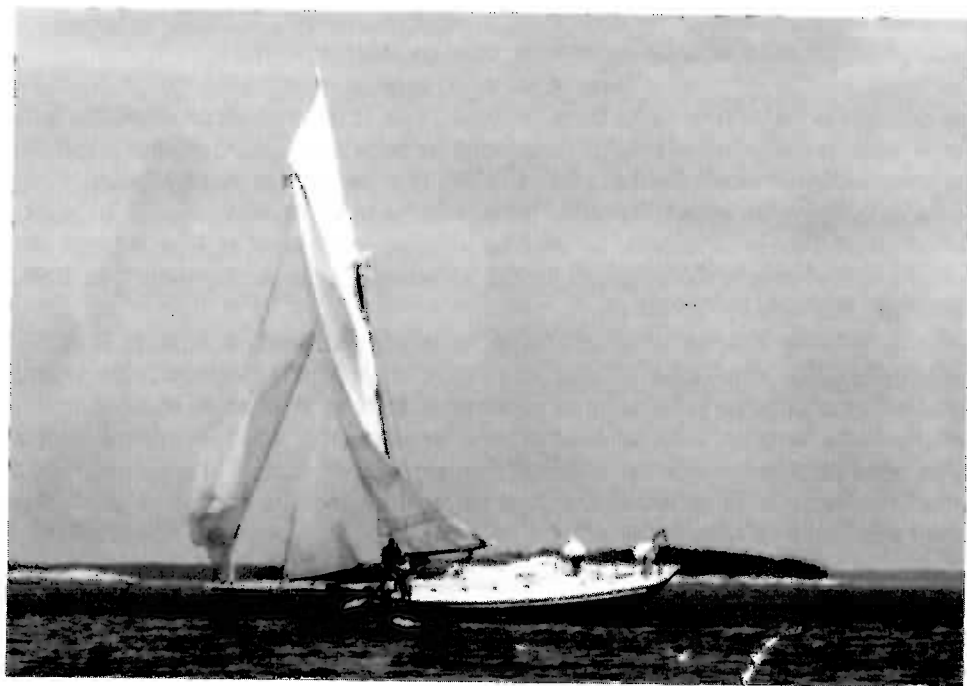
Jarvis Newman Trophy: Awarded to the winning 25-foot Pemaquid design sloop. Jarvis Newman built the first fiberglass Friendship sloops, using *Old Baldy* as a plug to make a mold for the 25-foot Pemaquid model and the rebuilt *Dictator* for the 31-foot one. **Won in 1990 by Old Baldy.**

Danforth Trophy: Presented by the Sloop Society as a tribute to past Race Committee Chairman Bill Danforth. It is awarded to the sloop that finishes exactly in the middle of the fleet during three days of racing. **The trophy was won in 1990 by Phoenix.**

Post Office Trophy (POT): Presented in fun to the sloop "Most Worthy of It." A number of years ago, when the new Friendship post office was built, the contractor finished it off

continued on page 42

continued from page 41
 with a marconi-rigged sloop for a weather vane. After considerable criticism had been voiced, John Gould's cousin undertook to make a gaff-rigged sloop vane in keeping with Friendship tradition. The marconi-rigged sloop, after its removal from the post office, was incorporated into a POT trophy by John Gould, and is presented each year for the biggest goof in the fleet. **Tannis won the trophy in 1990.**



Tannis finds the rock off Thief Island to win the Post Office Trophy

Trophies Not Necessarily Related to Racing or Winning

Owner-Builder Trophy: This nearly fully planked half-hull model of a Friendship is presented to an owner-builder in recognition of his or her efforts in the building or restoration of a Friendship sloop that he or she has sailed to the Society rendezvous. **In 1990, the trophy was presented to Rita II.**

Gladiator Trophy: Presented to the Society by Bill and Caroline Zuber, who sailed their sloop *Gladiator* to Friendship from New Jersey, this trophy is awarded to the skipper and crew that sailed the furthest to attend the rendezvous at Boothbay Harbor. **In 1990, the *Rights of Man* won the trophy.**

Nickerson Trophy: This trophy is presented to the youngest member of the crew aboard a racing Friendship. This trophy was presented by Mr. Leon Nickerson, who served as the race committee chairman at our first regatta in 1961, because he was so impressed with the regatta and Friendship sloops. **Content won the trophy in 1990.**

Spirit of Friendship Trophy: The recipient of the Spirit of Friendship Trophy is chosen by the winner the prior year, who also has to provide the trophy, which is generally a bargain item bought at a local flea market or yard sale and presented in fun to the winner for their "Spirit of Friendship." After all, isn't that what our rendezvous is all about? **In 1990, the award was given to the Cronin children aboard Tannis.**

Winners 1990

New London – Saturday, July 7

Class A (over 25 feet)

- | | |
|-------------------------|---------------|
| 1. <i>Rita II</i> | Frank Snyder |
| 2. <i>Rights of Man</i> | Phil Smith |
| 3. <i>Capt. George</i> | Walter Durant |

Class B (25 feet and under)

- | | |
|--------------------------|---------------------|
| 1. <i>Finast Kind</i> | Mike Looram |
| 2. <i>Elizabeth Jane</i> | Bill Owens |
| 3. <i>Fiddlehead</i> | Capt. Harry Jackson |

Sunday, July 8

Class A

- Rights of Man*
- Rita II*
- Capt. George*

Class B

- Finast Kind*
- Fiddlehead*
- Elizabeth Jane*

Friendship

Sunday, July 22

Division I (25 feet and under)

- | | |
|------------------------|----------------------|
| 1. <i>Gypsy</i> | Bob Lash |
| 2. <i>William Rand</i> | William M. Rand, Jr. |
| 3. <i>Banshee</i> | John Wojcik |

Division II (over 25 feet)

- | | |
|--------------------|--------------------|
| 1. <i>Toddy</i> | David Westphal |
| 2. <i>Anna B.</i> | Murray McQuaid |
| 3. <i>Phonenix</i> | Al and/or Tod Beck |

Boothbay

No races Tuesday and Wednesday, July 24 and July 25, due to fog.

Wednesday, July 26

Division I

- | | |
|------------------------|------------------------------------|
| 1. <i>Old Baldy</i> | Jim Wilson |
| 2. <i>William Rand</i> | William Rand, Jr. and/or John Rand |
| 3. <i>Celebration</i> | Gregg Merrill |

Division II

Because of very light airs and fog, no Division II boat finished within the time limit. The Race Committee placed the boats as they lay becalmed when the limit expired.

- | | |
|-------------------|----------------|
| 1. <i>Toddy</i> | David Westphal |
| 2. <i>Tannis</i> | Jack Cronin |
| 3. <i>Anna B.</i> | Murray McQuaid |
| 4. <i>Phoenix</i> | Tod Beck |

Marblehead

Saturday, August 18

Division I

- | | |
|--------------------------|-------------|
| 1. <i>Elizabeth Jane</i> | Bill Owens |
| 2. <i>Old Baldy</i> | Jim Wilson |
| 3. <i>Banshee</i> | John Wojcik |

Division II

- | | |
|-------------------------|--------------------------|
| 1. <i>Phoenix</i> | Tod Beck-Ridgeway Trophy |
| 2. <i>Tannis</i> | Jack Cronin |
| 3. <i>Resolute</i> | Harold Burnham |
| 4. <i>Rights of Man</i> | Phil Smith |

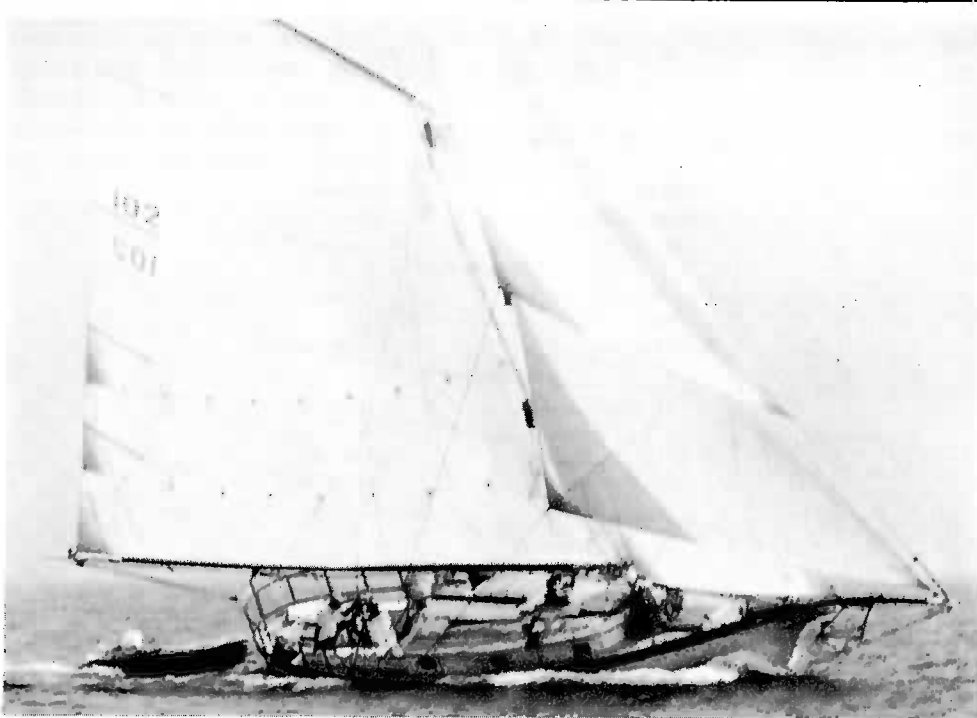
Because of a northeast gale, there was no Sunday race.

Gloucester Schooner Festival

Saturday, September 1

Sloops finished the race for Friendships as follows:

Tannis, Eagle, Ollie M., Safe Home, At Last



1990 Winner at Boothbay, *Toddy*



At Last, off Marblehead (photo by Andrea Wilson)

April 1991

FRIENDSHIP SLOOPS REGISTERED WITH THE FRIENDSHIP SLOOP SOCIETY

Sloops are classified as follows: Class "A" = "Originals" built prior to 1920; Class "B" = Replicas & Near-replicas built after 1920

NOTES: L.O.D. rounded to nearest foot; TBL = To Be Launched; OLD = Built before WW II; c = circa
Builder names separated by "&" built together, names separated by "/" built sequentially
Alphanumeric in "Builder(s)" column is builder's model & hull number (if known)

SAIL	NAME OF SLOOP	L.O.D.	BUILDER(S)	LAUNCHED	OWNER(S) & WINTER RESIDENCE	HOMEPORT
1.	VOYAGER	30'	Charles A. Morse	1906	Alex & Tina Moir, Staten Island NY	Great Kills Harbor NY
2.	DICTATOR	31'	Robert E. McLain	1904	Full Sea, Greenport NY	Greenport NY
5.	CONTENT	25'	Stuart M. Ford	1981	Richard & Beth Langton, Edgcomb ME	Boothbay Harbor ME
6.	EASTWARD	32'	James Chadwick	1956	Roger & Mary Duncan, East Boothbay ME	East Boothbay ME
7.	TANNIS	38'	W. Scott Carter	1937	Jack & Mary Cronin, Sturbridge MA	Salem Willows MA
9.	AMITY	30'	Wilbur A. Morse	c1900	James Russell Wiggins, Brooklyn ME	Benjamin River ME
10.	MARY ANNE	31'	Lash Brothers	1958	Dr. Joseph Griffin, Damariscotta ME	Damariscotta ME
11.	SHULAMITE	24'	W. Prescott Gannett	1938	Nicholas Kingsbury, Kennebunkport ME	Cape Porpoise ME
13.	EASTING	29'	Charles A. Morse	1920	James & Beverly Pierpont, Key Largo FL	Milford CT
14.	FOSH	30'	Wilbur Morse 2nd	1946	Curt & Jeanne Harding, St. Thomas USVI	Boothbay Harbor ME
15.	VIDA MIA	30'	Edward L. Stevens	1942	George & Cindy Loos, Cape May Court House NJ	Cape May NJ
16.	RETRIEVER	22'	W. Prescott Gannett	1942	Ben Rice, Newport RI & Judith Rice, Scituate MA	Scituate MA
18.	CHRISSEY	30'	Charles A. Morse	1912	Ernst Wiegler, Cushing ME	Pleasant Point ME
19.	BLACKJACK	33'	Wilbur A. Morse	c1900	Wilson Fletcher, Bar Harbor ME	Northeast Harbor ME
21.	WILBUR A. MORSE	30'	Carlton A. Simmons	1946	Duncan & Susan Blair, Los Alamos CA	Ventura CA
22.	ELLIE T.	25'	John G. Thorpe	1961	John G. Collins IV, East Hampton NY	Three Mile Harbor NY
23.	DEPRESSION	30'	Unknown	1899	Lloyd & Tina Olson, Boothbay ME	Pleasant Cove ME
24.	TERN	25'	Wilbur A. Morse	c1900	Susan & Larry Polans, New York City NY	Bliddford Pool ME
27.	SARAH E.	25'	Bob McKean & Sid Carter	1939	Eldon Homsey, Wilmington DE	Haver de Grace MD
31.	WHITE EAGLE	28'	Wilbur A. Morse	c1914	William A. Cronin, Sturbridge MA	Rebuilding
32.	NOMAD	33'	Wilbur A. Morse	1906	Tom Ash, North Weymouth MA	Rebuilding
34.	PAL O' MINE	27'	W. Prescott Gannett	1947	James S. L. Lane, Winchester MA	Essex MA
35.	MARY C.	20'	Nathaniel D. Clapp	1962	Nathaniel D. Clapp, Prides Crossing MA	Prides Crossing MA
37.	CHANCE	31'	Wilbur A. Morse	1916	Maine Maritime Museum, Bath ME	Bath ME
39.	DOWNEASTER	30'	Lash Brothers	1963	Forrester B. Valle, Washington ME	Spruce Head ME
40.	COMESIN	32'	J. Ervin Jones	1962	John & Linda Livingston, Jacksonville FL	Jacksonville FL
42.	SELKIE	26'	C.A. Simmons & J.P. Hennings	1963	Captain Fred Perrone, Plymouth MA	Plymouth MA
43.	GYPSY	23'	Judson Crouse	1939	Bob & Jane Lash, Orland ME	Bucks Harbor ME
44.	SAZERAC	35'	Wilbur A. Morse	1913	Roland Barth, Alna ME & Alan Lewis, Boston MA	Round Pond ME
45.	FLYING JIB	30'	W. Scott Carter	1936	Kevin J. Crowley, Brentwood NH	Newburyport MA
46.	DRAGO	30'	Lash Brothers	1964	Bill & Judy Wasson, Camden ME	Rockland ME
47.	GALATEA	30'	Mckie W. Roth Jr.	1964	Don Murray, Sausalito CA	Sausalito CA
49.	SURPRISE	33'	Philip J. Nichols	1964	Steven & Eliza Bailey, Tenants Harbor ME	Tenants Harbor ME
50.	HERITAGE	29'	Elmer Collemer	1962	Frank & Brinna Sands, East Thetford VT	Bremen Long Island ME
52.	RIGHTS OF MAN	30'	Lash Brothers	1965	Philmore H. Smith Jr., Westfield MA	Newport RI
53.	EAGLE	32'	Wilbur A. Morse	1915	Captain Donald Huston, Nahant MA	Nahant MA
54.	BOHO	22'	Lee Boatyard	1965	William Thon, Port Clyde ME	Port Clyde ME
56.	IOCASTE	33'	Charles A. Morse ?	c1907	Maine Maritime Museum, Bath ME	Rebuilding
57.	OLD BALDY	25'	James S. Rockefeller	1965	Jim & Andrea Wilson, Portsmouth NH	Kittery ME
58.	CATHY	21'	Jeremy D. Maxwell	1969	Ted & Cathy Chase, New Harbor ME	Round Pond ME
59.	SARAH MEAD	30'	Newbert & Wallace	1963	Ted Hanks, Jefferson ME	South Bristol ME
60.	OLD SALT	32'	Robert A. McLain & Son	1902	Joe Calvanese, Plantsville CT	Plantsville CT
61.	WINDWARD	25'	James S. Rockefeller	1966	David & Ruth Westphal, Cranberry Isles ME	Great Cranberry Isle ME
62.	COLUMBIA	23'	Lester Chadbourne	c1950	John & Kimberly Bundza, Barrington NH	Great Bay NH
63.	KOCHAS	28'	Speers	1953	Tom Gervais, Vineyard Haven MA	Vineyard Haven MA
64.	AMICITIA	33'	Lash Brothers	1965	Jeff Pontiff, Plymouth MA	Plymouth MA
66.	VENTURE	26'	Wilbur A. Morse	1912	William A. Sauerbray III, Mystic CT	Mystic CT
67.	HERONMYUS	33'	Ralph W. Stanley	1962	Albert P. Neilson, Honey Brook PA	Southwest Harbor ME
68.	ROBIN L. MAINE	25'	James H. Hall	1967	Patrick Farrin, Boothbay ME	Boothbay ME
69.	COAST O' MAINE	30'	Vernell Smith	1967	John Bundza & Peter Kaele, Barrington NH	Great Bay NH
70.	GRACE O'MALLEY	30'	Roger Morse	1967	Captain Jon P. Finger, Rockland ME	Rockland ME
71.	GLADIATOR	32'	Alexander McLain	1902	Bill & Caroline Zuber, Friendship ME	Friendship ME
74.	PATIENCE	30'	Malcom Brewer	1965	Rev. John Arens, Needham MA	Cataumet MA
75.	OMAHA	35'	Norris Carter	1901	Adrian Hooydonk, Waldoboro ME	Friendship ME
80.	HEADWAY	35'	Fred Buck & "Skip" Adams	1941	Chris & Julie Head, Norwell MA	Marion ME
82.	MORNING STAR	28'	Alton F. Morse	1912	Judy A. Oneal-Brooks, Nashua NH	Sandy Point ME
83.	PERSEVERANCE	30'	Bruno & Stillman (01)	1969	Robert L. Jacobson, Hoboken NJ	Stonington MA
84.	PHILIA	22'	Mckie W. Roth Jr.	1969	Richard Condon, Waltsfield VT	Essex ME
85.	ANN FRANCES	38'	Jeremy D. Maxwell	1974	Jeremy D. Maxwell, Spruce Head ME	Spruce Head ME
86.	ALLEGIANCE	24'	Albert M. Harding	1970	Hale Whitehouse, Cape Porpoise ME	Cape Porpoise ME
87.	EAGLE	22'	Mckie W. Roth Jr.	1969	Dana Williamson, Cambridge MA	Charles River MA
88.	APOGEE	30'	Bruno & Stillman (02)	1969	Dr. H. Maurice Landemare, Toms River NJ	Toms River NJ
89.	ERDA	22'	Mckie W. Roth Jr.	1970	Francis "Pat" West, Vineyard Haven MA	Vineyard Haven MA
90.	SALATIA	25'	Newman (P02) / Newman	1969	Miff Lauriat, Southwest Harbor ME	Southwest Harbor ME
91.	PHOENIX	30'	Bruno & Stillman (04)	1970	Alfred E. Beck, Vinalhaven ME	Carvers Harbor ME
92.	PUFFIN	25'	James Rockefeller / Basil Day	1975	Suzanne C. Fleming, Stony Creek CT	Stony Creek CT
93.	ANNA R.	25'	Kenneth Rich	1970	Stuart L. Rich, Cape Elizabeth ME	Cape Elizabeth ME
94.	DIANA	25'	Newman (P03) / Rockefeller	1971	Ebenezer & Diana R. Gay, Hingham MA	Vinalhaven ME
95.	WESTWIND	40'	Charles A. Morse	1902	John & Diane Fassak, Mansfield MA	Rebuilding
96.	VOYAGER	32'	Lash Brothers	1965	Bernard W. MacKenzie, Scituate MA	Scituate MA
97.	GANNET	27'	Unknown	1903	Willis H. Collyer, Mattapoisett MA	Rebuilding
99.	BUCCANEER	29'	Wilbur A. Morse	c1911	Tirochi Family, Johnston RI	Johnston RI
100.	MORNING WATCH	26'	Bernard Backman	1970	Dan Stevens, Mystic CT	Mystic CT
101.	GODD HOPE	30'	Bruno & Stillman (07)	1971	Barta & Lee Hathaway, Newburyport MA	Salem MA
102.	TODDY	35'	Lubbe Vosz (Germany)	1972	David & Loretta Westphal, Key Largo FL	West Southport ME
103.	SOLASTER	25'	Newman (P04) / Newman	1970	Dr. Curtis C. Ruff, Falmouth ME	Deer Isle ME
104.	COCKLE	28'	Elmer Collemer	1960	Rupert & Regina Hopkins, Miller Place NY	Mt. Sinai Harbor NY
105.	AT LAST	30'	Bruno & Stillman (05)	1971	George F. Kwass, Andover MA	Manchester MA
106.	HOLD TIGHT	25'	Newman (P05) / Newman	1970	William C. Relif, Mount Desert ME	Somesville ME
107.	MAGIC	22'	Passamaquoddy (01) / Johnston	1970	Nancy & Andrew Kandutsch, Bar Harbor ME	Surry ME

109.	PETREL	31'	G. Cooper	1933	Robert & Paula Libby, Cape Porpoise ME	Cape Porpoise ME	212.	ACHATES	22'	Bob Holcomb, Edmonds WA	1978	Hal Hanson, Edmonds WA	Charleston S
110.	SECRET	27'	Philip J. Nichols	1971	Bob & Elizabeth Monk, Burlington MA	Winthrop MA	213.	AMIE	25'	Bill & Kathy Winslow, Newton MA	1982	Bill & Kathy Winslow, Newton MA	Edmonds W
112.	YANKEE PRIDE	30'	Bruno & Stillman (14a)	1971	James J. & Margaret E. Craig, Kayport NJ	Keyport NJ	214.	GAIVOTA	22'	Passamaquoddy Yachts	1968	David Colinan, Lincoln RI	Cataumet W
114.	BASCHERT	30'	Bruno & Stillman (98)	1971	Bill & Carol Schuennemann, Braintree MA	Weymouth MA	215.	ELLEN ANNE	39'	W. Scott Carter	1941	John F. Nichols, Takely by Storford, Herts., England	East Greenwich R
115.	GOOD FRIEND	30'	Bruno & Stillman (102)	1971	Harvey & Lee Goodfriend, Simsbury CT	Groton CT	216.	AMITY	33'	Shoreline Boats	1972	Dr. Peter Haynizc, East Stroudsburg PA	New Rochelle N
117.	LEADING LIGHT	30'	Bruno & Stillman (10)	1971	John & Eve Crumpton, Oxford ME	South Freeport ME	217.	COYSSEE	22'	John B. Rand	1982	William M. Jr. & John B. Rand, Raymond ME	Georgetown N
118.	WENONAH	30'	Bruno & Stillman (10)	1971	Beth & Mike Mullen, Pasadena MD	Pasadena MD	218.	YANKEE BELLE	23'	Paul G. Edwards	1983	Paul & Carolyn Edwards, Mattituck NY	Cundy's Harbor N
119.	VALHALLA	30'	Bruno & Stillman (15)	1971	Paul & Sally Wolfe, Pittsburgh PA	Ben Avon PA	219.	AIKANE II	31'	Newman (D20) / Pottsgrow	1984	Hal G. Marden, Wilmington DE	Mattituck N
120.	PERSISTENCE	30'	C. Simmons / J. Lichtman	T.B.L.	John Lichtman, Friendship ME	Building	220.	SEAL	22'	Ahern (01) / Zink	1984	Alvin J. Zink Jr., Andover MA	Manchester C
122.	EDEN	25'	Francis Nash & Ed Coffin	1971	Douglas Tarr, Bar Harbor ME	Bar Harbor ME	221.	LADY JANE	16'	Richard L. McInnes	1982	Richard & Jane McInnes, Belpre OH	Belpre C
123.	RESOLUTE	28'	Charles A. Burnham	1973	Charles A. Burnham, Essex MA	Essex MA	222.	HOSTESS	25'	Newman (P17) / Peter Chase	1981	John P. Chase, Marblehead MA	Marblehead W
124.	CALLIPYGOS	30'	Bruno & Stillman (17)	1971	Richard & Tina Sharabura, Toronto, Ontario, Canada	Toronto Ont	223.	TRUE LOVE	19'	James Eyre Walnwright	1983	Jim Walnwright, Gig Harbor WA	Gig Harbor W
125.	BILLY BUDD	25'	Al Paquette	1969	Fred Holbrook, Rochester MA	Mattapoisett MA	224.	PHILIP J. NICHOLS	28'	Philip J. Nichols	1981	Sigurd A. Knudsen Jr., Freeport ME	South Freeport W
126.	WHIM	20'	Chester Spear	1939	Peter Lindblom, Hanover MA	Ashore	225.	DESFE	31'	Larry Plumer	T.B.L.	Larry Plumer, Newbury MA	Building M
128.	SCHOODIC	31'	Elmer Collemier / Bruce Lanning	1973	Bruce & Mary Lanning, Winter Harbor ME	Winter Harbor ME	227.	CELEBRATION	22'	Newman (P15) / Hodgdon	1980	Greg & Annette Merrill, Southbury CT	Bayville M
129.	GISELA R.	25'	Andrew P. Schafer	1969	James O'Hear, Sag Harbor NY	Noyack NY	228.	CAIRDEAS	25'	Ahern (09) / Fitzgerald	1990	John F. Fitzgerald, East Walpole MA	Fairhaven M
130.	NARWHAL	25'	Newman (P06) / Newman	1972	James Rosenbaum, Milwaukee WI	Milwaukee WI	229.	CAPT'N GEORGE	30'	Bruno & Stillman (09)	1970	Walter Durant, Mystic CT	Mystic C
131.	NOAH-SARK	25'	John Chase	1972	Richard R. Willis, Ipswich MA	Ipswich Bay MA	230.	HEGIRA	25'	McKie W. Roth Jr.	1980	David MacClain, Marlborough CT	Stonington C
133.	INDEPENDENCE	30'	Bruno & Stillman (21)	1973	Frederick G. Schwarzmann, Bernardsville NJ	Oxford MD	231.	SOLOMON GUNDY	22'	M.W. Roth Jr. / W.C. Butcher	1984	William C. Butcher, Suffield CT	Branford C
134.	BEAR	22'	Passamaquoddy / Collins	1973	Jim Horgan, Reading MA	Swampscott MA	232.	COMPROMISE	22'	Ahern (08) / White	1979	Cher C. Toppin, Scituate MA	Scituate M
135.	HATSY	25'	Newman (P07) / Morris	1973	Richard C. Kennedy, Nobleboro ME	Round Pond ME	233.	PRINCESS PAT	22'	Harry Armstrong	1987	Harry & Pat Armstrong, Winter Park FL	Titusville F
136.	SOURFREL	28'	Charles A. Morse	1920	Larry & Stephanie Moxon, Mystic CT	Mystic CT	234.	ELIZABETH JANE	22'	M.W. Roth Jr. / D.W. Owens III	1985	D. William Owens III, Branford CT	Stony Creek C
137.	AYSEHA	35'	McLain?	OLD	Larry Thomas, New Orleans LA	Lake Pontchartrain LA	235.	FINEST KIND	22'	Sam Guild & Geoff Heath	1981	Mike & Karen Looman, East Haddam CT	Noank C
138.	UNCOBN	25'	Robert P. Gardner	1973	Chris Day, Islesboro ME	Isleboro ME	236.	AUNTY POOLE	25'	Harry Bryant	1970	Steve Morrissey, Kingston NH	New Castle C
139.		25'	Newman (P08) / Morris	1973	Al & Jimmie Lee Lindquist, Columbia Falls ME	Southwest Harbor ME	237.	R. V. WINKLE	19'	Ahern (B1) / Patten	1975	Randy Caruthers, New Castle NH	New Castle C
141.	KATIE E.	25'	James H. Hall	1974	Frank D'Agosta, Jonesport ME	Brookport NY	238.	VIKING	22'	Ahern / Ulwick	1980	Steve Ulwick, Wakefield MA	Lynn M
142.	ALBATROSS	21'	Peter Archibald	1976	Stephen & Annette Locke, Brockport NY	Morro Bay CA	239.	CHEBACCO	30'	Bruno & Stillman (22) / Ginn	1987	Mike & Jayne Ginn, Jupiter FL	Essex M
143.	FAIR AMERICAN	25'	Newman (P10) / Morris	1974	Robert Sheehy, Santa Maria CA	Southwest Harbor ME	240.	RAVEN	26'	Rodney Reed	1965	Philip L. Holt, Brunswick ME	Orrs Island M
144.	JOSIE	25'	Newman (P09) / Morris	1974	Bruce & Trudy Andrews, Ghent NY	Mattituck NY	241.	BLUE SANDS	34'	Boston Boat Co.	T.B.L.	Dan Gould, Phil Rice & Dave Beeman, Charlestown MA	Building M
145.	YANKEE LADY	31'	Newman (D02) / Lanning	1974	Paul & Carolyn Edwards, Mattituck NY	Groton CT	242.	TECUMSEH	36'	Charles A. Morse	1902	Dan Taylor, Ft. Lauderdale FL	Hollywood F
146.	FIDDLEHEAD	25'	Newman (P01) / Carl Chase	1970	Harry Jackson, Groton CT	Boothbay Harbor ME	243.	ERIN	22'	Ahern (05) / Hersey	1979	Mr. Desert Is. Yacht Yard, Northeast Harbor ME	Somes Sound F
147.	ANNA B.	31'	Newman (D01) / Jones	1974	C. Murray McQuaid, Jacksonville FL	Pato Gazebo ME	244.	WEST INDIAMAN	30'	Bruno & Stillman (18)	1971	David R. Branch, Boca Raton FL	Boca Raton F
148.	SLOOP OUT OF WATER	38'	Norris Carter	1905	Joe Vinciguerra, Andover MA	Yarmouth ME	245.	LA PALOMA	25'	Unknown (B.C., Canada)	1969	John J. Caldwell, Seattle WA	Seattle W
149.	FIDDLERS GREEN	25'	Roy O. Jenkins	1978	Dick Leighton, Bowdoinham ME	Building	246.	DAME-MARISCOTTA	19'	Ahern (B6) / Shelley	1983	Rose & Hans P. Slin, Huntington NY	East Boothbay W
150.	WOODCHIPS	25'	Deschenes & Willet / Unfinished	T.B.L.	Neil Allen, Orleans MA	Alexandria VA	247.	RITA	35'	Apprenticeshop	1989	Frank V. Snyder, Greenwich CT	Rockport C
151.	DEPARTURE	14'	W. Prescott Gannett	1936	Dr. Llewellyn Bigelow, Alexandria VA	Swampscott MA	248.	TIMBER	22'	Rick Conant / Greg Fisher	1979	Greg Hickey, West Hartford CT	South Lyme C
152.	OLLIE M.	32'	Kent F. Murphy	1977	Kent F. Murphy, Swampscott MA	Bass River MA	249.	BABy BLUE	25'	Newman (P18) / Pottsgrow	1983	Dorothy & Bob Reuman, Waterville ME	Cape Split M
153.	ANGELUS	22'	Passamaquoddy / Collins	1975	Jim & Elaine Carter, Everett MA	Riviera Beach FL	250.	BELFORD GRAY	29'	WoodenBoat School, Brookline ME	T.B.L.	WoodenBoat School, Brookline ME	Building M
155.	QUEEGLEG	25'	Newman (P11) / Morris	1975	Mark Roman, Riviera FL	Pemaquid Harbor ME	251.	BUCEPHALUS	19'	Ralph W. Stanley	1986	Alex Forbes, Greenlings Island ME	Greenlings Island M
156.	DEARBREE	31'	Newman (D03) / Morris	1975	Doug & Irene Ambsary, Sugar Hill NH	Manchester MA	252.	- None -	30'	Harry Quirk / J.R. Sherman	T.B.L.	John Robert & Eft Sherman, Corea ME	Building M
157.	LIBERTY	31'	Newman (D04) / Salter	1980	Dick & Alice Salter, Manchester MA	San Diego CA	253.	JOLAR	25'	Wm. McCarthy & George Richards	1989	William L. McCarthy, Riegelsville PA	Georgetown C
159.	PACIFIC CHILD	30'	Bruno & Stillman (03)	1969	Linda & Preston Schwartz, El Cajon CA	Round Pond ME	254.	CHAGS	22'	Passamaquoddy (02) / Correa	c1972	Howard & Jeanne Haskins, Chester CT	Essex C
160.	DEFANCE	22'	McKie W. Roth Jr.	1973	Morgan L. Hendry, Wilmington DE	Rockland ME							
161.	SUMMERWIND	22'	Sam Guild & Bill Cannell	1976	Howard E. Spencer Jr., Ellsworth ME	St. Clair MI							
162.	IRENE	38'	Charles A. Morse	1917	Fred & Elizabeth Whittier, Weare NH	C A							
164.	JESSIE MAY	28'	Charles A. Morse	1906	Dennis Mayhew, St. Clair MI	South Dartmouth MA							
165.	RELINION	25'	Clifford G. Niederer	1975	Mason E. "Ric" Stober III, Concord CA	Isleford ME							
166.	SCHOODIC	25'	Concordia Co.	1967	Elton "Toby" Hall, South Dartmouth MA	Isleford ME							
167.	FREEDOM	28'	Ralph W. Stanley	1976	Richard Dudman, Ellsworth ME	Muscongus Harbor ME							
168.	LOON	30'	Newbert & Wallace / Jacob	1974	Edward Brennan, Newcasste ME	Winthrop MA							
169.	DEFANCE	22'	Eric Dow	1976	Jonathan & Vivi Leavy, Newton MA	Travers Island NY							
170.	LADY OF THE WIND	31'	Newman (D05) / Morris	1976	William Manokanok, New York City NY	Baltimore MD							
171.	GOLDEN ANCHOR	31'	Newman (D06) / Morris	1976	Golden Anchor Inn, Bar Harbor ME	Unfinished							
172.	AMNESTY	25'	Jim Drake	1982	Jim Drake, Carlisle PA	Friendship ME							
174.	- None -	31'	Newman (D07) / Unfinished	T.B.L.	Arnie & Jill Standish, Brunswick ME	Huntington NY							
175.	EDELWEISS	15'	David Major	1975	David Major, Putney VT	Mattapoisett MA							
177.	- None -	19'	Ahern (B5) / Unfinished	T.B.L.	Georges River Marine, Thomaston ME	Salem MA							
178.	ESSENTIAL	25'	Newman (P13) / Carl Chase	1977	Robert M. Stein, Huntington NY	Gloucester VA							
180.	BANSHEE	25'	Newman (P12) / Wojcik	1978	John & Carole Wojcik, Norwell MA	New London CT							
181.	ROBE	19'	Ahern (B3) / Brownlie	1975	Henry K. Borden, Danvers MA	The Lake of the Ozarks MO							
182.	MUSCONGUS	22'	Apprenticeshop	1977	Holt C. "Jack" & Virginia Vibber, Waterford CT	Chicago IL							
183.	SILVER HEELS	25'	Newman (P14) / Morris	1978	Jack A. Sanders, Jefferson City MO	North Cove CT							
184.	PERSEVERANCE	27'	Slmms Yachts	1963	Denis & Kathie Paluch, Chicago IL	Camden ME							
185.	SINE DIE	27'	J. Philip Ham	1978	Christopher J. Dodd, East Haddam CT	Somesville ME							
186.	RAGTIME ANNIE	27'	Nick Apollonio	1975	Bartlett H. Stoodley Jr., Unity ME	Rebuilding							
187.	PEPEGRINE	27'	Ralph W. Stanley	1977	Peter P. Blanchard III, Mount Desert ME	Port Washington WI							
188.	MAUDE	32'	Harvey Gamgo	1939	Frank Chaput, Newburyport MA	South Street Seaport NY							
189.	TRADITION	31'	Newman (D08) / Nehrbass	1981	Roger Nehrbass, Port Washington WI	Friendship ME							
191.	ANNABELLE	22'	Apprenticeshop	1978	South Street Seaport, New York City NY	South Bristol ME							
192.	KERWIN RIGGS	22'	Williams & Bouchard	1977	John Chase, Friendship ME	Gloucester VA							
193.	LADY	32'	Harvey Gamgo	1978	Unwood Gamgo, South Bristol ME	Gloucester VA							
194.	HUCKLEBERRY BELLE	25'	Clifford G. Niederer	1977	Brian & Mary Clare, Gloucester VA	Gloucester VA							
195.	PRINCESS	25'	Wilbur A. Morse	1908	Joe Richards, Tampa FL	The Marine Museum, Dunedin FL							
196.	ENDEAVOR	25'	Ralph W. Stanley	1979	Betsy Holtzmann, Southwest Harbor ME	Southwest Harbor ME							
197.	NATANYA	31'	Newman (D11) / Davis	1978	Joe & Miriam Hliva, Greenwich CT	Greenwich CT							
198.	BAY LADY	31'	Newman (D12) / Lanning	1979	Bruce & Tom Witt, West Southport ME	Boothbay Harbor ME							
199.	TRINITY	31'	Newman (D13) / Liberation	1979	James Peck, Waverly PA	Sargentville ME							
200.	EUSTELLA A.	34'	Robert E. McLain	1904	Mystic Seaport Museum, Mystic CT	Mystic Seaport CT							
201.	ENDEAVOR	31'	Newman (D08) / Genthner	1979	James Genthner, Fairhaven MA	Nantucket MA							
202.	ARRIVAL	31'	Newman (D14) / Nienrach	1981	John & Carole Wojcik, Norwell MA	Rebuilding							
203.	AURORA	26'	Unknown	OLD	Green's Point Boat Yard, Ipswich MA	Ashore							
204.	MARIE-ANNE	27'	Jason Davidson	1977	Diana Echeverria, Seattle WA	Seattle WA							
205.	DAYSTAR	28'	Richard E. Mosher	1989	Rich & Sally Mosher, Kalamazoo MI	Kalamazoo MI							
206.	MARY ELIZA	31'	Newman (D15) / Clarke	1979	Wyndham Clarke, Washington DC	Washington DC							
207.	SAFE HOME	31'	Herbert Melquist	1980	Kevin & Marge Rose, Westborough MA	Salem Willows MA							
208.	LADY SHIP	31'	Newman (D16) / Lanning	1981	Bruce Witt, West Southport ME	St. Laurenderale FL							
209.	FRIEND SHIP	31'	Newman (D17) / Pottsgrow	1981	Dan Fellows, Hyannis MA	Hyannis MA							
210.	THE SLOOP JOHN B.	22'	Passamaquoddy / Oliva	1974	Al Perrin, Canandaigua NY	Canandaigua Lake NY							

REGISTERED SLOOPS NO LONGER IN EXISTENCE: "GONE BUT NOT FORGOTTEN"					
SAIL	SLOOPNAME (Former Names)	L.O.D.	BUILDER	LAUNCHED	COMMENTS
4.	GOLDEN EAGLE (Queeqeg)	26'	Albion F. Morse	c1910	Destroyed c1980 at Lynn MA
8.	BANSHEE	30'	Wilbur A. Morse	OLD	Destroyed c1968 at New Bedford MA
17.	JOLLY BUCCANEER (Sky Pilot, Myrtle E.)	45'	Eugene McLain	1906	Sink 1972 at Melbourne FL, destroyed during 1973 salvage attempt
20.	MURRE (Moses Swann, Joanna, Wanderer)	30'	Morse	c1910	Wrecked on Guilford CT sand bar October 1974, destroyed c1978 at Branford CT
26.	VIRGINIA M. (Swan)	28'	Morse	1917	Destroyed c1982 at Watford CT
28.	SOUNT	22'	W. Prescott Gannett	1932	Destroyed in the Spring 1984 at Noank CT
29.	SUSAN (Ocean Belle)	41'	Charles A. Morse	1902	Wrecked Christmas Eve 1977 on sand bar at Hillsboro Inlet FL
36.	MARGIN	25'	Unknown	OLD	Destroyed c1985 at Waldboro ME
48.	CHANNEL FEVER	33'	F. A. Provener	1939	Destroyed October 1985 at Rockport ME
55.	RIGHT BOWER (Finnetta, Right Bower)	40'	Wilbur A. Morse	1915	Destroyed c1968 at Norwich CT
72.	TEMPRESS (Pensive, Result)	33'	Philip J. Nichols	1934	Destroyed in the Fall 1987 at Westerly RI
76.	PACKET	26'	Charles A. Morse	1925	Damaged in storm, then destroyed in Fall 1980 at Vineyard Haven MA
78.	EMMIE B.	37'	Reginald Wilcox	1958	Burned 1974 at Southport ME
79.	NIMBUS	30'	A. T. Chenaull III	1954	Two hurricane damaged (Camille & Betsy), destroyed c1979 at Sildoll LA
108.	LOON	35'	Charles A. Morse	c1907	Destroyed c1972 at Stamford CT
111.	AMOS SWAN (Amos Swann)	26'	Wilbur A. Morse	c1910	Blown ashore and wrecked November 1980 at Camden ME
116.	TINQUA (Gold Ivy, Eleazar)	38'	Bruno & Stillman	1971	Lost rudder and wrecked July 1977 on Whiteback Ledge ME
158.	EVA R.	33'	Edward Robinson	1906	Sunk in Hurricane David 1979, destroyed c1983 at Port Chester NY
173.	MEDUSA	25'	Don Nowell	1979	Burned ashore and wrecked in 45 knot gale c1982-3 at Marshall CA
190.	AIKANE	31'	Newman (D10) / Carl Chase	1978	Burned in February 1983 boatyard fire at Stonington ME

"LOST" REGISTERED SLOOPS (UNKNOWN STATUS AND/OR LOCATION)					
If the Reader has ANY INFORMATION regarding these Sloops, please contact the Society					
12.	FRIENDSHIP	29'	Wilbur A. Morse	1902	Last seen c1983 at Little Compton RI, ashore since c1968
25.	SEA DUCK (Froya)	36'	Charles A. Morse ?	c1901	Ketch rigged 1951, sold to unnamed parties c1970, believed taken to ME
30.	KIDNAPPED (Fly-away)	21'	Unknown (Bremen ME)	1921	Sunk off Hull MA in August 1965 squall, salvage confirmed, believed sold to RI parties
33.	SHUGGLER (Cyranu, Suchel, Pressure)	28'	Philip J. Nichols	1942	Owned by North Kingston RI parties in 1993
38.	ELEAZAR (Gold Ivy, Eleazar)	32'	Albion F. Morse	1971	Advertised for sale in 1977, then located on the Hudson River
51.	- None - (Drom Boat?, Khanum?)	32'	Wilbur A. Morse	c1915	No information since registration with Society in 1965
65.	GALLANT LADY	33'	Morse	1907	Last known to be at Toronto c1980
73.	WEST INDIAN (Dauphine)	26'	Pamel Harbor Boat	1951	Located in the Naples FL area until 1974, then gone
77.	BEAGLE (Sna Queen)	28'	Charles A. Morse	1905	Sold May 1970 to unnamed Staten Is. NY



**Thanks, Wayne, for
Morning Star's
New Cabin!**

**Morning Star Leaving Wayne
Lanning's Shop in May**

TRAINING FOR INDUSTRY

Training Services

Needs Assessment

Training Design

Tailored Courses

Training Support

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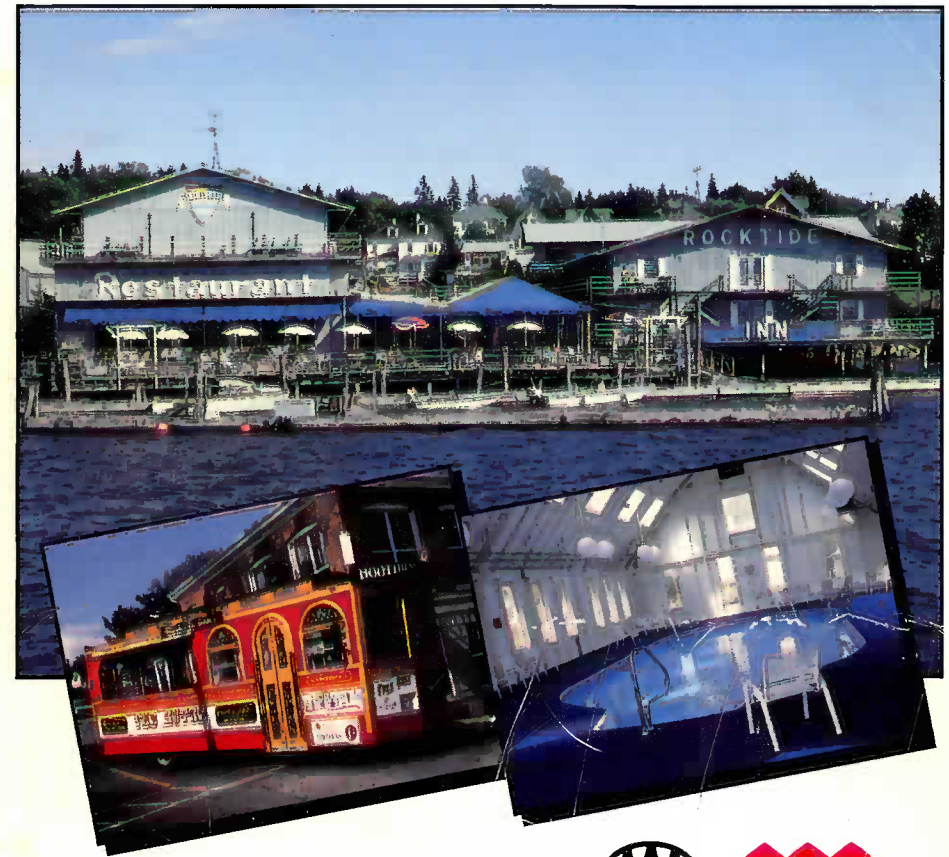
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