

FRIENDSHIP SLOOP DAYS



Diana, no. 94, at the east end of Leadbetter's Narrows, Vinalhaven

Photo by Michael Barry 1989

1994 YEARBOOK & GUIDE

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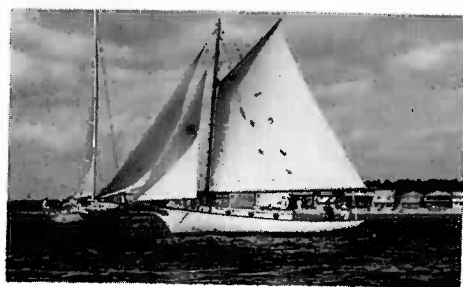
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The Bill Hadlock Memorial Award

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.

At the annual meeting Barbara Hadlock presented the award to Bruce and Marcia Morang. For 12 years Bruce served as chairman of our Race Committee, assisted and supported at every turn by Marcia. A deep concern for safety and a sensitivity to the dilemma of running a highly competitive event in a thoroughly cooperative spirit has characterized the Morangs.

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. This year it was awarded to Consuelo Hanks, both an able sailor and one of Maine's outstanding artists. Her drawings of the Maine coast, including many of Friendship sloops, are unfailingly accurate and express her sensitive response to the scenes, which we cannot help but share.

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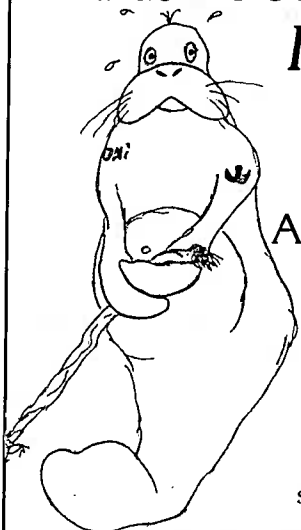
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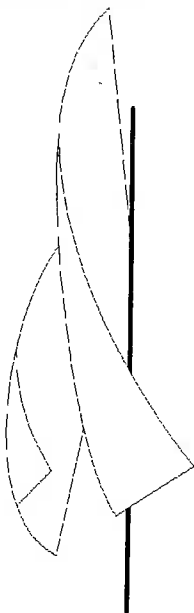
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A Family Love Affair With a Boat and Its Hand

by Reverend Edward C. Boynton



Sky Pilot

As a family, the Boyntons for three generations have made their summer home on Malden Island, one of the Five Islands on the eastern shore of Georgetown Island. My father, Reverend Nehemiah Boynton, loved the island and loved the sea. At long last he had his chance to acquire a boat when he inherited a modest amount of money. It was arranged for Henry Kingsbury to come over to the cottage to talk over the proposition. The "dickering" went something as follows:

"I don't want a yacht, Henry; I want a boat." Would Henry know where he could get such a boat as father wanted? He knew "just the boat." Would he go with father in the summer and use the boat for his own purposes the rest of the year? He would.

"Go and get it, Henry." No fussy business to foul the thing up. Just a simple act. "Go and get it, Henry."

Soon after, we saw Henry row past the cottage and down the bay to the open ocean. In three days he was back, at the helm of a large Friendship sloop, towing his dory behind. It was "just the right boat" of which he had spoken.

She was built in 1909 by Gene McLain on Bremen Long Island and had been used that winter for fishing. She came to us the following summer with the name *Ralph A.* Father immediately re-named her *Sky Pilot*, the name she bore for the following 39 years.

Sky Pilot was 43 feet and some inches on the waterline, 20-some feet in beam, and drew 8½ feet. As they expressed it down there, "she had a holt on the water." She cost father \$1200, all found, a typical bald-headed gaff-rigged Friendship sloop with flush deck



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carrying a jib, jumbo and mainsail. Father later had a topmast put on her with a topsail and flying jib. The mast was stepped fairly well aft, her boom extending well beyond the taffrail, giving her a large mainsail. When she came to us, she carried a tiller. She was not only a handy boat, but a smart boat as well, and a comfortable, not a wet, boat. And she was tight.

She had a flush deck, a chain locker in the fore-peak and a Shipmate stove in the forecabin, together with two – in a pinch three – bunks, two lockers and a dish cupboard. Aft of the forecabin bulhead was the fish hold, aft of that the tiller cockpit, and finally the lazarette.

As we no longer needed the fish hold but could turn that space into a main cabin, father had this and other jobs done: lowering the floor of the fish hold, substituting scrap iron for the rock ballast under it, and installing a cabin roof with skylight and companionway running up the cockpit. This gave her a forecabin with two bunks and lockers up forward, a main cabin with three bunks and two lockers, excellent accommodations for comfort on a cruise. She also had a Gloucester fisherman wheel substituted for the tiller and a wooden backrest behind the wheel box, making a comfortable seat for the helmsman.

Sky Pilot was a family boat enjoyed by young and old. Her ample deck space made her ideal for large parties to have a day's sail. I have known 15 or more aboard at times, from the old folk in steamer chairs to the toddlers, whose safety was assured by being attached to a line the other end of which was made fast to a cleat or bitt, already at their tender age getting their sea legs and coming to know the feel of a deck under their feet. The children were required to wear life jackets until they were 12 and to crawl along the deck on their hands and knees.

When Henry Kingsbury left us, what seemed a major blow turned out to be a blessing, for it brought us Captain George Hanna, who took care of the boat and went with us in the summers until his death 30 years later. What distinguished Captain George was not his nautical expertise alone. It was his spirit. His instincts were fine instincts. He had a sense of the fitness of things. And he had a delightful sense of humor. Which reminds me –

We were all down in the cabin playing whist when we heard the rhythmic chug of a powerful motor alongside. Looking out the companionway, we saw a large chrome-and-mahogany job out of Providence, whose owner was a friend of my father's. They came aboard, and when our visit was over, we came on deck to see them off. As they were disappearing out of the harbor, I said to George,

“She's a pretty boat, George.”

“Yes,” replied George, “she's a pretty boat.”

“But,” I added, “I suppose, George, that in a hard chance you would just as soon be aboard *Sky Pilot*.”

“Lor' bless you, yes. Why, we'd be just comfortable and she'd be all unsoldered.”

Another time, when we were crossing Frenchman's Bay, a thick Fundy fog descended on us. When we reached the whistler off Schoodic, we decided to run in for Prospect Harbor. As we poked along, one of the lookouts called out, “Breakers off the starboard bow.” And soon the other man on watch called out, “Breakers to leeward.” Those of us who were aft could just see the foam of the crested breaking rollers, but we could distinctly hear the roar of their breaking long before we could see them. We were running a true course and we were where we ought to be, but enveloped in that all-but-opaque gray blanket with visibility almost zero, and to hear the booming of the breaking waves on either hand and more from the general direction in which we were headed was not too comfortable a situation.

Seeing my brother and me at the wheel, and quite likely with anxious looks, George came quietly aft and reassuringly said, “Keep her headed into the silence and you will be

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all right." We did and we were.

With passing of the years, changes came. My father and Captain George had died. Three of us bought the boat from the family. One evening in December of '49 I received a phone call to tell me that a few days before *Sky Pilot* was discovered sunk up to her trussle-trees at her winter mooring near the steamboat dock at MacMahans Island. Mr. Sample over in Boothbay heard of the happening and offered to buy the boat "as is." It seemed the sensible thing to us to sell, which we did, and so ended the family ownership of 39 years — years of happy and indelible memories.

Editors Note: *Sky Pilot* was raised, ballasted with 9,000 two-pound axe heads, and sold to Richard Swanson. Under her new name of *Jolly Buccaneer* she joined the Friendship Sloop Society, serving as flagship for two years, and in 1967 was sold to Bill Johnson and taken to Florida. In 1973 she sank in the Dania Waterway and fell apart when lifted by a crane. As Reverend Boynton writes, she was built by Eugene McClain, but first named *Myrtle E.* Reverend Boynton's article was written in 1973.

On the Occasion of James Russell Wiggins' 90th Birthday, December 4, 1993

*When a man reaches ninety,
 He knows, if he's thinking,
 That the vessel he's on is
 A ship that is sinking;*

*But he thinks of the days
 When the Maine sky was blue,
 When children and grandchildren
 Made up the crew.*

*That the sails are all ragged,
 That the engine is worse,
 That it misses in forward,
 And balks in reverse.*

*Of the days when the breezes
 Filled all of the sail,
 And the water washed over
 The vessel's lee rail.*

*That the jib sheet is spliced
 And some of the blocks,
 That the main shaft is leaking
 Through its stuffing box.*

*My ship, they say, is failing,
 And I know it leaks a lot;
 But I'll sail it to the mooring —
 It's the only ship I've got.*

JAMES RUSSELL WIGGINS

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Our First Race Together

by Thomas L. Berry

In April 1992, I purchased *Wenonah*, a then 21-year-old 30-foot Friendship sloop. She's a fiberglass hull by Bruno & Stillman, with enough brightwork to keep a varnishing fool content.

Of course, every time we were on the water together we found ourselves in a race of some sort, whether the other boat knew it or not! All I had to do was spot a boat heading in the same general direction as *Wenonah* and the sails were tweaked and the helm was minded more, and we were then engaged in catching and passing or pulling away from our unwitting rival. *Wenonah* really showed her stuff when these challenges were off the wind.

I chose to enter *Wenonah* in the Chesapeake Sailing School Tiller Club's Fall Regatta for our season finale together. The truth be known, I wanted to show off *Wenonah* to some old sailing chums as well as see how she would truly fare in a two-day long-distance slog against a fleet of Bermuda rigs.

The wind was out of the northeast at 15 knots, which was like manna from heaven for us. For that day's leg was down the Bay to Herrington Harbor, a 14-mile broad reach the entire race! We raised the main, staysail and jib, then decided to put up the main topsail before the start, too. The sails were up and the captain and crew were ready, with about five minutes to go before the start. However, *Wenonah* was not near the line. We eased our way to the pin end and were shooting the line on port tack with about a minute to go when someone on one of the other boats yelled to us, "You're on the starting line of a race that's about to begin." Nonplussed, I bellowed back, "I know, we're in it," as I turned the wheel to tack onto starboard for the start. In retrospect, I guess we did look a little out of place with all those modern rigs.

Wenonah just isn't going to tack fast, no matter how much canvas is flying. We were clear of all other boats, though, and she finished her tack and headed back up the line close hauled on starboard and to leeward of the other racers. Damn good start, if I do say so! We tacked again at the starting gun and headed down the Bay in a close pack of Bermuda-rigged racers. We chose our course, set the sails, and steered for Herrington Harbor while pulling away from the other 24- to 30-footers and keeping up with the larger boats. *Wenonah* was in her element and her day was not going to be spoiled.

According to what I have read about gaff rigs, they are easier to sail than a Bermudan. Slight sail adjustments don't help their performance; particularly off the wind. So, we let *Wenonah* sail herself past other startled skippers. While a few shamed-faced crews jumped towards winches to make critical speed-enhancing adjustments, we plodded on past them, leaving our blocks and tackle undisturbed. No sense in messing with success. Besides, the books say...

Thanks to the fine wind, the first day's race ended uncharacteristically early in the afternoon. That called for a ration of rum and lunch ashore.

The bottle of rum was opened and thus began a festive afternoon and evening. Oddly, several of the other skippers spent a fair amount of time questioning the race committee's wisdom in allowing *Wenonah* such a favorable handicap! We weren't complaining, though. We were busy savoring the day's finish and praying for the wind to shift back to the usual southeast or southwest for our race back up the Bay to Annapolis on Sunday. Such a shift would give us another broad reach and a superb opportunity to win the whole shebang. Winds continuing out of the northeast, however, meant a dreaded beat.

Sure enough, there was wind the next morning. Cold wind. Wrong wind. Northeast wind.

We had a miserable start and the day got progressively worse as the fleet beat its way up the Bay, leaving us far behind. Also according to what I have read about gaffers, they do

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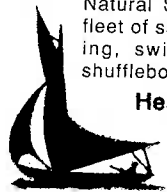
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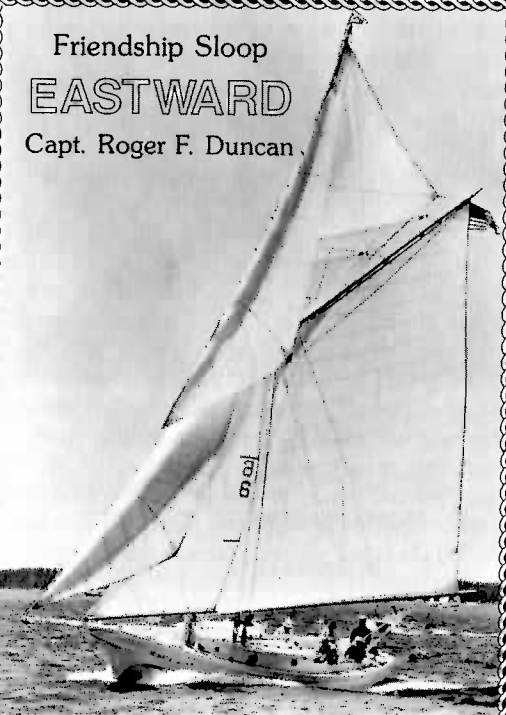
not take kindly to being forced too close to the wind. If anything, sail them fat and they will obey, and sail fast to make up for the extra distance travelled. But did I obey these exhortations from wise writers? Oh, no! I chose to sail *Wenonah* as close-hauled as a modern rig and tried to pinch, paying the price all the way. I have never been set so badly and vow to never let it happen again. I swear we were making greater distance to leeward than we were forward. All because I was a bit greedy and tried to pinch a little extra out of something that wouldn't and couldn't give it. Oh yes, the lesson was learned that day.

Many hours later we were still south of Thomas Point and had no hope of finishing before the race was officially over. The little Volvo miraculously started, and we chose to slog our way through the bitter cold with a power-assisted main. Amazingly, we were not the last boat in!

We anchored in Back Creek and went ashore to find out what we already knew... we were DNF. At least *Wenonah* had a great day on Saturday — she got plenty of compliments and we had our spirits lifted for a day. I just have to work on her windward ability before we go through this racing madness together again.

Friendship Sloop
EASTWARD

Capt. Roger F. Duncan



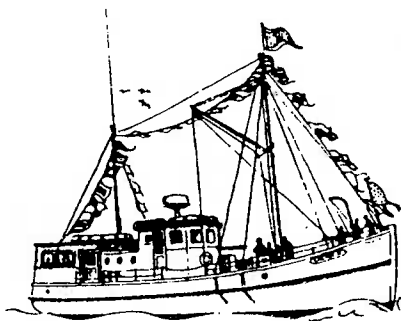
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Kerida

Maurice Ryall
Blk 41 East Coast Ave
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SINGAPORE 1545
April 27, 1994

I am writing to bring you the latest on *Kerida*, the only Friendship sloop in Asia.

Kerida was built in Singapore during 1978 for the late Captain Richard C. Ragan. The plans were modified from Howard Chappelle's book to create a vessel 31'6" on deck. She was built by local Chinese craftsmen normally employed in building fishing and lighter craft for the harbor. The timber used was the short-grained tropical hardwood known as *chengai batu*.

She was launched in 1979 and has been "the prettiest boat in Singapore" since that time.

I first sailed on her in 1982 when I arrived from Australia to work in an advertising agency. It was love. Eight years later, Captain Ragan "sold" her to me for \$1.00 (US). I in turn gave a half share to Bob Turner, an Australian mate working in Singapore and a mutual Friendship fan. We then embarked on a full refurbishing of the vessel.

Relaunched in January 1991, *Kerida* has continued to grace the harbour in head-turning style. She is also a frequent visitor to the nearby islands of Malaysia and Indonesia.

Kerida has now been sold to Guenther Nutt and Gernot Kiese and is currently making the 600-mile passage up the Strait of Malacca to the resort island of Phuket (poo-ket), Thailand. Guenther, a master carpenter from Liechtenstein, resides in Phuket. He's been a *Kerida* fan since his arrival in Asia in the early '80s.

The new owners plan to enter (and win) the classic class of this year's King's Cup, the premier event on the local yachting calendar. A new interior is also on the drawing board. So the romance continues.

Regards,
M. Ryall

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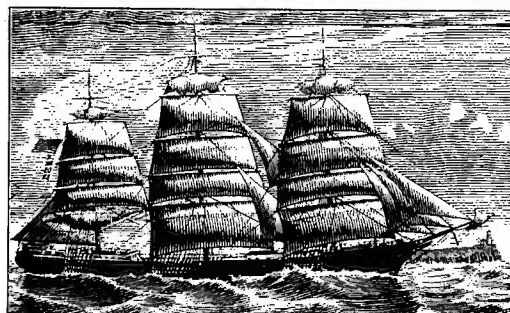
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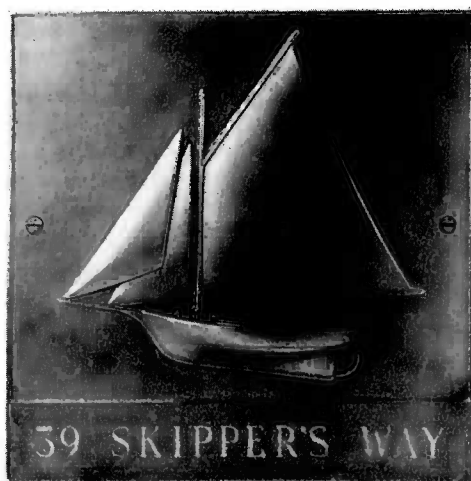
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Tradition Tradition

by Bob Rex

Race Committee Chairman

Racing has always been a tradition of sailing craft. In the days of exploration, it was a race against time, time before water and provisions gave out or cargoes spoiled. China and California clippers raced to get perishable cargoes home, for shorter passages meant higher freight rates. Choosing the route with the best fair winds was as important as boat speed, for time was money. Fishing vessels raced to port to get fresh fish to market, for first in got the best price.

Today, speed under sail is a big business – and still means money, for skippers will pay for speed. From the schooner *America's* 6-knot average speed around the Isle of Wight to today's 20- to 25-knot mono-hulls, 35-knot multi-hulls, 38-knot sail boards and 46-knot hydrofoils, speed has advanced dramatically. While these exotic craft may not be as aesthetically pleasing as a Friendship, they do "go like the wind," and some of them go two to three times as fast as the wind.

Although 46 knots is unobtainable for a Friendship, there are many things that a sloop owner can do to increase boat speed.

Be careful about carrying extra weight. A heavy boat is slow to accelerate after tacking or in a fresh puff of wind.

A boat with a fringe of whiskers at the waterline is going nowhere – clean that bottom!

If your boat has a two-bladed propeller, try to align it vertically behind the rudder post.

Be sure to tighten stays so that headsail luffs do not sag off to leeward. This is a killer when going to windward.

By tensioning or slacking the main halyards try to get as smooth a mainsail shape as possible, eliminating any lumps or hard spots. Having achieved proper sail shape, pay close attention to sail trim. The adjustments for each sail should be the responsibility of a designated crew member if enough hands are available. Use telltales – lengths of dark colored yarn attached to the shrouds. These will indicate relative wind direction. Telltales on the headsail luffs are a great help, especially going to windward.

Try not to sail in "dirty air." If another boat is between you and the wind, get out of his wind-shadow unless there is an overriding reason not to.

The helmsman should concentrate on steering the boat; therefore, a navigator-tactician should be assigned. His duties include recording the race course, keeping time at the start, determining the magnetic courses between marks, advising the skipper of the positions of other boats, noting wind shifts and wind streaks and the effect that current is having.

Playing wind shifts correctly can lead to the largest gains. As with the captains of old, choosing the right course can be at least as important as boat speed. It is not prudent to sail to the "lay line" until you are fairly close to the weather mark. The "lay line" is that course on which you can fetch the weather mark without taking additional tacks. Never, never give up on a race. Who knows what the next wind shift will bring!

Perhaps the best source of knowledge is an experienced skipper who sails the same type of boat. Attempt some new adjustments and tactics this year. It can be fun, and you may be surprised at the results. Good luck! See you out on the course.

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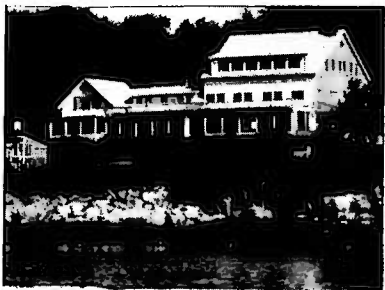
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An Early Race

by Ralph Stanley



Rock End Hotel dock, Gilpatrick Cove. Great Cranberry Island in background

Many fishermen in the 1890s and early 1900s fixed their sloops up with new paint and varnish and sailed rusticators in the summer before the lobstering and fishing season in the fall. Wherever there was a summer colony, sailing in sloops was popular. Many families would engage a fisherman with his sloop for the whole summer, and many did this year after year.

Fishermen were pretty skillful sailors, and the summer people were quite impressed by the way they could sail their sloops to a dead stop at the dock or the mooring and the way they handled their sloops in difficult situations. It was considered great sport to sponsor races among the sloops. The following account from *The Bar Harbor Record* of August 28, 1907 is of a sloop race off Northeast Harbor.

"The annual race for sloops owned in and around Northeast Harbor by year-round residents was sailed last Saturday in wind enough to make it interesting, though they had to beat it out on the first leg of the course, which was from Northeast Harbor to the whistling buoy off Baker's Island, then to the red spar buoy Western Way and back to Northeast Harbor, a distance of 8½ miles.

"There were two classes, large and small sloops, over 30 feet and under 30 feet, cash prizes and pennants offered by the summer colony. Eight large and four small sloops entered. In the large class the *Albert*, Capt. W.D. Stanley of Cranberry, won the \$10 first prize and pennant, with Capt. Freeman Gott second (\$5 and pennant). The *Louise A*, Capt. Ernest Spurling, was third (\$3). In the small class the *Columbia*, Capt. Henry Spurling of Southwest Harbor, took first prize, \$10 and pennant. The next two were *L' sperence*, owned by Lewis Stanley, Cranberry, and sailed by Capt. Will Black; and the *Nellie Francis*, Capt. Fred Spurling, Islesford. There were two other Islesford entries, the *Mary Alice* (under 30 feet), Capt. George Henry Spurling, the *Helen*, Capt. Arthur Joy, the *Rovers Bride*, Capt. Harvey Bulger, the *Defender*, Capt. Freeman Stanley, and the *Sea Gull*, Capt. Fred A. Birlem. It was a top race, and if the wind was fluky at the start, the boats finished in a whole sail breeze."

Captain Freeman Gott's sloop was named the *Merry Wings*.

To Chain Saw or Not To Chain Saw

by Harold A. Burnham



Ernst and Paul Wiegleb aboard *Chrissy*

Why rebuild an old wreck when it would be easier, faster, and the final product would be better to simply start from scratch? This fall I asked myself this question over and over while trying to decide what to do with my 1912 Morse-built Friendship sloop *Chrissy*.

There were many times I felt as if my friend Brad Story was absolutely right when he said that *Chrissy* was "all used up." When one looks at her from a purely objective point of view, there is almost nothing original left on her. Some of her planking, her stem head and her trailboards are all that remain of the boat that Charles Morse built. What makes matters even worse is that the few remaining original pieces, with the exception of her trailboards, need replacing. Even *Chrissy's* shape isn't the same as it once was. She has drooped at the stern, panted* forward, and her sides have come up amidships. Nevertheless, much to the chagrin of Brad, who offered me the use of his chain saw, and of my brother, who offered to cut *Chrissy* up, I have decided to put *Chrissy* right.

Although the thought of building a new boat was very tempting, and despite the fact that I have spent my life trying not to get emotional about boats, I could never cut *Chrissy* up. *Chrissy* is special not only because she has survived the trials of time but because of what she means to so many people.

To the many members of the Friendship Sloop Society and to all those who knew *Chrissy's* former owner, Ernie Wiegleb, *Chrissy* will always be Ernie's boat. *Chrissy's* fine rigging, beautiful hand-made blocks, enormous timbers, and even her very existence stand as a testament to Ernie's half-century of ownership.

To others, *Chrissy* is one of the few surviving Friendship sloops and represents one of the most advanced types of work boats ever driven by sail. She is a class A original, the real thing, and no replica could replace her.

As for myself, as much as I hate to admit it, I love that old boat.

*A boat is said to have panted when the "S" shape of her frames straightens out with age.

Keeping Her Humble

by Harold A. Burnham



In my article on page 20, I discussed my decision to "put *Chrissy* right." Well, "putting her right" could have several meanings. In addition to straightening her contorted shape out, it meant replacing everything on her that might need to be replaced in the next 30 years or so, including her stem, forefoot, stern knee, stern post, transom, decks, cabin, cockpit, interior engine, and half of her planking! I figured it would take about six to eight weeks of full-time work to do all I had planned and it would cost about \$3,500.

Since I wrote that article, both my plans for *Chrissy* and for my life have changed considerably. What sparked all this change was the arrival of *Chrissy's* new mate, Alden. When Alden was born, Kim and I decided it would be a good time to change my career from an officer in the Merchant Marine to a full-time boat-builder and charter captain. Our budget was considerably reduced to accommodate our adjusted income and the fact that we now had three mouths to feed. Some of the money we had saved for certain projects was reappropriated towards other things and, well... to make it short, there were no longer any funds left for *Chrissy*.

A better man than I might have slipped *Chrissy* on the back burner for a while. However, being too poor to put *Chrissy* "right" and too stubborn to put her on the back burner, I have decided to simply put her in the water. With this in mind, I have spent quite some time looking *Chrissy* over, and after a winter with the pressure applied in the right places *Chrissy's* contorted lines have gotten a lot sweeter, and she has gotten a little sounder, too! My father and I have been discussing *Chrissy's* situation, and we have decided that it may not be a bad idea to rebuild *Chrissy* in stages. I don't like to do things twice, so with her out of the water and all apart we figure I should rebuild the bottom of her first, get her sound, and leave the rest for later. Still, rebuilding any part of a boat takes money (or so it would seem), but experience has taught me that friendships based on money are weak and short-lived. It seems that anyone who has ever had a friendship knows that if your heart is in the right place and you are willing to give them a little time, they will last forever. *Chrissy* is 82 years old this year.

While I've been working in the barn this spring, instead of taking coffee breaks I've been taking *Chrissy* breaks. During these breaks I have been hewing some donated locust trees into deadwood and installing them in the boat. I have really enjoyed these breaks and the satisfaction that comes from giving a little more life to an old friendship. Quite a few spectators have come by to see the progress, offering advice, assistance and encouragement, and with each day *Chrissy* has been getting a little stronger. If *Chrissy's* luck holds out, little Alden will be enjoying his first few sails aboard her soon.

Chrissy's new mate, Alden Parsons Burnham, was born March 22 and weighed 8 lbs. 14 oz.



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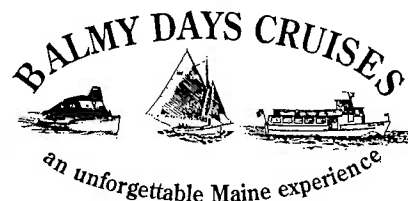
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from “Nova Scotia at Last”

by Tom Halsted

*Excerpts from an account of a cruise to Nova Scotia in 1990 aboard “Freedom,”
Captain Dick Dudman.*

We took our departure from the Western Way bell buoy at 1230 with the wind on our starboard beam, where it stayed throughout the night. It blew about 15 knots throughout the day, and freshened in the evening enough to justify reefing. We tucked in all three reefs in the mainsail, and left both headsails set, which made for an easier helm, though the boom end dipped into the water whenever we buried the rail. The reefing was made more complicated by having to keep an eye on the peculiar behavior of a large, empty container ship, which seemed determined to drift across our bows no matter which way we steered. Just at sundown, however, it turned to the north and slowly steamed away; it was out of sight by the time we had the mainsail reefed and the running lights burning.

The breeze held throughout the night; the skies were clear, with brilliant stars aloft, and a waning moon that rose around midnight. A few fishing vessels along our course made the passage more interesting, but there was little shipping and we saw no other yachts. Towards dawn, Dick Kerry had to dodge one large cargo vessel which had not made its intentions clear.

At 1000 (Atlantic Time) we were closing in on Nova Scotia at last: Fog was shrouding the coastline on our port side, but we could hear the diaphone at Seal Rock, and at 1030 we were abeam the Blonde Rock whistle. The fog grew thicker, however, and the current was fiercely against us. It took us four hours to make the next whistle, Cape Sable Island, 14 miles farther on, but from then on we had more favorable currents. We hunted awhile for the Port Latour whistle, but as we found it and headed in toward shore the fog suddenly scaled up all around us, and we had our first view of Nova Scotia.

To our fog-benumbed eyes anything would have been beautiful, but the first sight of Nova Scotia was enchanting: My first impression was that everything was greener than New England; the long, low hills, bare of any trees (George III had taken them long ago for masts, I suppose), stood out in sharp contrast to the bone-white granite ledges below them that dropped steeply to the sea. We passed between two low islands, their tops still draped in streamers of fog. Ahead lay the mainland, as bare of trees as the islands, with a cluster of bright-painted cottages marking the village of Upper Port Latour.

We followed a line of buoys into the little harbor — really just an indentation in the coast between a concrete-walled anchorage on one side and a fish plant on the other. The cold water was crystal-clear; you could easily see bottom thirty feet down. Two other yachts were there, but there was plenty of room. The anchor down, Dick Kerry broke out the martinis, and Dick Dudman prepared a great beef stew.

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"A Friendship What!?"
 by Cyrus Hamlin
Kennebunk, Maine January 23, 1994

In haunting the boat yards of Long Island that summer of 1938, the sight of a brig's spars reaching above the usual midsummer scattering of unlaunched boats in a Port Washington boat yard had drawn me like a magnet. Under the tall rig was a Friendship sloop hull, complete with the leaves and builder's name on the trailboards. About 35 feet long and fitted with a cruising cabin trunk, she had been rigged as a brig by some obviously traditionalist owner.

The rigging details were authentic, too. The masts were in three sections – lower mast, topmast, topgallantmast – the tapered yards, stored alongside the hull, were fitted with foot ropes and blocks for the buntlines and clewlines; the fittings – bands, cranes, etc. – were forged of galvanized iron, and the shrouds were rattled down to the topmast crossrees. Altogether a vision to captivate my young, romantic, and optimistic soul.

Reason suggested that someone who would pay for such an expensive rigging job and then not use the vessel must have enough money that he might not feel the need of getting back his investment.

But it was my soul, rather than my head, that impelled me to suggest to the skipper and mate that we might be able to obtain this vessel for our Sea Scout Ship at a cost that we could afford. That year we were without a boat.

Until then we had sailed a 28' whaleboat with a schooner rig, complete with fore and main topsails and a wood fin keel. In addition to much sailing along the South Shore of Long Island, we had made one memorable cruise through the East River up into Long Island Sound. But now she was gone, condemned and, as prescribed by the Navy, which had loaned her to us, sawed up into pieces and hauled to the dump.

A Sea Scout Ship without a vessel was a sad thing. Hence my wild suggestion that we go after the brig.

With nothing to lose, the skipper and mate approached the owner, a Mr. Rimington from Oyster Bay, who eventually, to their surprise but not to mine, very generously gave us the brig.

The easy part was over. Now we had to get the brig from the North Shore of Long Island to the South Shore via the East River. This required making her seaworthy, getting the engine operating well (fortunately the skipper was a whiz mechanic), and launched. We also had to truck the inside ballast, which had been removed, the spars and rigging, and assorted other gear to Davidson's Boatyard in East Rockaway, where the vessel would be hauled and worked on during the winter.

Finally, one September day, we jubilantly cast off the dock lines and motored out of Port Washington, taking the brig to her new home. With East River currents figured to work for us, we planned on getting into Long Beach Inlet late that same day. It was a great trip until we rounded Coney Island and felt the full force of a fresh sou'westerly, which caused us to roll extravagantly. It was getting dark, and we were a little beyond Rockaway Inlet when a humongous roll sent a stove lid flying off the Shipmate, over a kettle, and to a landing up under the deck on the opposite side. With this encouragement, we turned around and ran into the shelter of Sheepshead Bay for the night, completing the run to Hewlett Bay, off East Rockaway, the next morning.

This was the only time I sailed on the brig. A week or so later, the 1938 hurricane blew up the coast and caught Long Island square amidships. The brig, lacking her inside ballast, was blown over on her beam ends; fortunately, the buoyancy of the masts kept her from rolling all the way over. She was not difficult to right, and was then towed to the boatyard

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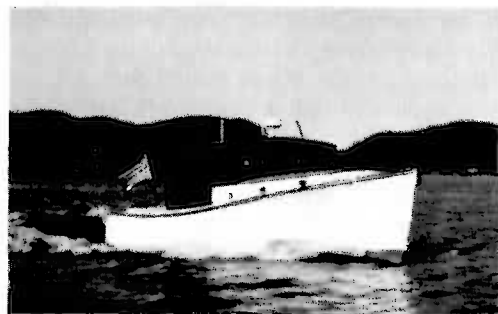
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and hauled for the winter. Except for soaked mattresses, she suffered no damage, even the engine responding well to the skipper's ministrations.

In January I had an interview with Henry Hinckley, who had come down from Maine for the New York Boat Show. (The boatyard I had worked in for a couple of years had gone broke, and my father, fed up with supporting my leisure life, arranged the interview). Four days later I was in my Ford on a frigid, heaterless, two-day trip to Southwest Harbor and a new life. But I kept pretty much in touch with the brig's career.

She was fitted out the next spring and, to measure her stability, was meticulously inclined by Mr. Patterson, a local civil engineer, as directed by Phil Rhodes. She met the standards required by the Sea Scout organization and was duly commissioned.

The brig was used mostly in the smoother waters behind the Long Island barrier islands, and apparently was a great success. Then, in the second year, close-hauled on the port tack, with all sail set and two Scouts aloft, a puff hit and rolled her down on her beam ends and she filled. This was in shallow water behind Long Island, so no harm was done, but as a result the Sea Scout headquarters decreed that she be sailed only with her fore and aft sails – jibs, staysails, and spanker – which she did until condemned for structural reasons.

I always wondered about her accident, especially after she was so carefully measured and certified. A reasonable explanation would be that, while sailing at 25 degrees or so of heel, she slid up on a sand bar so that the keel levered her all over. The skipper said they were in plenty of water, but I still have my doubts.

Anyway, the next time you are in a bar full of yachty types and want to attract attention or win a bet, start talking about the Friendship brig.

Erda

Commodore Pat West in *Erda*, a 22-foot McKie-Roth Friendship sloop, won the Gaff Riggers Race in Nantucket Sound on September 19, 1993. The 12-boat fleet included three schooners over 40 feet and a 37-foot sloop. The course, from Vineyard Haven to Cape Pogue to Edgartown and back to Vineyard Haven, was sailed in a 20-25 knot northerly, proper conditions for a stout Friendship sloop. As a tribute to Commodore West's seamanship and to his years of dedication to Vineyard Haven sailing, the race henceforth will be known as the Commodore Pat West Race.

Irene

Irene, at 38 feet one of the biggest Friendship sloops in existence, has been laid up at Knights Marine in Rockland for several years, drying out in sun and wind. However, in March 1993, Robert Wakefield of Falmouth, Maine, bought her for a dollar and the yard bill, had her trucked to South Portland, and is having her rebuilt by Kip Reynolds and Len Curtin, partners in Coastal Marine Repair.

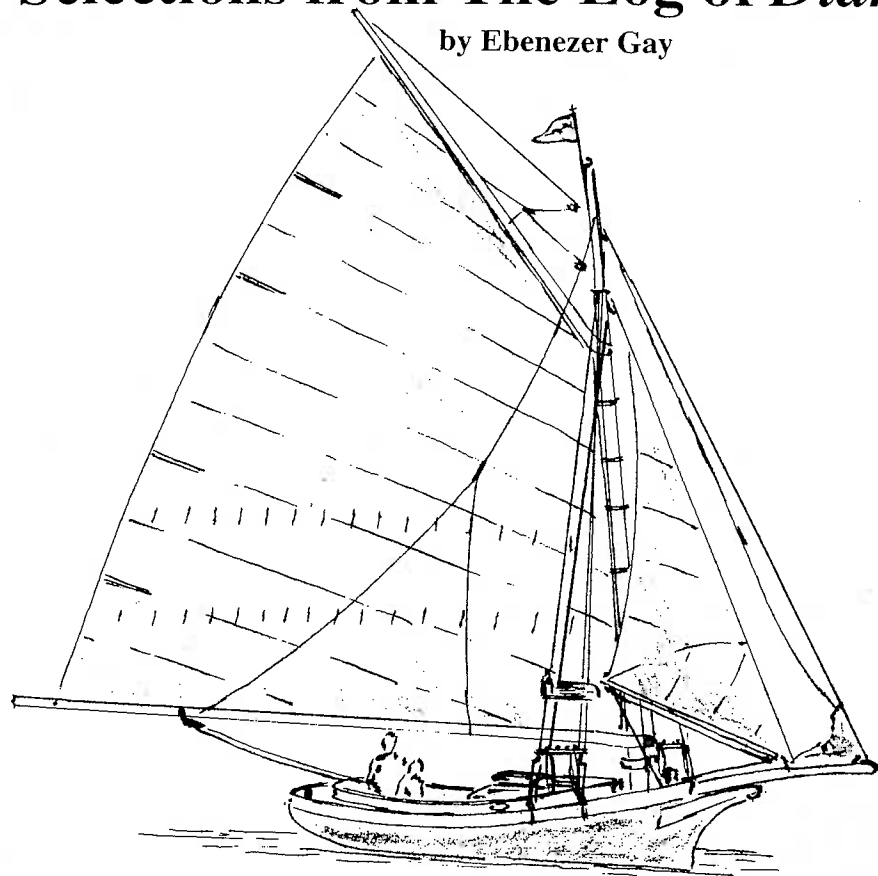
Irene was last used as a party boat in Rockland by John and Mary Clarke and before that as a party boat in Vineyard Haven. The Clarks had taken her to the Caribbean in 1983-84 and had found her a good sea boat – fast, able, and comfortable.

She was built by Charles Morse in 1917, owned by Boyd Guild in 1940, then named *Sea Bird*, and was on the coast of New Jersey during and after the war.

Wakefield, owner of the Great Maine Lobster Company in Portland, plans to use her during the summer to teach disadvantaged young people leadership, teamwork and problem-solving through sailing and to use her in the Virgin Islands during the winter as a charter boat. He is soliciting contributions to help with the cost of rebuilding.

Selections from The Log of *Diana*

by Ebenezer Gay



VINALHAVEN, MAINE

Sketch from a photograph by
John Letcher, Southwest Harbor
1971

Diana, the Friendship sloop, was the outcome of a day trip in a powerboat to the islands of Merchants Row in East Penobscot Bay in late August of 1968. The new sights so excited the family, limited until then to the waters of Hurricane Sound on Vinalhaven, that all hands were ready for a larger boat with extended cruising range. No sooner had we returned from the voyage than we were invited to drinks with relatives. Diana's uncle was full of his search for a new powerboat and Diana was equally full of our need of a large boat, but loud in her dislike of the mind-numbing noise of power. The uncle smiled, said that he had just the thing for her, and passed over a flyer on a 25-foot Friendship sloop that was among the designs offered by James S. Rockefeller, Jr. of the Bald Mountain Boatworks in Camden.

Memories of what went on after that are confused, but all agree that Diana fell in love with the vessel as illustrated and described. I took the position of Advocatus Diaboli,

presenting all the sound arguments that I could muster, such as the family finances were not adequate to meet the quoted price of \$18,000, that the design was obsolete, and that such an old-fashioned vessel was bound to be slow. Debate raged for two days, and then I came down to breakfast asking if feelings still ran as high as the evening before. Diana replied with a resounding "yes." At that point I declared that a Friendship had been a dream of mine from an early age. With that it was agreed that the family would go for broke.

Jim Rockefeller was contacted as soon as possible. He mentioned that Jarvis Newman of Southwest Harbor was making fiberglass hulls in a mold made from *Old Baldy*, the first of Jim Rockefeller's Friendships (No. 57 launched in 1965). Diana opted for a glass hull, saying that she had had more than enough of caulking seams, and I heartily agreed. A look at a hull and deck of Jarvis' convinced us that the hull was ideal, but something had to be done about the cockpit and cabin layout. We asked for a Jarvis hull in schooner green to be finished in wood at the Bald Mountain Boatworks.

Progress was then in fits and starts, with launching almost three years later on June 3, 1971. We put up at a Camden motel the night before. Upon our explaining our reason for being there so early in the season, we were told that a boat had fallen off a truck on the way down the precipitous road from The Bald Mountain Boatworks. We made haste to Wayfarer Marine, where *Diana* was awaiting her launch, and in the pitch dark felt over her hull inch by inch, searching for damage. Our fingers found nothing, so we returned to the motel considerably reassured.

June 3 dawned foggy with drizzle. We had breakfast and then went to the boatyard to inspect our new love in the light of day. Young Eben and I climbed aboard while Diana recorded the goings on with her new camera. One slide shows Eben pumping the bilge of rainwater that had found its way through the masthole and open engine hatch during the night. Another shows a Friendship Sloop Society pennant (the gift of the Emersons of Hancock Point, owners of *Vigor*, No. 14) being lashed to the bowsprit.

Eventually Jim Rockefeller appeared, and John Gould, and also Betty Roberts, secretary and moving force of the Friendship Sloop Society, who presented us with a chart of the Friendship area. The yard crew turned up, rigged slings, and *Diana* was hoisted from her cradle and the crane swung her clear of the cap log, ready for lowering into the water. Luckily, one of the crew asked if there was to be a christening and brought her back within reach. I relieved Diana of camera duty and handed her a bottle of our wedding champagne suitably wrapped in ribbon. It took two swats at the bobstay iron, for, as Diana explained, she feared that she might injure this seemingly fragile beauty that had entered our lives.

June 8 we were back to take delivery. Jim Rockefeller explained such details as the working of the engine. We went out with the compass adjustor, who worked his mysteries, then back for a last check with Jim. I was so uncertain of the boat that Jim had to jump for it as we backed off. *Diana* was much more boat than any of us had ever handled before.

Once clear of Camden Harbor we made sail and the real love affair began, though we were still intimidated by the sheer size and power of our new vessel. It was not a case of total inexperience, as the Hoaglands had kindly taken us for a sail in *Old Baldy* at a time when we were having doubts.

That first summer we sailed a lot, learning as we went. A trip to Sorrento demonstrated that crowded harbors were not to our liking. The Friendship races proved that I lacked the killer instinct required, so our teenaged son took over as racing master in future years. Fog turned out to be an inconvenience rather than the terror we had been led to believe. The Maine islands were all that we had hoped for, and each anchorage a new and exciting adventure. *Diana* gave us a whole new world to explore.

Pendleton Memorial Scholarship Fund

by Elbert S. Pratt

The symptoms were those of a heart attack, but various tests have failed to verify that diagnosis. So here I am, at the primary health care center in the mid-coast region, luxuriating in bed at 10:00 a.m. while hooked up to a machine with flashing lights and wavy green lines that march across the screen in monotonous cadence, punctuated occasionally by small clicking sounds.

This morning I am looking out on a courtyard covered with several feet of snow, piled and drifted with haphazard abandon. The far side is bounded by the plain glass and concrete wall of the next wing. Above and beyond, the towering spruces form the skyline. I know that beyond the trees the blue waters of Penobscot Bay are rippling and flashing in the morning sun.

Ah! The sea at last. I imagine that I have a boat at the shore and that I climb aboard and head south. I pass the Rockland breakwater light and round Owls Head, turning southwest into Mussel Ridge channel. There is Crescent Beach, where, in my youth, I spent several homesick days visiting my cousin and his family in one of the cottages. Then on past Tenants Harbor and Port Clyde and into Muscongus Bay. We're almost home now. I cross the mouth of the Georges River and into Morse's Bay. Now, in the distance, through the Gut, I see white houses standing on the steep bank behind the wharves.

On entering Friendship Harbor one steps back into the early days of this century. Yes, the character of the boats has changed, but most of the houses and wharves along the shore were there in 1900 and before. Most of the people in the houses are doing the same things the generations before them did – fishing, working in area businesses, “summercating,” and retiring.

With the building of the first Friendship sloops by Wilbur Morse and others, beginning in the mid 1880s, a new recognition came to this town. As the popularity of this vessel has grown, so has the popularity of the town for which it was named.

Love for the sloop by a few brought the Friendship Sloop Society into being in 1961. A lot of sloop replicas, both wood and fiberglass, were built in the 1960s and 70s particularly. The Society has included as many as 250 members at one time, and 266 sloops are listed in the records.

Friendship has benefited from hosting the early regattas and from the Society's scholarship program for the town's young people. The members of the Sloop Society and the townspeople have built this endowment to an estimated value of \$53,000. Four to six high school graduates and current college attendees take advantage of this opportunity to help pay their college tuitions each year. Only the interest from the fund may be used for this purpose, and we need your continued support through your contributions to help meet the rising costs of a college education.

Please make checks payable to the Pendleton Memorial Scholarship Fund and mail to:

Mrs. Betty Roberts, Secretary
Pendleton Memorial Scholarship Fund
Friendship, ME 04547

Kervin Riggs, A Good Little Ship

by John Chase



I had always heard and read that boats like mine – beamy, full-keel, gaff-rigged – were a) slow and b) did not go well to windward.

When I purchased *Kervin Riggs* from her builder and original owner in Robinhood, Maine, I had no intention of proving anything about the vessel's performance; I only knew she was the prettiest sailing boat I had ever seen.

The first time I took her out, she felt like a much bigger vessel. She felt like a “passage maker.” I knew I had “a good little ship.”

Headed out through Goose Rock Passage, I found myself gaining on a much larger vessel of modern rig carrying many times my sail area. A fellow in her stern stared in disbelief as *Kervin Riggs* kept getting bigger. Finally, either to relieve the tension or his embarrassment, he hollered, “Ya got the engine on, right?” I just smiled. *Kervin Riggs* has no power.

Another time I was sailing out of Boothbay Harbor when a splendid and quite large two-masted vessel of modern rig and vast sail area drew near. As we were both on the starboard tack, we sailed side by side for a while. I fully expected her to fade into the distance rapidly, affording me a view of her handsome transom. But no. Presently, someone on board the other vessel hailed me with, “How do you get her to go so well to windward?” I just shrugged and smiled. For whatever reason, the other vessel bore off and changed course...

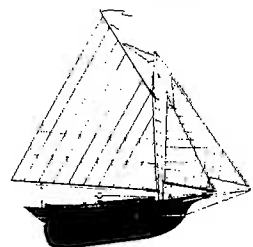
Hey, I'd love my boat even if she *were* a dog, but it's nice to know that the handsomest boat in Maine needn't take a back seat to anything under sail. I don't take the credit; I'm sure the builder doesn't; and as for Nick Roth, the designer, he'd be the first to tell you he took her lines from some of her ancestors originally built in and around Friendship, Maine, *Kervin Riggs'* present home port.

Kervin Riggs was a ship chandler and outfitter at Robinhood in the 19th century. The sloop was built on the site of his shop, then known as Riggsville.

THE FRIENDSHIP SLOOP SOCIETY'S — BULLETIN BOARD —

Compliments of the
Corinthian Yacht Club
Race Committee

Silent and huge as a luna moth
On the screen door,
The sloop drifts in,
A white image trembling on the water.
Defiance
Great Cove, 1993



32' Friendship Sloop

"EAGLE"
U.S. DOCUMENTED



- VESSEL DELIVERY
- SAILING LESSONS
- CAPTAINED CHARTERS
- NAVIGATION INSTRUCTION

Donald L. Huston, Captain
U.S. Coast Guard Licensed • Nahant, Mass

**DON'T
BARGE**

- Robert Rex

Believe me, my young friend,
there is nothing...absolutely nothing...
so much worth doing as simply
MESSING ABOUT in boats.

All the best
from the crew
on
"Content"

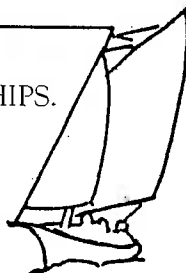
Best wishes
& safe sailing
to all the members.

- Caroline Phillips, Secretary -

Visit the
Essex, Massachusetts
Shipbuilding Museum,
cradle of the
American Fishing Schooner.

Brian Flynn, Corregidor

ADD TO YOUR
LASTING FRIENDSHIPS.
JOIN THE
FRIENDSHIP
SLOOP
SOCIETY.



FRIENDSHIPS, LIKE PEOPLE, ARE TO BE TREASURED.

The Compromise crew - Peter, Nancy, Andrew & Jason Toppan

THE FRIENDSHIP SLOOP SOCIETY'S — BULLETIN BOARD —

May your boots
never leak!

Ralph Stanley

See you in
BOOTHBAY
from the crew of
Desiree

Iles des Saintes' twin peaks
C'est bon
Peter Carter

To SECRET'S best:
Bob & Chris,
Dave & Debbie,
Scott & Rox,
Tim & Lori
from the Cap't & first mate

"Let me
out of this
boat!"

A.P. Burnham

May you all have
favorable
winds.

Eben & Diana Gay

FRIENDSHIPPERS
with
FRIENDSHIPS

Please report to New London
9 and 10 July '94

Best of luck to all
skippers & crews
at the
Boothbay rendezvous
-the crew of Banshee

THREE
CHEERS
FOR FRIENDSHIP
- Eastward -

"The days that make us happy make us wise."

- John Masfield, 1878-1967

1994 Program

NEW LONDON REGATTA JULY 9 & 10

Plenty of room to anchor • Brilliant fireworks
Picnic ashore Saturday • Breakfast for sloop people Sunday
Races both days

Call or write Jack Vibber, 5 Soljer Drive, Waterford, CT 06385, (203) 442-7376

SOUTHWEST HARBOR REGATTA JULY 16 & 17

Ralph Stanley, Clark's Point Road, Southwest Harbor, ME 04679, (207) 244-5791

BOOTHBAY REGATTA JULY 26, 27 & 28

Races all three days • Dinner at Newagen Inn on Wednesday
Parade of sloops Wednesday
Awards Ceremony, cookout or dinner at Yacht Club Thursday
Richard Langton, 3048 Cross Point Road, Edgecomb, ME 04556
Bob Rex, 151 Grove Street, Reading, MA 01867, (617) 944-1481

FRIENDSHIP DAY JULY 29 & 30

Picnic on July 29 • Memorial Service and Parade of Sloops July 30
Bill Zuber, Friendship, ME 04547, (207) 354-8036

MARBLEHEAD REGATTA AUGUST 13 & 14

Races from Corinthian Yacht Club both days.
Award ceremonies and dinner Sunday.
David Graham, 7 Batchelder Road, Marblehead, MA 01945, (617) 631-6680

GLOUCESTER SCHOONER FESTIVAL SEPTEMBER 4 & 5

Moorings and anchorage space in Gloucester.
Races for small boats, including one for Friendship sloops, on Saturday.
Mayor's Race for big schooners Sunday
Fish fry, Awards Ceremony

ANNUAL MEETING • NOVEMBER 19

November 19 at the New England Center

1993 Winners

New London Regatta

Saturday, July 10

Sunday, July 11

Class A

1. *Capt'n George*
2. *Natanya*

Natanya
Capt'n George

Class B

1. *Finest Kind*
2. *Elizabeth Jane*
3. *Muscongus*

Elizabeth Jane
Muscongus
Finest Kind

Boothbay Regatta

State of Maine Trophy: *William Rand*

Division I

Herald Jones Trophy, *William Rand*
Bruno-Stillman Trophy, *Salatia*
Lash Brothers Trophy, *Celebration*

Division II

Commodore's Trophy, *Tannis*
Winslow Trophy, *Chance*
Homecoming Trophy, *Toddy B*

Class A

Wilbur Morse Trophy, *Chance*

Charles Morse Trophy, *Gladiator*
Danforth Trophy, *Phoenix*
R.W. Stanley Cup, *Freedom*
Liberty Trophy, *Sarah Meade*
Jarvis Newman Trophy, *Salatia*
Chrissy Trophy, *Mary Cronin*

Spirit of Friendship, *Tad Beck* • *Gladiator* Trophy, *Banshee*

Nickerson Trophy, *Nicholas Finn*, *Corregidor*

Owner/Builder Trophy, *Larry Plumer*, *Desiree* • Post Office Trophy, *Celebration*

Marblehead Regatta

Ridgeway Cup: *Phoenix*

Division I

1st Runner Up *Kim*
2nd Runner Up *Defiance*
3rd Runner Up *Compromise*

Division II

Resolute
Tannis
Desiree

Southwest Harbor

Phoenix

Gloucester

1. *Tannis* 2. *Resolute* 3. *Voyager*

FRIENDSHIP SLOOPS REGISTERED WITH THE FRIENDSHIP SLOOP SOCIETY

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

Length On Deck (L.O.D.) rounded to nearest foot; TBL = To Be Launched; OLD = Built before WW II; c = circa

Builder names separated by "&" built together; 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	Peter M. Chesney, Burbank CA	Deer Isle ME
3.	CONTENT	25'	Stuart M. Ford	1961	Rich & 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, Brookline 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.	POSH	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 Courthouse NJ	Cape May N J
16.	RETRIEVER	22'	W. Prescott Gannett	1942	Phil Rotondo & Susan Franklin, Scituate MA	Scituate MA
18.	CHRISSEY	30'	Charles A. Morse	1912	Harold & Kim Burnham, Essex MA	Essex MA
19.	BLACKJACK	33'	Wilbur A. Morse	c1900	Wilson Fletcher, Bar Harbor ME	Northeast Harbor ME
21.	WILBUR A. MORSE	30'	Carlton A. Simmons	1946	Richard Brown, Port Townsend WA	Port Townsend WA
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	35'	Wilbur A. Morse	c1900	Philadelphia Maritime Museum	Philadelphia PA
27.	SARAH E.	25'	Bob McKean & Sid Carter	1939	Havre de Grace Maritime Museum	Havre 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 B.L. Lane, Winchester MA	Essex MA
35.	MARY C.	20'	Nathaniel D. Clapp	1962	Roger Burke, Ipswich MA	Islesboro ME
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. Simmons & J. Hennings	1963	Captain Fred Perrone, Plymouth MA	Plymouth MA
43.	GYPSY	33'	Judson Crouse	1939	Bob & Jane Lash, Orland ME	Bucks Harbor ME
44.	SAZERAC	35'	Wilbur A. Morse	1913	Roger Lee, Weston MA	Islesboro ME
45.	FLYING JIB	30'	W. Scott Carter	1936	Kevin J. Crowley, Brentwood NH	Newburyport MA
46.	DIRIGO	30'	Lash Brothers	1964	Bill & Judy Wasson, Thomaston ME	Rockland ME
47.	GALATEA	30'	McKie W. Roth Jr.	1964	Don Murray, Sausalito CA	Sausalito CA
49.	SURPRISE	33'	Phillip J. Nichols	1964	David C. Jones, Bethel ME	Rockland ME
50.	HERITAGE	29'	Elmer Collemmer	1962	Frank & Brinna Sands, East Thetford VT	Bremen Long Is. ME
52.	RIGHTS OF MAN	30'	Lash Brothers	1965	Philmore H. Smith Jr., Westfield MA	Newport R I
53.	EAGLE	32'	Wilbur A. Morse	1915	Captain Donald Huston, Nahant MA	Nahant MA
54.	ECHO	22'	Lee Boatyard	1965	Thomas McCobbe, Pomfret CT	Bremen ME
57.	OLD BALDY	25'	James S. Rockefeller	1965	Jim & Andrea Wilson, Rye NH	Kittery ME
58.	CATHY	21'	Jeremy D. Maxwell	1969	Ted & Cathy Chase, New Harbor	New Harbor 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 Westphal, Cranberry Isles ME	Great Cranberry Isle ME
62.	COLUMBIA	23'	Lester Chadbourne	c1950	John & Kimberly Bundza, Barrington NH	Great Bay NH
63.	KHOCHAB	28'	Speers	1965	Tom Gervais, Vineyard Haven MA	Vineyard Haven MA
64.	AMICITA	33'	Lash Brothers	1953	Jeff Pontiff, Plymouth MA	Plymouth MA
66.	VENTURE	26'	Wilbur A. Morse	1912	William A. Sauerbrey III, Mystic CT	Mystic CT
67.	HIERONYMUS	33'	Ralph W. Stanley	1962	Albert P. Neilson, Honey Brook PA	Southwest Harbor ME
68.	ROBIN L.	25'	James H. Hall	1967	Ronald Terenzi, Bristol ME	Bristol ME
69.	COAST O' MAINE	30'	Vernell Smith	1967	John Bundza & Peter Keefe, 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
73.	WEST INDIAN	26'	Pamet Harbor Boat	1951	Christoff Skoczylas, Kenora, Ont., Canada	Kenora Ont
74.	PATIENCE	30'	Malcom Brewer	1965	Rev. John Arens, Needham MA	Cataumet MA
75.	OMAHA	35'	Norris Carter	1901	Adrian Hooydonk, South Thomaston ME	Spruce Head Island ME
80.	HEADWAY	35'	Fred Buck & "Skip" Adams	1941	Jay Theise, Newton Centre MA	Rebuilding
82.	MORNING STAR	28'	Albion F. Morse	1912	Judy A. Oneal-Brooks, Nashua NH	Sandy Point ME
83.	PERSEVERANCE	30'	Bruno & Stillman (01)	1969	Robert L. Jacobson, Hoboken NJ	Jericho Bay ME
84.	PHILIA	22'	McKie W. Roth Jr.	1969	Betty & Al Whitenour, St. Augustine FL	Cotuit MA
85.	HEIDI LEE	38'	Jeremy D. Maxwell	1974	Matthew & Heidi Gabrilowitz, Cranston RI	Wickford R I
86.	ALLEGIANCE	24'	Albert M. Harding	1970	Hale Whitehouse, Cape Porpoise ME	Cape Porpoise ME
87.	EAGLE	22'	McKie W. Roth Jr.	1969	James Russell, Scituate MA	Scituate MA
88.	APOGEE	30'	Bruno & Stillman (02)	1969	Dr. H. Maurice Landemare, Toms River NJ	Toms River N J
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 (03)	1970	Alfred E. Beck, Vinalhaven ME	Carvers Harbor ME
92.	PUFFIN	25'	James Rockefeller/Basil Day	1975	Norman M. Sulock, Baldwinville NY	Oneida Lake NY
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	Tom Miller, New Boston NH	Rebuilding
99.	BUCCANEER	29'	Wilbur A. Morse	c1911	Tirotchi Family, Johnston RI	Johnston R I
100.	MORNING WATCH	26'	Bernard Backman	1970	Dan Stevens, Mystic CT	Mystic CT
101.	GOOD HOPE	30'	Bruno & Stillman (07)	1971	Barta & Lee Hathaway, Newburyport MA	Salem MA
102.	TODDY	35'	Lubbe Voß [Germany]	1972	Mary L. Morden, Bad Axe MI	Lake Huron M I
103.	SOLASTER	25'	Newman (P04)/Newman	1970	Dr. Curtis C. Ruff, Falmouth ME	Deer Isle ME
104.	COCKLE	28'	Elmer Collemmer	1950	Rupert & Regina Hopkins, Miller Place NY	Mt. Sinai Harbor NY
105.	AT LAST	30'	Bruno & Stillman (05)	1971	George Kwass & Steve Bloom, Andover MA	Manchester MA
106.	HOLD TIGHT	25'	Newman (P05)/Newman	1970	William C. Reiff, Mount Desert ME	Somesville ME
107.	MAGIC	22'	Passamaquoddy (01)/Johnston	1970	Paul Moorhead & Rebecca Otter, Clairborne MD	Clairborne MD
109.	PETREL	31'	G. Cooper	1933	Robert & Paula Libby, Cape Porpoise ME	Cape Porpoise ME
112.	SECRET	27'	Philip J. Nichols	1971	Bob & Bette Monk, Burlington MA	Winthrop MA
113.	YANKEE PRIDE	30'	Bruno & Stillman (14[a])	1971	James J. & Margaret E. Craig, Keyport NJ	Keyport N J
114.	BASCERT	30'	Bruno & Stillman (08)	1971	Bill & Carol Schunemann, Braitree MA	Weymouth MA
115.	GOOD FRIEND	30'	Bruno & Stillman (12)	1971	Harvey & Lee Goodfriend, Simsbury CT	Groton CT
117.	LEADING LIGHT	30'	Bruno & Stillman (10)	1971	John & Eve Crompton, Oxford ME	South Freeport ME
118.	WENONAH	30'	Bruno & Stillman (14[b])	1971	Thomas L. Berry, Pasadena MD	Pasadena MD
119.	VALHALLA	30'	Bruno & Stillman (15)	1971	Paul & Sally Wolfe, Pittsburgh PA	Ben Avon PA
120.	PERSISTENCE	25'	C. Simmons/J. Lichtman	TBL	John Lichtman, Friendship ME	Building
122.	EDEN	25'	Francis Nash & Ed Coffin	1971	Douglas Tarr, Bar Harbor ME	Bar Harbor ME
123.	RESOLUTE	28'	Charles A. Burnham	1973	Charles A. Burnham, Essex MA	Essex MA
124.	CALLIPYGOS	30'	Bruno & Stillman (17)	1971	Richard & Tina Sharabura, Toronto, Ontario	Toronto Ont
125.	BILLY BUDD	25'	Al Paquette	1969	Holbrook Family, Rochester MA	Mattapoisett MA
126.	WHIM	20'	Chester Spear	1939	Marilyn Lindblom, Hanover MA	Hanover MA
127.	MARIA	21'	Charles A. Burnham	1971	Frank Friend, Essex MA	Rebuilding
128.	SCHOODIC	31'	E. Collemmer/B. Lanning	1973	Bruce & Mary Lanning, Winter Harbor ME	Winter Harbor ME
129.	GESELA R.	25'	Andrew P. Schafer	1969	James O'Hear, Sag Harbor NY	Noyack NY
130.	NARWHAL	25'	Newman (P06)/Newman	1972	James Rosenbaum, Milwaukee WI	Milwaukee W I
131.	NOAHSAK	29'	John Chase	1972	Richard R. Willis, Ipswich MA	Ipswich Bay MA
133.	INDEPENDENCE	30'	Bruno & Stillman (21)	1973	Frederick G. Schwarzmann, Bernardsville NJ	Oxford MD
134.	BEAR	22'	Passamaquoddy/Collins	1973	Jim Horgan, Reading MA	Swampscott MA
135.	HATS Y	25'	Newman (P07)/Morris	1973	Richard C. Kennedy, Nobleboro ME	Round Pond ME
136.	SQUIRREL	28'	Charles A. Morse	1920	Larry & Stephanie Moxon, Mystic CT	Mystic CT
137.	AYSEHA	35'	McLain?	OLD	Larry Thomas, New Orleans LA	Lake Ponchartrain LA
138.	UNICORN	28'	Robert P. Gardner	1973	Chris Day, Islesboro ME	Islesboro ME
139.	LYNX	25'	Newman (P08)/Morris	1973	Al & Jimmy Lee Lindquist, Columbia Falls ME	Somesville ME
141.	KATIE E.	25'	James H. Hall	1974	Frank D'Agosta, Jonesport ME	Jonesport ME
142.	ALBATROSS	21'	Peter Archbold	1976	Stephen & Annette Locke, Brockport NY	Brockport NY
143.	FAIR AMERICAN	25'	Newman (P10)/Morris	1974	Francis P. McIntire, Santa Maria CA	Port St. Louis CA
144.	JOSIE	25'	Newman (P09)/Morris	1974	Bruce & Trudy Andrews, Standish ME	Southwest Harbor ME
145.	YANKEE LADY	31'	Newman (D02)/Lanning	1974	Paul & Carolyn Edwards, Mattituck NY	Mattituck NY
146.	FIDDLEHEAD	25'	Newman (P01)/C. Chase	1970	Harry Jackson, Groton CT	Groton CT
147.	ANNA B.	31'	Newman (D01)/Jones	1974	C. Murray McQuaid, Jacksonville FL	Boothbay Harbor ME
148.	SLOOP OUT OF WATER	38'	Norris Carter	1905	Joe Vinciguerra, Andover MA	Patio Gazebo
149.	FIDDLER'S GREEN	25'	Roy O. Jenkins	1978	Dick Leighton, Bowdoinham ME	Yarmouth ME
150.	WOODCHIPS	25'	Deschenes & Willet/et al	TBL	Neil Allen, Orleans MA	Unfinished
151.	DEPARTURE	15'	W. Prescott Gannett	1936	Dr. Llewellyn Bigelow, Alexandria VA	Alexandria VA
152.	OLLIE M.	32'	Kent F. Murphy	1977	Kent F. Murphy, Swampscott MA	Swampscott MA
153.	ANGELUS	22'	Passamaquoddy/Collins	1975	Jim & Elaine Carter, Everett MA	Bass River MA
154.	MUSCONGUS	28'	Albion F. Morse	1909	Captain's Cove Seaport, Bridgeport CT	Bridgeport CT
155.	QUEEQUEG	25'	Newman (P11)/Morris	1975	Marc Roman, Riviera Beach FL	Riviera Beach FL
156.	DEPARTURE	31'	Newman (D03)/Morris	1975	Doug & Irene Amsbury, Sugar Hill NH	Pemaquid Harbor ME
157.	LIBERTY	31'	Newman (D04)/Salter	1980	Peter Carter, York ME	York Harbor ME
159.	PACIFIC CHILD	30'	Bruno & Stillman (03)	1969	Art Fox & Mike Irwin, Parker AZ	San Diego CA
160.	DEFIANCE	22'	McKie W. Roth Jr.	1973	Morgan L. Hendry, Wilmington DE	Round Pond ME
161.	SUMMERWIND	22'	Sam Guild & Bill Cannell	1976	Norman E. MacNeil, Woods Hole MA	Falmouth MA
162.	IRENE	38'	Charles A. Morse	1917	Bob Wakefield, Falmouth ME	Rockland ME
164.	VERA JEAN	30'	Charles A. Morse	1906	Dennis Mayhew, Niceville FL	Choctawhatchee Bay FL
165.	REUNION	25'	Clifford G. Niederer	1975	Mason E. "Ric" Stober III, Concord CA	Oakland CA
166.	SCHOODIC	25'	Concordia Company	1967	Elton "Toby" Hall, South Dartmouth MA	South Dartmouth MA
167.	FREEDOM	28'	Ralph W. Stanley	1976	Richard Dudman, Ellsworth ME	Isleford ME
168.	LOON	30'	Newbert & Wallace/Jacob	1974	Edward Brennan, Newcastle ME	Round Pond ME
169.	DEFIANCE	22'	Eric Dow	1976	Jonathan & Vivi Leavy, Newton MA	Winthrop MA
170.	LADY OF THE WIND	31'	Newman (D05)/Morris	1976	James Halbat Jr., Hilton Head Island SC	Hilton Head Island SC
171.	GOLDEN ANCHOR	31'	Newman (D06)/Morris	1976	Peter Metzler, Sorrento ME	Bar Harbor ME
172.	AMNESTY	25'	Jim Drake	1982	Jim Drake, Carlisle PA	Baltimore MD
174.	- NONE -	31'	Newman (D07)/unfished	TBL	Arnie & Jill Standish, Brunswick ME	Unfinished

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Residence	Homeport
175.	EDELWEISS	15'	David Major	1975	David Major, Putney VT	Friendship ME
177.	LIBERTY	19'	Ahern (B5)/Hoffman	1994	Tim Hoffman, Camden ME	Unfinished
178.	ESSENTIAL	25'	Newman (P13)/C. Chase	1977	Robert M. Stein, Huntington NY	Huntington NY
180.	BANSHEE	25'	Newman (P12)/Wojcik	1978	John & Carole Wojcik, Norwell MA	MattapoisettMA
181.	AURORA	19'	Ahern (B3)/Brownlie	1975	Bill Finch & Carol Rose, Beverly MA	Beverly MA
182.	MUSCONGUS	22'	Apprenticeshop	1977	Holt C. & Virginia Vibber, Waterford CT	New London CT
183.	SILVER HEELS	25'	Newman (P14)/Morris	1978	Jack A. Sanders, Jefferson City MO	The Lake of the OzarksMO
184.	PERSEVERANCE	27'	Simms Yachts	1963	Denis & Kathie Paluch, Chicago IL	Chicago I L
185.	SINE DIE	27'	J. Philip Ham	1978	Christopher J. Dodd, East Haddam CT	North Cove CT
186.	RAGTIME ANNIE	27'	Nick Apollonio	1975	Bartlett H. Stoodley Jr., Unity ME	Camden ME
187.	PEREGRINE	27'	Ralph W. Stanley	1977	Peter P. Blanchard III, Mount Desert ME	Somesville ME
188.	MAUDE	32'	Harvey Gamage	1939	Frank Chaput, Newburyport MA	Rebuilding
189.	TRADITION	31'	Newman (D09)/Nehrbass	1981	Roger Nehrbass, Port Washington WI	Port Washington W I
191.	ANNABELLE	22'	Apprenticeshop	1978	South Street Seaport, New York City NY	Museum Display
192.	KERVIN RIGGS	22'	Williams & Bouchard	1977	John Chase, Friendship ME	Friendship ME
193.	LADY	32'	Harvey Gamage	1978	Linwood Gamage, South Bristol ME	South Bristol ME
194.	HUCKLEBERRY BELLE	25'	Clifford G. Niederer	1977	Brian & Mary Clare, Gloucester VA	Gloucester VA
195.	PRINCESS	26'	Wilbur A. Morse	1908	Joe Dubois & John Harior, Sarasota FL	Rebuilding
196.	ENDEAVOR	25'	Ralph W. Stanley	1979	Betsey 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	1978	Bruce & Tom Witt, West Southport ME	Boothbay Harbor ME
199.	WILD ROSE	31'	Newman (D13)/Liberation	1979	James Peck, Waverly PA	Sargentville ME
200.	ESTELLA 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	NantucketMA
202.	ARRIVAL	31'	Newman (D14)/Niedrach	1981	John & Carole Wojcik, Norwell MA	Rebuilding
204.	MARIE-ANNE	27'	Jason Davidson	1977	Diana Echeverria, Seattle WA	Severn RiverMD
205.	DAYSTAR	28'	Richard E. Mosher	1989	Rich & Sally Mosher, Kalamazoo MI	Kalamazoo M I
206.	MARY ELIZA	31'	Newman (D15)/Clarke	1979	Wyndham Clarke, Washington DC	AnnapolisMD
208.	LADYSHIP	31'	Newman (D16)/Lanning	1981	Bruce Witt, West Southport ME	Ft. Lauderdale FL
209.	FRIEND SHIP	31'	Newman (D17)/Pettegrow	1981	Captain Frank S. Stefanone, West Seneca NY	Buffalo NY
210.	THE SLOOP JOHN B.	22'	Passamaquoddy/Oliva	1974	Al Perrin, Canandaigua NY	Canandaigua Lake NY
211.	ANSA	22'	James D. Hamilton	1982	James D. Hamilton, Andover MA	Islesboro ME
212.	ACHATES	22'	McKie W. Roth Jr.	1980	Richard C. Leigh, Nashville TN	Charleston SC
213.	AMIE	25'	Bob Holcomb [Alaska]	1978	The Center for Wooden Boats, Seattle WA	SeattleWA
214.	GAYVOTA	31'	Newman (D19)/Pettegrow	1982	Bill & Kathy Whitney, Newton MA	CataumtMA
215.	ELLEN ANNE	22'	Passamaquoddy Yachts	1968	David Colinan, Lincoln RI	East Greenwich R I
216.	AMITY	39'	W. Scott Carter	1941	John F. Nichols, Takely by Stortford, Herts., Eng.	Ipswich UK
217.	ODYSSEY	33'	Shoreline Boats	1972	Dr. Peter Haynicz, East Stroudsburg PA	GeorgetownMD
218.	WILLIAM M. RAND	22'	John B. Rand	1982	John B. Rand, Raymond ME	Cundys Harbor ME
219.	YANKEE BELLE	23'	Paul G. Edwards	1983	Paul & Carolyn Edwards, Mattituck NY	Mattituck NY
220.	AKANE II	31'	Newman (D20)/Pettegrow	1984	Hal C. Marden, Wilmington DE	Boothbay Harbor ME
221.	SEAL	22'	Ahern (01)/Zink	1984	Alvin J. Zink Jr., Andover MA	ManchesterMA
222.	LADY JANE	16'	Richard L. McInnes	1982	McInnes Family, Belpre OH	Belpre OH
223.	CORREGIDOR	25'	Newman (P17)/P. Chase	1981	Brian Flynn & Mary Clay, Brooklyn Heights NY	Salem Bay MA
224.	TRUE LOVE	19'	James Eyre Wainwright	1983	Jim Wainwright, Gig Harbor WA	Gig HarborWA
225.	PHILIP J. NICHOLS	28'	Philip J. Nichols	1981	Sigurd A. Knudsen Jr., Freeport ME	South Freeport ME
226.	DESIREE	31'	Chris Sparrow/Larry Plumer	1993	Lary Plumer, Newbury MA	NewburyportMA
227.	CELEBRATION	25'	Newman (P15)/Hodgdon	1980	Greg & Annette Merrill, Southbury CT	BayvilleME
228.	CAIRDEAS	22'	Ahern (09)/Fitzgerald	1990	John F. Fitzgerald, East Walpole MA	FairhavenMA
229.	CAPT'N GEORGE	30'	Bruno & Stillman (09)	1970	Walter & Joan Durant, Mystic CT	Mystic CT
230.	HEGIRA	25'	McKie W. Roth Jr.	1980	David MacClain, Marlborough CT	Stonington CT
231.	SOLOMON GUNDY	22'	M.W. Roth Jr/W.C. Butcher	1984	William C. Butcher, Suffield CT	Branford CT
232.	COMPROMISE	22'	Ahern (08)/White	1979	Peter C. Toppan, Scituate MA	ScituateMA
233.	PRINCESS PAT	22'	Harry Armstrong	1987	Harry & Pat Armstrong, Winter Park FL	Titusville FL
234.	ELIZABETH JANE	22'	M.W. Roth Jr/D.W. Owens	1985	D. William Owens III, Branford CT	Stony Creek CT
235.	FINEST KIND	22'	Sam Guild & Geoff Heath	1981	Mike & Karen Loomam, East Haddam CT	Noank CT
236.	AUNTIE POOLE	25'	Harry Bryant	1970	Ken & Judy Hayes, York ME	Kittery ME
237.	CHRISTINE	19'	Ahern (B1)/Patten	1975	Robert D. Hamilton, Greenfield MA	Center Harbor ME
238.	VIKING	22'	Ahern/Ulwick	1980	Steve Ulwick, Wakefield MA	Lynn MA
239.	CHEBACCO	30'	Bruno & Stillman (22)/Ginn	1987	Mike & Jayne Ginn, Jupiter FL	Essex MA
240.	RAVEN	26'	Rodney Reed	1965	Philip L. Holt, Brunswick ME	Orrs Island ME
241.	BLUE SANDS	34'	Boston Boat Company	TBL	D. Gould, P. Rice & D. Beeman, Charlestown MA	Building
242.	TECUMSEH	36'	Charles A. Morse	1902	Dan Traylor, Ft. Lauderdale FL	Hollywood FL
243.	JOHN PATRICK	22'	Ahern (05)/Hersey	1979	John P. Donohue, Upper Darby PA	Sorrento ME
244.	WEST INDIAMAN	30'	Bruno & Stillman (18)	1971	David R. Branch, Boca Raton FL	Boca Raton FL
245.	LA PALOMA	25'	Unknown [BC, Canada]	1969	John J. Caldwell, Seattle WA	SeattleWA
246.	DAME-MARISCOTTA	19'	Ahern (B6)/Shelley	1983	Rose & Hans-Peter Sinn, Huntington NY	East Boothbay ME
247.	RITA	35'	Apprenticeshop	1989	Frank V. Snyder, Greenwich CT	Rockport ME
248.	TIMBER	22'	Rick Conant/Greg Fisher	1979	Greg Hickey, West Hartford CT	South Lyme CT
249.	BABY BLUE	25'	Newman (P18)/Pettegrow	1983	Dorothy & Bob Reuman, Waterville ME	Cape Split ME
250.	BELFORD GRAY	29'	WoodenBoat School	1992	WoodenBoat School, Brooklin ME	WoodenBoat ME
251.	BUCEPHALUS	19'	Ralph W. Stanley	1986	Alex Forbes, Greenings Island ME	Greenings Island ME

"LOST" REGISTERED SLOOPS (UNKNOWN STATUS AND/OR LOCATION)

If the Reader has ANY INFORMATION regarding any of these sloops, please contact the Society

Sail	Name (Former Name)	L.O.D.	Builder(s)	Launched	Coments
12.	FRIENDSHIP	29'	Wilbur A. Morse	1902	Last seen c1983 at Little Compton RI, ashore since c1968
25.	SEA DUCK (Freya)	36'	Charles A. Morse?	c1901	Ketch rigged 1951, sold to unnamed parties c1970, taken to ME
30.	KIDNAPPED (Fly-A-Way)	21'	Unknown	1921	Sunk off Hull MA in August 1965 squall, salvage confirmed
33.	SMUGGLER (Pressure)	28'	Philip J. Nichols	1942	Owned by North Kingston RI parties in 1983
38.	ELEAZAR (Gold Ivy)	38'	W. Scott Carter	1938	Advertized for sale 1977, then located on Hudson River
51.	- NONE - (Khanum?)	32'	Wilbur A. Morse	c1915	No information since NJ registration with the Society in 1965
56.	IOCASTE	33'	Charles A. Morse	c1907	Sold 1992 to unidentified parties
65.	GALLANT LADY	33'	Morse	1970	Last known to be at Toronto c1980
77.	BEAGLE (Sea Queen)	28'	Charles A. Morse	1905	Sold May 1970 to an unnamed Staten Island NY party
81.	REGARDLESS (Friendship)	39'	Fred Dion	1963	Repaired 1979 at Manatee Pocket FL enroute to Caribbean
98.	DOWN EAST	30'	Bruno & Stillman	1970	Last known to be cruising the Caribbean Feb. 1987
110.	AMISTEAD	25'	R.T. White/R.E. Lee	1977	Sold in Galveston Bay TX area c1979 to unknown parties
121.	CLARA (Etta May)	27'	Elmer Collemer	1960	Sold March 1988 to unidentified Anacortes WA parties
132.	VOGEL FREI	30'	Wilbur A. Morse	c1910	In Mediterranean in 1977, rumored as wrecked in West Africa
140.	BRANDYWINE	30'	McKie W. Roth Jr.	1968	Last known in south San Francisco Bay in the mid-1970's
163.	REWARD	25'	William A. Greene	1975	Last known at Isleton CA in 1980's; UOP student living aboard
176.	TRUMPETER (You & I)	28'	Charles A. Morse?	OLD	Last known to be in the Galveston Bay TX area in late 1970's
179.	CELENE	22'	Unknown	OLD	Sold c1979 from Canada to unknown (Detroit area?) parties

REGISTERED SLOOPS NO LONGER IN EXISTENCE: "GONE, BUT NOT FORGOTTEN"

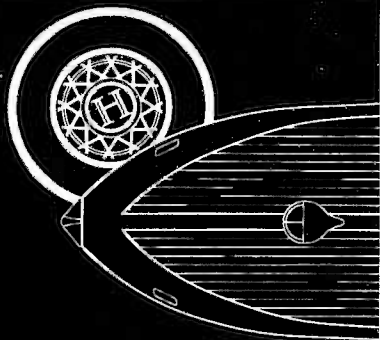
Sail	Name (Former Name)	L.O.D.	Builder(s)	Launched	Coments
3.	FINNETTE (Right Bower)	40'	Wilbur A. Morse	1915	Destroyed c1968 at Norwich CT
4.	GOLDEN EAGLE (Queequeg)	26'	Albion F. Morse	c1910	Destroyed c1980 at Lynn MA
8.	BANSHEE	30'	Wilbur A. Morse	OLD	Destroyed c1980 at New Bedford MA
17.	JOLLY BUCCANEER (Myrtle E.)	45'	Eugene McLain	1906	Sunk 1972 at Melbourne FL, destroyed 1973
20.	MURRE (Moses Swann)	30'	Morse	c1910	Wrecked Oct. 1974 at Guilford CT, destroyed c1978
26.	VIRGINIA M. (Swan)	28'	Morse	1917	Destroyed c1982 at Waterford CT
28.	BOUNTY	22'	W. Prescott Gannett	1932	Destroyed Spring 1984 at Noank CT
29.	SUSAN (Ocean Belle)	41'	Charles A. Morse	1902	Wrecked Christmas Eve 1977 at Hillsboro Inlet FL
36.	MARGIN	25'	Unknown	OLD	Destroyed c1985 at Waldoboro ME
48.	CHANNEL FEVER	33'	F. A. Provener	1939	Destroyed Oct. 1985 at Rockport ME
72.	TEMPTRESS (Result)	33'	Philip J. Nichols	1934	Destroyed Fall 1987 at Westerly RI
76.	PACKET	26'	Charles A. Morse	1925	Destroyed Fall 1980 at Vineyard Haven MA
78.	EMMIE B.	37'	Reginald Wilcox	1958	Burned 1974 at Southport ME
79.	NIMBUS	30'	A.T. Chenault III	1954	Destroyed c1979 at Slidell LA after Hur. Camille & Betsy
108.	LOON	35'	Charles A. Morse	c1907	Destroyed c1972 at Stamford CT
111.	AMOS SWAN (Amos Swann)	26'	Wilbur A. Morse	c1910	Blown ashore Nov. 1980 at Camden ME
116.	TINQUA	30'	Bruno & Stillman	1971	Lost rudder & wrecked 1977 on Whaleback Ledge ME
158.	EVA R.	33'	Edward Robinson	1906	Sunk Hur. David 1979; destroyed c1983 at Port Chester NY
173.	MEDUSA	25'	Ron Nowell	1979	Blown ashore in 45 knot gale c1982/3 at Marshall CA
190.	AIKANE	31'	Newman (D10)/Chase	1978	Burned in Feb. 1983 boatyard fire at Stonington ME
203.	AURORA (Lucy S.)	26'	Unknown	OLD	Abandoned c1981 at Ipswich MA boatyard, beyond repair
207.	SAFE HOME (Lannette M.)	31'	Herbert Melquist	1980	Blown ashore in Hurricane Bob 1991 at Beverly MA
256.	OCTOBER 4TH (Friendship)	22'	Edgar Knowles	1985	Sunk in squall Sept. 1993 on Oneida Lake NY

DOCUMENTED SLOOPS BUILT ON BREMEN LONG ISLAND, MAINE: 1904

DocNo	Name	[Propulsion]	L.O.D.	Builder(s)	Measured	1904 Owner	1907 Homeport
200684	PANTHER	[Sail]	33' 1"	Alexander McLain	6 March	Alexander McLain	St George ME
200685	PAUL REVERE	[Sail]	39' 7"	Eugene McLain	6 March	Eugene McLain	Vinalhaven ME
200735	BERTHA	[Sail]	33' 7"	Charles E. Carter	22 March	C. E. Carter	Bristol ME
200736	RELANCE	[Sail]	43' 7"	Abdon K. Carter	22 March	A. K. Carter	Gloucester MA
200754	LOTTIE MAE	[Sail]	33' 0"	R. A. McLain & Son	26 April	Unknown	Vinalhaven ME
200756	DICTATOR	[Sail]	31' 5"	Robert E. McLain	26 April	Stephen G. Gray	Deer Isle ME
201627	ESTELLA A.	[GasScrew]	34' 1"	Robert E. McLain	8 December	H. J. Ames	Matinicus ME

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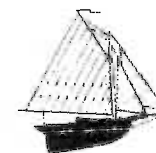
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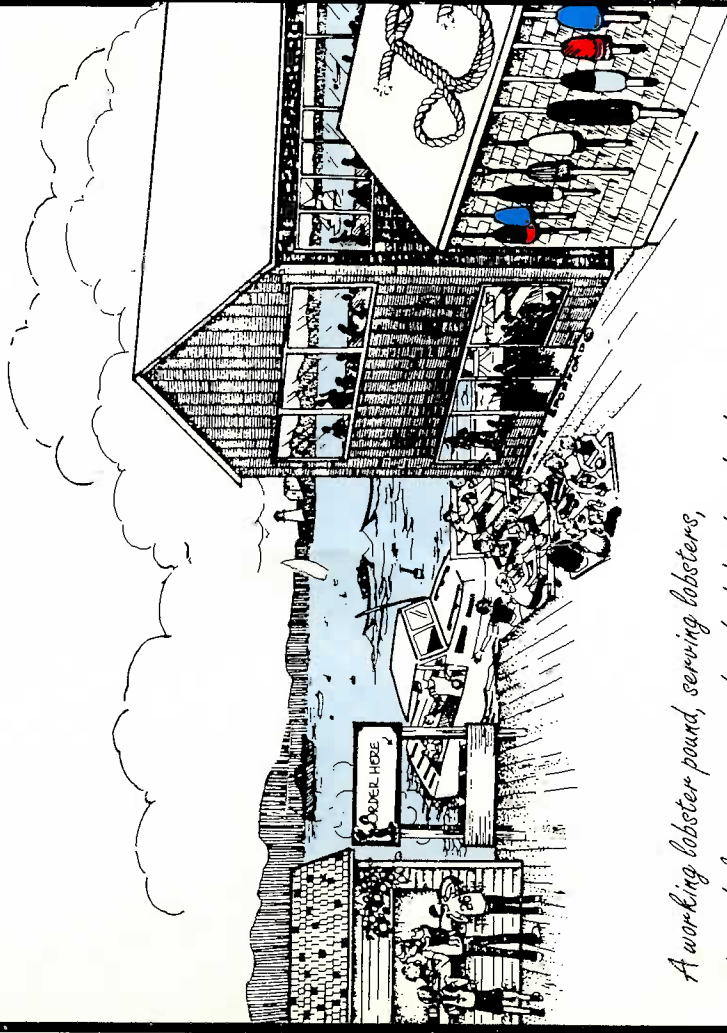
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