

Friendship Sloop Days



THE FRIENDSHIP SLOOP SOCIETY'S
38TH ANNUAL REGATTA
1998 YEARBOOK AND GUIDE

ROCKLAND-THOMASTON AREA CHAMBER OF COMMERCE



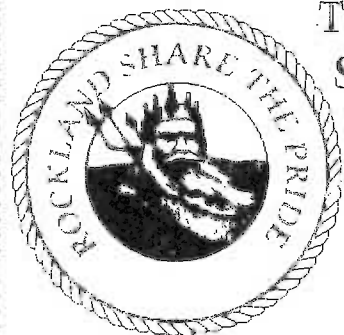
WELCOMES

THE FRIENDSHIP
SLOOP SOCIETY

TO

ROCKLAND,
MAINE

July 21-23



Join the Friendship Sloop Society members for a public supper and free entertainment on Wednesday. The public is also welcome to attend breakfasts and skippers' meetings each morning, and visit sloops dockside at the Public Landing. There will be races each day, and a parade of sloops on Wednesday (see page 3 for a full schedule).

OTHER SUMMER EVENTS

July 4

Thomaston 4th of July

July 10-12

Schooner Days

July 29-August 2

Maine Lobster Festival

*For more information on the area, contact the
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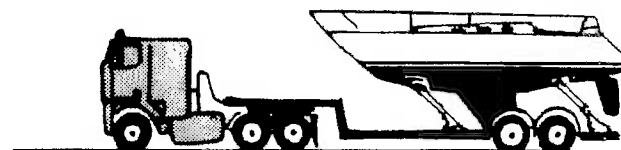
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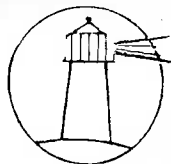
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Rockland, Maine, Welcomes the Friendship Sloop Society

1998 ROCKLAND HOMECOMING SCHEDULE OF EVENTS:

- **Monday • July 20 • Sloops arrive in Rockland**
Bring-your-own cookout Monday evening, under the tent.

- **Tuesday • July 21**

Breakfast ashore

8:30 Skippers' Meeting

11:30 RACE (weather permitting)

4:30 Rowboat Races

5:30 Bring-your-own cookout.

- **Wednesday • July 22**

Breakfast ashore

8:30 Skippers' Meeting

10:00 PARADE OF SLOOPS

Noon RACE

4:00 Public tour of sloops at Chamber of Commerce wharf

5-8:00 Dinner under the tent. You are urged to bring ashore your musical instrument. No audition necessary.

- **Thursday • July 23**

Breakfast ashore

8:30 Skippers' Meeting

11:00 RACE

4:00 Awards Ceremony under the tent

5:00 Bring-your-own cookout

Parking on the grassy knoll behind the Chamber of Commerce. All cars must be removed before Friday night.

See Harbormaster Jon Trumbull for free moorings and tie-up at float.

Showers and restrooms ashore at the Chamber of Commerce building.

Hadlock Award

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

1. Safe sailing
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.

This year, the award was given to Doug and Irene Amsbary, owners of *Departure*, consistent participants in races and other Society activities and very active as Membership Chairpersons.



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The Commodores' Message



This photo epitomizes Friendship for all of us.

Welcome to the 38th Homecoming of Friendship sloops! The Friendship Sloop Society transcends generations, and in the frenzied world we live in it is amazing that the Society is thriving.

The Society was founded in 1961 by seven people. Today, the Society's membership has grown to 200. Six sloops lined up for the first race. This year over 50 different sloops will sail in regattas at New London, Southwest Harbor, Rockland, Marblehead and Gloucester. The Pendleton Scholarship Fund (established 30 years ago by Bill Pendleton, owner of *Blackjack*) has awarded an astounding \$68,000 in scholarships to Friendship's seniors at Medomak Valley High School. Our Newsletter is sent out three times a year to nearly 300 people, affording news, helpful information and interesting reading material. The Publicity Chairperson communicates with people worldwide, even New Zealand, and publishes our regatta schedule in nearly 25 publications. There is now a web-site for the Society, which creates a new avenue for interest and interaction. This year several Class A sloops celebrate significant birthdays: *Gannet*, 95; *Princess*, 90; and *Gladiator*, 85.

Through all this growth, the Society has remained steadfast in its belief that our gatherings on a regular basis provide an oasis removed from the stress and hassles of daily life. At regattas and at our Annual Meeting we enjoy life the way it should be. With good friends, a long history across generations and spirited competition, there is indeed something for everyone.

We invite you to join us for another wonderful Friendship season.

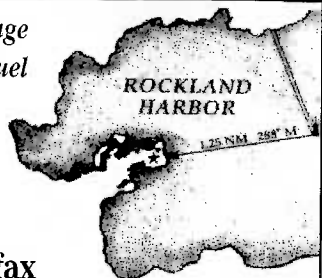
Debbie and Larry Plumer, Commodores

Bancroft Award

This award is given in memory of Winthrop Bancroft, owner of *Elicia III* and an early enthusiastic supporter of the Society. It is awarded to celebrate 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, the work of a poet, painter or model maker. In 1997 it went to two people, Bob Brooks and Al Zink, for together recording accurately the sloops in the Society and locating lost sloops.

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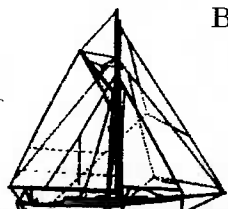
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How the Lady Became My Mistress

by Thomas L. Berry

I was looking for a simple, lightweight, cartop-able sailing dinghy in July of 1991. This was to be my first boat and I wanted the flexibility of using it anywhere there was water. Shortly after spotting an ad in *The Washington Post* I had directions to the dink's home and an appointment to see it the next day at noon.

Our family strolled down to the water past the house with the "For Sale" sign, where we were warmly greeted by a fine-looking dinghy with classic lines. It was older than a spring chick but looked fresh with new bottom paint, waxed sides and varnished seats, centerboard and rudder. "WENONAH" was nicely painted on its transom. The sail and rigging were in fine shape. I was immediately smitten. My offer was immediately accepted.

There was a much larger boat docked at the pier with a long, varnished spruce bowsprit, a tall spruce mast, and nothing more. But my attention was devoted to the wee dinghy; my wife's, however, drifted to the house for sale and we were soon inside giving it the once-over.

A few nights later we returned to take the dinghy home and once again we toured the house. We both had similar thoughts and feelings about the dwelling. That next weekend we bought it! Now we had a house on the water and the dinghy named *Wenonah* was coming home. Little did I know what more was in store.

Before we closed on the house, I had the opportunity to go aboard the larger boat and demonstrate some nautical ignorance. She was still without boom and running rigging, so the missing winches piqued my curiosity enough to ask where they were. "There aren't any; she's a traditional boat," was the owner's response. "It's all block and tackle." I quickly decided to stay in safer territory; I did discover that this 30-foot vessel, a Friendship sloop, was also for sale, though.

At the house closing I offered to let the owner keep the Friendship in her slip for the winter. He wisely accepted my kind offer. I say wisely, because he must have known that the Lady at the pier would eventually seduce me. And that she did.

All winter I would leave the former owner's misdelivered mail on the boat's cabin table every Friday night. Each Friday I would spend a little more time checking out systems, the amenities and just relaxing, soaking up the atmosphere. Sometimes, warmly clothed and with drink in hand, I'd sit for an hour or so contemplating the tranquility surrounding me. I was at peace and knew it. The seduction was on. My wife, no fool, quickly found out about it! I was in trouble, about 30 feet and 12,500 pounds of floating trouble. Oh, what a cunning Lady!

When spring finally arrived the 30-foot Lady was still tied up at my house and I now reveled in her mere presence. And she was still for sale. I had recently inherited a small piece of money that made it possible to me to think of the previously impossible: I could make an offer for the "traditional" Friendship Lady tied up at my house! By now, I was smitten anew.

The owner and I took her for a sail in April and my infatuation graduated to love. This fine Lady was not only classically beautiful, she was of outstanding pedigree; the wind swept through her rigging in perfect tune, she danced through the water with grace and she seemed to enjoy my lead at the helm, to boot. The owner and I struck our third and final deal. *Wenonah* became my Lady. My wife gave this new relationship her blessing, too. And I can't see us parting company, ever – my wife, *Wenonah* and me.

All I went to see was a sailing dinghy!



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From One Year to the Next

by Robert C. Duncan

After the last race in July, 1996, Dad rowed me ashore in the peapod. He is a strong oarsman, and every time the oars caught the water I could feel a bump in my lower back as the sternpost pushed me forward. On the dock he turned to me and said, "It's time to give the boat to you. Your mother and I are going to get something smaller." I agreed. He stepped back into the peapod, and I walked up the gangway to join my sons and uncle at the head of the pier. Minutes later I was alone, driving Route One, headed west toward Boston. The implications of what had just transpired were significant.

As I drove through Damariscotta past the road down to Pemaquid, I recalled the battered blue pick-up we used in the summer of 1955. Every day we would commute to Jimmy Chadwick's shop where *Eastward* was being framed with oak and planked with Philippine mahogany. What a time that had been for a small boy: steaming mast hoops, splicing wire, melting scrap lead into ballast, rebuilding the old engine rescued from the wreck of the sloop, *Islanda*. Each new day brought an endless array of projects. Outdoors in the sun, and back in the shop in the rain, my brothers and I saw the "New Boat" come together.

Still driving on Route One while passing the intersection of Route 27, my mind turned to the first sail back to Newagen. Looking brand-new on a cloudy easterly afternoon, *Eastward's* main was set. The stern line was cast off, and Dad said, "Set the stays'l and back it." He then spun the wheel over and I heard, "I don't know what she's going to do." But just as Murray Peterson had designed her, as Jimmy Chadwick had built her, and as we had rigged her, *Eastward* spun on her heel and started pushing an ever-growing bow wave down John's Bay. Romping across the mouth of the Damariscotta River with the wind way off on the quarter, for the only time anyone can remember she dipped the end of the main boom into the top of a gray sea. We sailed into Newagen to my grandparents' applause. The next afternoon we added 500 sash weights as ballast. The adventure had begun.

During the drive back up to Boston, I was flooded with images of 40 years of salt-water events. From Cape Cod Canal to the St. John's river, *Eastward* had given us a place to live and work and play with my mother, father, grandparents, uncles, aunts, brothers, cousins, a new bride, children, nephews, nieces, and friends. How much we had learned about ourselves, and each other, as we mastered the skills of maintaining and sailing *Eastward* over the years! For example, outside of Scituate on a July afternoon a bolt of lightning landed a few hundred yards from us. Dad cleared his throat and all he said was, "Robert, that one'll make you an Episcopalian in a hurry."

By the time I climbed out of the car in my driveway in Concord, I knew we all had been blessed with a gift. It was a gift that had been a significant part of our lives as individuals and as a family. Now there was to be a change.

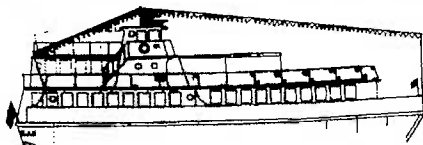


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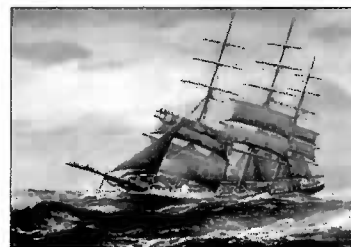
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The summer of 1996 passed and in September Dad and Mother took a Fall cruise down east to Halifax Island and back. Periodically, I would get calls chronicling the progress of a perfect trip with clear days and fair winds, right up to the last leg up Linekin Bay to the mooring in East Boothbay.

On Columbus Day weekend, my sons Roger and Alec joined my parents and me to help lay up. A boat changes character quickly when five people who know what they are doing begin to take everything apart. Sails were bagged. Running rigging was coiled up and tagged, while standing rigging was let go. Mast and bowsprit came out, wire shrouds and stays were coiled, tied, and tagged. Cockpit boxes were lugged ashore and the engine was put to rest for the winter. Inside of 48 hours *Eastward* lay along side the dock looking decommissioned and a bit scruffy from a long summer's work. In spite of it all, her handsome shape still stood out as Murray Peterson had designed it. *Eastward* was waiting for the spring to come again. Yet we all knew the next spring would be a significantly new adventure. *Eastward* would have a new owner, who knew her well. Meanwhile, in the minds of my father and Ralph Stanley were the beginnings of a new 28-foot schooner for the skipper and mate who would keep a proud but distant eye on *Eastward* in the years to come.

On Monday, June 23, 1997, I dropped the mooring at C&B Marina. My son, Alex, said, "Set the stays'1 and back it." We both knew exactly what she was going to do. Just as she had done so many years ago, *Eastward*, freshly painted and newly fitted-out, spun on her heel and started pushing an ever-growing bow wave down the Damariscotta River. As the marina shrank in the distance, we could see the open horizon out past White Island. *Eastward* once again romped across the mouth of the Damariscotta River with the wind on the quarter. We both knew something was very new and very different. "Grampy", as his grandsons call him, was not aboard. In all the years, *Eastward* had never been off the mooring without him. Yet, what he and "Gran" had given us during all those years was very much aboard.

I looked aloft at the clean Friendship Sloop Society flag at the masthead. For sure, come September it would have its own share of new stories to tell. Some things were different, and some things were the same. Yet *Eastward* was doing what she was built to do. She was where we could continue to be with friends and family, learning about ourselves and each other as we mastered the skills of sailing a Friendship sloop along the New England coast. We arrived at the dock on Linekin Bay, coming alongside a bit faster than we would have liked. Gran and Grampy were at the head of the gangway to welcome us home. We sailed off to the mooring using the last of a dying northwest breeze.

After furling down, Alex rowed me ashore in the peapod. He is a strong young man, and after each stroke I could feel a bump in my lower back as the sternpost pushed me forward. It was a familiar feeling. On that late June afternoon I understood gratitude and blessing. Indeed, I thought, "our cup runneth over," while I smiled a quiet secret smile for all that had past and all that was yet to come.

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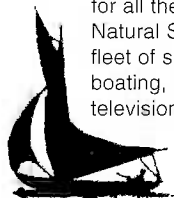
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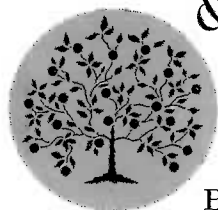
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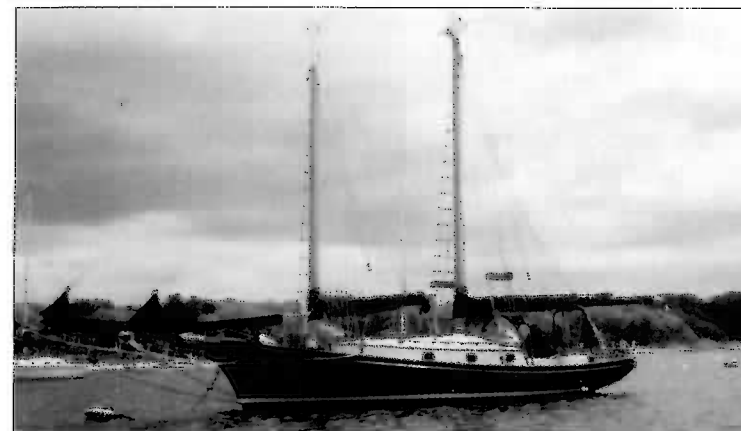
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When Is a Friendship Not A Friendship?

by Paul C. Haley



In 1980 Clement McIver decided it was time to realize a dream. He had long admired the classic lines of the Friendship sloop, had seen sloops sailing Maine's coastal waters and had an office wall covered with paintings of Friendship sloops. He was torn between his love for the lines of a Friendship and his urge to own and sail a schooner.

The search for a boat and a builder brought Clement McIver to Maine, where he met Jarvis Newman in Southwest Harbor, who suggested that it might be possible to rig a 31-foot Dictator hull as a schooner. Mr. McIver turned to naval architect Bob Wallstrom of Blue Hill to see if this would work. Bob and Ralph Stanley drew up a plan for a gaff-rigged schooner. She was designed with 5,000 pounds of ballast and an unusually high aspect rig for a schooner, to mitigate the difficulty of sailing a schooner of less than 40 feet to weather.

The engine was placed as far aft as possible and had a custom gear arrangement to transfer the drive to the shaft. The cockpit was smaller than in a traditional Friendship to give more space for the cabin. The cabin has a vee berth forward, with an enclosed head to port and a hanging locker to starboard. The main cabin is next aft with port and starboard transom berths and pilot berths outboard. The galley is aft to port, and opposite is a navigation station.

The hull and deck were molded by Jarvis Newman and then turned over to Malcolm "Mac" Pettegrew of Southwest Harbor for interior work and all the systems installation. Wayne Lanning of Camden built the masts and Fortune Sails made the sails. *Quintessence* was launched in 1983 and was originally rigged with mainsail, foresail, staysail and jib. Later, a fisherman staysail was added and, in 1990, a topsail. The bowsprit was shortened to make it easier to work the headsails.

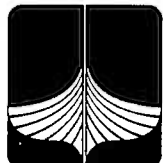
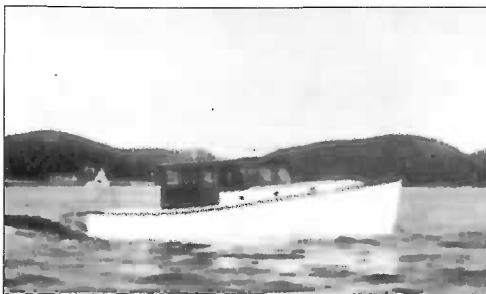
Andy Scherding, Mr. McIver's son-in-law, states, "Under sail the boat has proved to be steady and extremely comfortable. Her displacement of nearly eight tons gives her a wooden-boat feel and provides a stable platform...The schooner rig does reduce her pointing ability by several degrees from what a sloop-rigged boat could achieve, and her speed and style upwind can best be described as 'workmanlike'. However, on any sort of a reach, the *Quintessence* screams." He says she has been clocked at 10 knots in a 20 mph wind.

The vessel was sailed over the past 15 years by her owner as a daysailer with

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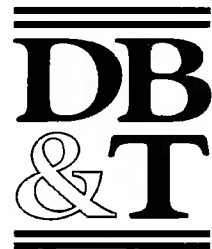
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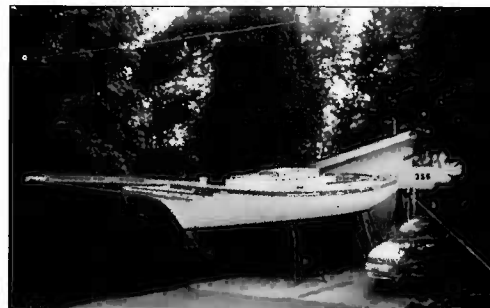
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overnight trips. She was berthed on the Cape and sailed along the Cape shore and the islands of Nantucket and Martha's Vineyard. In 1992 *Quintessence* took part in the Parade of Sail in Boston and proudly escorted the tall ships.

Mr. McIver sailed her until he passed away in 1996, and *Quintessence* is now looking for a new owner – one who cannot make up his mind whether he wants a Friendship sloop or a schooner.

Great Boat, Perfect Wife – Perfect Wife, Great Boat

by Greg Grundtisch



My wife, Naomi, and I are the proud new owners of sloop #141, built by James Hall in 1974. We began our quest for *Sea Dog* last spring with an ad for a sloop in Rhode Island we could almost afford. There were about a dozen calls to owners of various other boats, finally ending in Jonesport, Maine. Then, there she was – in Mr. Frank Agosta's front yard.

I've always loved old sailboats, especially working ones. Since marrying me, Naomi has taken on the love affair as well. Like these special boats, Naomi has a distinctive, elegant appeal, is full of class, charisma and character. From her proud clipper bow, perfectly proportioned beam, and unique shapely stern you just can't take your eyes off her. She has superb sheer, shape and form. Her maker had an excellent sense of tradition and beauty, producing a work of art that is the epitome of grace.

The boat is quite nice, also.

Naomi would rather look at old boats or wander through boatyards than shop at the mall. She would rather buy tools or boat parts than jewelry. She would prefer to sand and scrape the hull rather than go out to dinner.

Okay...she would rather go out to dinner – no one's perfect. But she's always a willing worker when it comes to this boat and sacrifices much for it. She is quite tolerant of an "off the wall" husband who is rather obsessed with boats. Not only that...she has taken on the obsession herself. My passion for both is endless.

I have a near perfect wife and the boat I've (we've) always wanted. It doesn't get much better. I've got to be the luckiest dog on the dock; and, by the way, our sloop is named *Sea Dog* after a pub we stopped at in Camden on our way home from Jonesport. It was a memorable evening of 'yards of ale', a little food and lots of fun.

The boat was structurally sound but needed a new mast and bowsprit, some cosmetic work and a few minor repairs. In December we finally got the boat out of our driveway and into a yard on Lake Erie, much to the relief of our neighbors, the town fathers and an under-employed code-enforcement officer, stridently sent away by Naomi. With luck, reasonable weather and a few lessons in boat restoration, we hope to have *Sea Dog* re-launched by mid-June, after six years out of the water.





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Rich and Sally Mosher's Excellent Adventure at The Corinthian Yacht Club

by Sally Mosher

Sad times at the Mosher house! Richard was too busy to make it to Friendship Sloop Days. I, Sally, heard him in his office, chained to the computer and moaning mournfully to himself like Bob Cratchit slaving away at Scrooge & Marley's.

"You know," I suggested, "Friendship season isn't over. There's still the Corinthian Yacht Club race."

Richard sighed, "I dunno. Hangin' around all those snooty fiberglass yacht owners, wearin' a captain's hat and blazer like that guy on Gilligan's Island..."

Flash forward to Marblehead.

Upon entering Marblehead Neck, we noted with awe that the 'cottages' lining the road were larger than the public library back in Kalamazoo, Michigan.

And there it was! The venerable Corinthian Yacht Club, spread out like a New England grey-shuttered fortress.

We crept up the carpeted steps and tiptoed into a foyer where we were bedazzled by gleaming wood floors and a three-story curved staircase. I had visions of yachting princesses floating down the stairs to flirt with guys named Reggie or Montfort.

Richard winced at the sign posted on the dining room door: "Guests are requested to wear proper attire in the dining room and the Trophy Room after 6:00, and hats must be removed indoors."

The Trophy Room loomed to the left. It was a cavernous repository of yachting history, complete with burnished wood paneling, overstuffed furniture, musty Corinthian Yacht Club yearbooks, oil paintings of famous old ships, and multitudinous trophies. I gingerly pulled out the 1929 yearbook. Fifty trophy winners in classic "Babes at Sea" boating attire smiled – jaunty and carefree – at the camera, oblivious of the 1929 Stock Market Crash.

Time to check in! We were greeted by a Very Friendly Desk Lady who urged us to see about having some lunch. The dining room with its white-clothed tables and gleaming table settings seemed a bit formal so we walked out on the porch, which stretched around the back and two sides of the building. The view was phenomenal! Richard looked furtively for another Friendship sloop sailor.

"Where are our friends?" he whined.

"They probably got becalmed and had to motor," I suggested.

"Let's go eat at the snack bar." Richard had a hot dog and I had a swim in the large Corinthian pool. But still no Friendship sloops.

Around five o'clock the sloops began to appear. Soon Richard and I were happily amidst the quirky, unique gang which abides at the hard core of True Historic Boat Believerhood: The Friendship Sloop Owners.

The management at the Corinthian was genuinely glad to see this group. The bartenders wore tuxedos, and David Graham, the Race Chairman at the Corinthian, wore a coat and tie, but the raggle-taggle sloop owners, mostly dressed as usual for a nor'easter instead of a night at The Club, were actually treated like old friends. In fact,

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we talked to several Club members who had come down that evening just to see the Friendship sloops and schmooze with the Friendship sloop sailors.

The next morning there was coffee and doughnuts for the Participants, and the Trophy Room was the perfect place for the skippers' meeting. We raced with Roger Lee on *Sazerac* and spent two glorious days battling intermittent winds, ornery tides, non-visible markers, and lurking rocks. There was the usual Friendship Race scenario: *Tannis* pulled way ahead of the pack and nobody's nose got seriously out of joint about how they placed. The one new glitch was that everyone seemed to be using a GPS to find the markers. The Race Committee, headed by David Graham, impeccably dressed, were situated on *Messing About*. The view through our binoculars indicated that they were having immense fun.

After Day One was The Banquet. The Corinthian Staff had thoughtfully reserved a private room for us so we wouldn't have to endure the humiliation of being busted for entering The Trophy Room without Proper Attire. The dinner was First Class Cuisine: gourmet salad, perfectly grilled meat, sauteed veggies, and heavenly chocolate mousse. And what about entertainment? The best kind for sloop owners! Harold Burnham put on a slide show detailing how he built a 65-foot scaled-down version of a Gloucester fishing schooner in record time.

Unfortunately, we had to leave right after the second race so we missed the Awards Ceremony.

"We MUST come back here again," I sighed as we drove out of Marblehead Neck.

"And maybe bring *Daystar*?" Richard ventured. In the meantime, if our local Lake Michigan marina ever decides to expand its facilities, which consist of a bath-house and a parking lot, they've gotta have a Trophy Room.



The Pendleton Memorial Scholarship Fund

The Pendleton Fund, established in 1966, awards scholarships to graduating Friendship seniors. In 1997 the Board of Trustees awarded \$7,100 to eight graduates. Since the inception of the Fund, 125 students have been awarded scholarships. After graduating from Bowdoin with honors, one recent recipient has earned a Ph.D. in statistics. Others are lawyers, ministers, teachers and management executives in major companies. Still others have continued the maritime traditions of Friendship.

In 1997 \$2,194.30 was added to the Fund through individual donations from members of the Society, from bottle refunds collected at the Homecoming races, from the auction at the annual meeting, and from the Society's appropriation of \$400. Almost half again as much, \$3,085, was given by generous residents of Friendship. The Trust Fund now exceeds \$74,000. THANK YOU ALL FOR YOUR HELP.

Donations may be sent to treasurer: Rev. David Bell, 35 Pumpkin Cove Road, New Harbor, ME 04554. They will be gratefully acknowledged and are fully deductible.

William Zuber, President

Duck

by Howe Derbyshire



The name of Wilbur Morse is, of course, familiar, but one should not overlook his brother, Charles Morse, who built in Thomaston many sloops, yachts and larger fishing vessels. All the Morse brothers possessed an eye for beauty, ability and speed, which means excellence at sea.

In 1933, my brother and I were looking for something more substantial than the rowboats in which we had learned to sail. I remember one afternoon Charles Morse met us in his big shop where he was building an Alden schooner. He took us to the sail loft next to his shop and there in a corner, tilted on to her starboard bilge and looking as lonely and forlorn as only a dismayed sailboat ashore can look, lay this hull. Even in this unprepossessing place could one see capability and beauty in her lines: the gentle sheer curve, the fine bow, the power of her quarters. As Joseph Conrad wrote, "One feels it is good to be in the world in which she has her being." To make a long story short, we bought her right then and there.

Now take a look at what we had bought: an 18-foot gaff-rigged, spoon-bowed, centerboard sloop drawing 18 inches, and four feet with the board down. She was the kind they used for lobstering when the catch was to be had in among the islands. When the lobsters thinned out inshore and men had to go out beyond Burnt Island and the Gunning Rocks Shoal to Roaring Bull, they needed bigger boats for the winter fishing and the Friendship sloops were generated. I have thought that mine may be the last of the Muscongus Bay sloops.

When we bought her, she carried a wig-wag jib, which had a boom with a hook amidships, which tucked into an eyebolt on the stem-head with a short single sheet cleated just forward of the mast. It was really a device to offset the urgency she felt to come into the wind. Two heavy thwarts braced the centerbox fore and aft, and there was a wide seat athwartships at the tiller. She has narrow six-inch-wide decks and a guard, which fishermen call a cheeserind, and a mainmast stepped in a thwart just behind the three-foot foredeck. Her motor power was, and still is, a pair of nine-foot ash oars. There are rowlocks which fit into the guard top, but I have preferred to scull with one oar over the starboard quarter. There is a bail-hole in the deck astern, but I have installed a bilge pump under the stern seat.

My friend, Rodney Davis, who used to make sails for sloops in Port Clyde back in the 'teens and twenties and made me the best mainsail I ever had, never liked to sail unless the water between home and Burnt Island was white with wind. One day when the wind was strong enough for him, he took me out in *Duck* to "warm her," and when we were out near Burnt Island, he said, "You never saw anyone haul pots in a sloop, did you? No? I have a string out here. Let me show you."

He started the main sheet a trifle and tied a slip knot up at the boom. The wig-wag was already set. He swung up to the first buoy so that he took up the slack in the pot warp as she ranged forward and, just as we were over the pot, held her off and broke the pot loose from the bottom. As we held off in a long curve and jibed over, the pot came alongside and in over the quarter. He removed a lobster as we ranged forward and dropped the pot exactly where we had broken it out, held her off and headed for the next pot. We hauled six in that wind and sea as delicately and gently as if it had been a mild breeze and, what is more, he never touched a sheet or tiller with his hands. The sheets were tied, and he steered with his behind or knees, and by shifting his weight. It was all smooth, calm and orderly from start to finish.

My health does not any longer permit me to take care of *Duck* or to sail her as she ought to be sailed: hard, fast and often. Further, I have an interior conviction that somewhere in the Friendship community there must be either a sailor or a beginning sailor looking for a small sloop, or an older sailor looking for an exciting retirement, or a sailor with a growing family who wants to ensure that the youngster(s) will follow in his or her wake, and if his love of sailing is great enough, why, then... the aposiopesis is warm and inviting, and I hope someone will take me up on it.

This excerpt is taken from a much longer article, giving more of Duck's history and renovation; we regret that we could not publish all of it. Mr. Derbyshire is a resident of Port Clyde.

The Recipe That Lost The Race

by Mary Cronin

At Ann and Al Beck's beautiful home on Carvers Harbor, Ann often serves a wonderful dip which she pours over cream cheese. There is never a bit left! When I asked Ann for her recipe, she handed me one already written out and enclosed in a plastic zip bag.

During a race at the Marblehead Regatta, I served Ann's recipe, which she calls 'Jezebel'. Our crew and friends loved it and requested that I share the recipe with them.

I went below with one of our friends and for the life of us we could not locate that recipe. We looked up, down, over and under.. .No 'Jezebel'.

About that time, the Captain came down the ladder and asked what we were doing down there? Sheepishly, I tried to explain that we were looking for a recipe. Well, let me tell you – that did not set well with the Captain! "The wind is breezing up and my moveable ballast is down here looking for a recipe," he growled. He was not happy!

Quickly, we moved our ballast topsides and joined the rest of the crew. I do not understand how he missed us with all the other people on deck.

We came in third over all during the two days of racing. When I asked why, the Captain did not say, "Tad Beck on *Phoenix* sailed a better race," and he did not say, "My son Wayne Cronin on *Rights of Man* sailed a better race." Instead, he kept muttering something about his "ballast down below hunting for a dumb recipe."

Webster's dictionary defines 'Jezebel' as an impudent or shamed woman. What a great name for that dip, Ann.

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A Foggy Day – What Else?

Submitted by Betty Roberts



"Hi, Stan, What you doin' up so early?"
"Lo, Tom, Just waitin' for the fog to lift
so's I can go to haul. Are you goin' to try to
haul?"

"Not plannin' to. Got to take my old
lady to Rockland to get her teeth fixed. She
broke 'em last night eating some of her
peanut brittle."

"Think the fog will lift so I can go
haul?"

"Well, there's only once it never cleared
up, but you might be a mite older 'fore it
does."

"How many lobsters did you get yesterday?"

"Didn't get either one. Hardly worth my time, but sure was a pretty day. Can you
remember the time when that ocean bottom was just bulging with lobsters? In the old
days, that Old ----- was covered with the crawling creatures. They looked so
bad, they thought they would die if they ate 'em."

"My grandfather used to tell me that people fed them to the cats 'til it was discov-
ered they were good enough to eat. Then you could buy them for four cents apiece. It
would take a heck of a lot of 'em at that price to buy one of those new-fangled boats
the lobstermen haul with today."

"Aye, sure would. My Granpa told me those old-timers first lobstered from a
round-sided dory-type boat and years later came to a Friendship sloop. Imagine haul-
ing traps with a sloop! Hauling traps, handling that big sail, keeping your eye on the
shore and the weather and looking out for the rocks."

"I know it. That sail would be enough for me. My Gramps told me when he was a
boy he wanted to go lobstering, but his parents would not let him because he could
not swim. So he made a trap and took it to the shore at low tide, waded out with it and
left it to the next low tide. Then he would go back and probably find he had one or
two lobsters. Imagine so many lobsters that they would be that close to shore!"

"You might say he fished with one trap. How many are most fishermen hauling
now?"

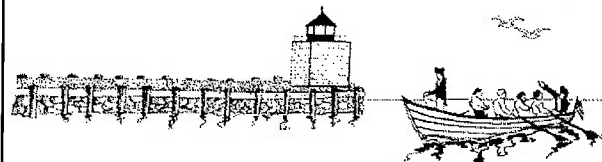
"Heard Bill is hauling 'bout 500 but the law has set a limit of 1,200. You know, it
takes me all day to manage a couple hundred. Guess my age is showing. Talk about
heavy, have you seen the new traps they are using? They are two feet by four feet and
weigh at least a ton. For heavens sake, I wouldn't be able to pull it on to the stern of my
boat. Maybe not even able to get it off the floor of the ocean."

"Hey, do I hear a boat motor? Must be Mike thinks he is going out."

"Did I ever tell you the story about the Lady from away that wanted to buy a lobster
on Sunday? Well, she came waltzing down the wharf yoo-hooing and said, 'You are
closed, aren't you, but can I buy a lobster?' What could I do? So I asked her how many
she wanted. Seems she wanted ONE 'cause her husband did not like them. You know

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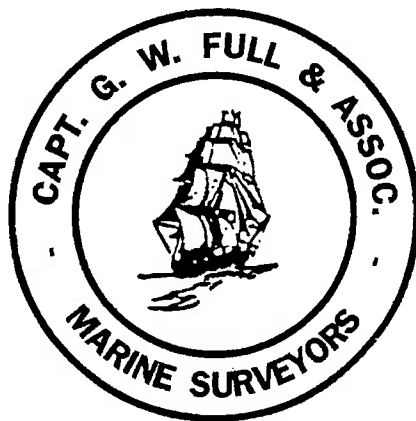
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me. I was sorry for the poor old soul so I rowed out to my lobster car hanging behind my boat. I got the crate out of the water, untied it, got a lobster, tied it up, put it back in the water, grabbed the lobster and went back to shore. When I got to shore, darned if she met me and said she guessed she wanted two. Darned if I didn't have to do the whole thing over again. When I got back, those two lobsters were crawling and squirming all over the place. You know what that lady said to me? 'Are you sure they are fresh?' Can you believe it?"

"Listen – sounds like Mike is coming back so I guess you won't go out today. He must have got his senses back."

"Well, I got to get the wife and head for Rockland. By the way, you going to see the Friendship sloop races?"

"Think I will. They sure bring back fond memories. See you there."

The Clambake Man

by Bernice A. Batchelder

The damp east wind draws in a delinquent dawn
Upon Nantucket, thirty miles to sea.
The mists enwrap the unfrequented moors
And mounting tide binds beach with dune and lea.

A lone yoke-burdened figure clumps ashore
Today. Old "Marshy" Mayhew toils to reach
His thrashing lobster traps, seaweed, stones,
For tomorrow's festive clambake on the beach.

He prophesies a golden morrow, with scent
Of bay bush, beach plums, juniper on the shore;
But this leaden day he sniffs is ocean born,
Reverberating in from Labrador.

With worn sou'wester sheltering his pipe and beard
He leans against the stiffening of the gales:
A figurehead, on the overhanging bow
Of Horn-bound clipper with raking masts and sails.

Behind – his cranberry bogs, his heathered hills,
Nantucket Town, the elms and cobbled streets,
The fence-topped mansions of a century ago –
His grandsires' gloried age of whaling fleets.

Tomorrow he will be "Old Marshy" famed
Crustacean expert up and down the coast;
Noisy off-islanders will crowd the shore –
Expecting local color from the host.

He waits and watches, as a seaman will,
The Lightship's beacon. Her bell-buoy pounds to land.
Reminding Captin Jethro Coffin Mayhew;
Unyoked, he starts the clambake on the sand.

The Boat

by George D.J. Griffin III, M.D.



I have the joy and privilege of owning a 33-foot Friendship sloop, *Surprise*, #49, built by Phil Nichols of Round Pond in 1964. When I purchased the boat in March, 1997, a survey was done and it was apparent that major work was needed.

Work began in early January, 1998. The boat was sanded to bare wood and refastened. The estimate of about 2,000 screws was very close. Final count was 2,200. "She's much less likely to sink now," I was told. With the planks pulled up tight, the fairing, recaulking and painting could be done.

While the refastening was being done, work on the electronics and wiring was started. Most of the wiring would be "neatened up" (read replaced). On deck, the forward port cabin wall was repaired and finish work on the Samson post and the deck above it was completed. A larger area of the forward decking needed to be replaced than had been planned. Before the boat was painted, attention turned to the steering gear, rudder and engine. All of this involved labor so none of it was cheap, but so far, everything was being completed nearly on time and close to budget.

Then I got the PHONE CALL.

"Doc, there's good news and bad news." (Oh, this is going to hurt.)

"Okay, Peter, how much?"

"Well, a lot less than if we had to haul the boat in midseason to do the repairs."

"What's wrong?"

"Remember when we pulled the boat, we talked about looking for the leak of water coming from the box for the steering gear and rudder? Well, I found it. The bad news is, the rudder is very loose and is about to fall off the boat."

"Oh?"

"Yeah, the shoe of the keel is rotten. That will need to be replaced, with a cast-bronze fitting and strapping plates to hold it onto the sternpost and keel. Otherwise the rudder will fall off in midseason."

"OK."

"Well, that isn't all. I noticed some oil floating in the bilge when we were removing the water. So we needed to check the transmission."

"O.K."

"We have some problems with the engine, too."

"Like?"

"Well, you know the hoses and the belts were bad?" (This is a typical Maine understatement. All of the hoses and some of the belts were original from 1979. Their replacement was planned.) "We started work on the engine, but when we saw the oil in the bilge, we decided to remove the engine to work on it. All three of the motor mounts needed to be replaced due to cracking." (Interesting, but so far, not very pricey.) "The wiring from the engine does not match the new wiring harness from the instrument panel. It will need a new wiring harness. That's on back order and should be here soon."

"Great."

"All the gaskets will need replacing also, some of them have big holes in them. The heat exchanger was on the list of things to fix, but when we started on it, the tubing and fittings crumbled."

"It's toast."

"Yeah, I'm afraid so, Doc. You'll need a whole new one."

(It amazes me that you can generate any horsepower from an engine with so many apparent holes in it.)

"So, after we got the engine out, we looked at the transmission, and saw that was where the oil was from. So we tried..."

(Oh joy! Past tense, and therefore unsuccessful.)

"...to remove it from the boat, but it was welded into place."

"Welded?"

"Not really, but it might as well have been. Somebody apparently sank the boat at some point, probably by letting it dry out too much before putting it back in the water. The bolts and nuts to the transmission are one piece of metal now. We got really frustrated trying to get it out, so we stopped."

(FANTASTIC. Now I have a boat that is built like a Jaguar. To remove the transmission, all I will have to do is saw the back end off the boat!)

"We managed to drill into and then cut a hole in the bell housing. From there we were able to identify the problem. All seals have been replaced as well as a few parts. The hole has been filled with a rubber plug, and the engine is back in the boat."

"Wonderful. How long will the transmission last?"

"Well, five maybe six years."

"Then what?"

"To replace the transmission, you'll have to start by pulling the engine again..."

Happily, the drive shaft is good and has been repacked, and any leaks will be in the drops-per-minute range. The starter and alternator have been repaired and reconditioned, there is a new heat exchanger, and all belts, gaskets, and hoses have been replaced. The motor is now back in the boat and firmly seated on new motor mounts. The mainsail has been repaired and we now have a new staysail.

Impressively, all this repair work was accomplished in only 30 days indoors. Unexpected costs are a part of every repair job. The up-side is that *Surprise* is now in much better condition than she was a year ago. I view my 'ownership' of this boat as a stewardship, and I feel it is necessary to leave her in better condition than I found her. I am still light-hearted, though somewhat lighter in the wallet than I had planned. Despite all this, I still love the boat and look forward to sailing around on my hole-in-the-water this summer.

It reminds me of the joke: What does B.O.A.T. stand for? Bring Out Another Thousand.

Let's go sailing!

THE FRIENDSHIP SLOOP SOCIETY'S —BULLETIN BOARD—	<i>Stop Reading...Come Sailing</i> Pheonix, Vinalhaven
<i>Enjoy Friendship, and the way life should be.</i> Crew of Desirée	<i>Welcome Aboard, Thacher Carter</i> 8 pounds, 15 ounces, 21 inches long
When tacking to weather Snack on <i>blueberry</i> leather! The Gypsy Crew Gramp's Farm Organic Blueberries • Grampsfarm@aol.com	The gods shall not deduct from man's allotted span those hours spent in sailing. Crew of <i>Sorceress</i>
 See you in MARBLEHEAD Paul Haley & Betty Stubbs	<i>In the spirit of Friendships</i> Greg and Daneen Roth
We welcome Friendships on our guest mooring at the head of Hurricane Sound, Vinalhaven. Eben & Diana Gay	BEST OF FRIENDSHIP SAILING Jerry and Lois Ross
Have Experience Will Crew Nancy & David Bell	<i>Fair Winds</i> Bill Finch & Carol Rose
All the best from Windward Tim Sullivan	Welcome, Friendship Sloops... While in Rockland, turn to THE FREE PRESS OF A SUNSHINE GUIDE for everything you want to know about what's going on in Midcoast Maine.
<i>Natanya</i> and her crew thank Jack and Virginia Vibber for the New London Windevous. Joe Hliva & Sandy White	<i>Best of luck to all skippers and crews.</i> Crew of <i>Banshee</i>
Happy "Sails" to you until we meet. Bill and Kathy Whitney	<i>May this season bring you Fair Winds, Kind Seas & Snug Harbors</i> Jill & Rodney Hora

There is nothing half as much worth doing as MESSING ABOUT in boats. Dick and Alice Salter	THE FRIENDSHIP SLOOP SOCIETY'S —BULLETIN BOARD—
May the Tide & Wind be at your backs – everyone. Friendship Race Committee	May fair winds be always at your beam quarter. Dutch and Dutchess from Omaha
Content for Sail...Sale Call Rich Langton (207) 882-6194	<i>Noahsark</i> Sailing Parties Kennebunkport, Maine (207) 967-4061 Capt. Nick Kingsbury
<i>"Everyone must row with the oars he has"</i> English proverb Doug and Irene Amsbary	To the patient crew of Tannis: Thank you and we love you! Wishing light breezes and smooth sailing. Matthew & Scott
<i>May your boats never leak.</i> Ralph Stanley	For Sale: New 45' mast and 12' club. Call (207) 865-6776
Boatless Sailors, sail the Sloop Surprise Eastwind Inn (207) 372-6366 The Griffin Family and Capt. Steve	See the <i>Chebacco</i> Boat at the Essex Shipbuilding Museum. Maria Burnham
<i>Friendships... Please come sail with us</i> 11-12 July '98 • New London CT. Jack Vibber	SMOOTH SAILING Betty Roberts
The art of shipbuilding is everything about the ship except the wood. – Plotinus, ca. 250 A.D. Roger & Mary Duncan	Shamus Donigan says - Sloop #141, formerly James Hall, Recovery, Renascence & Katie B, is now The Sea Dog on Lake Erie in Western New York. Greg & Naomi Grundtisch
Capt. Harold Burnham - Thank you for showing us your sloops, as well as The Thomas E. Lannon. Not all would take the time when so busy. Good Luck with the Chebacco Boat! Greg & Naomi Grundtisch	Many Thanks to Mr. Doug Amsbary. Your insight, information and advice was most helpful in our search for the right Friendship sloop. Greg & Naomi Grundtisch



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Dorothy Elizabeth

by Roger F. Duncan



When *Eastward's* mainsail began to look too big, Mary and I went to Ralph Stanley for a smaller boat with a divided rig. Among us, we settled on a 28-foot round-bowed schooner in the Gloucester tradition. It is some fun to build a boat with Ralph Stanley and his son Richard!

We watched them loft her from computer-generated lines and bolt the deadwood together. Breathless, we saw the powerful curve of the stem rise from the keel high into the vaulted shop. With her molds and ribands in place, we began to get an idea of her shape.

A boy at the steambox passed a hot length of oak to Ralph, standing on the keel. He pushed the butt into a slot in the keel. Andrea saw it fitted snugly. Ralph seized the top of it, drove the steaming frame with his foot hard out against the ribands. Andrea and Jonathan clamped it to each riband and Ralph reached for the next. Richard was doing the same thing opposite. In one exciting afternoon we saw most of our boat framed. We could look down inside her and see how her fine bow swelled into her buoyant waist, then faired into a flat run. She would not fight the sea, she would slip through it.

We have the short end of the last plank saved from the 'shutter party'. In October a rising tide lifted her off her cradle. We were aboard while Ralph towed her across Southwest Harbor to the trailer. What a fine Homecoming Party we gave her at Frank Luke's yard in East Boothbay!

I did the standing rigging, Nat Wilson made the sails and John Luke did the spar ironwork. I am working on spar carpentry and running rigging. This summer, there will be a grand launching and we will be sailing the prettiest schooner on the Maine coast!

✧ THE CRUISING GUIDE TO THE NEW ENGLAND COAST

Including the Hudson River and the New Brunswick coast
Roger F. Duncan, Paul W. Fenn, W. Wallace Fenn, John P. Ware

✧ EASTWARD

A Cruise Down East in a Friendship Sloop
Roger F. Duncan

✧ COASTAL MAINE, A MARITIME HISTORY

Roger F. Duncan

Available at book stores or from the author

New London Windezvous

by Greg and Daneen Roth

Ten years ago a tradition began, born of the fog and nursed by the flowing waters of Long Island Sound and the Thames River. Holt Vibber, Jack to most of us, assembled a cadre of friends in his museum-like basement office, decorated with photos of many sailing vessels, models, prints and books. Planning went smoothly. The New London Friendship Sloop races were to start July 10-12, 1987.

Everything was set except the weather. There was such a thick blanket of fog for three days that there were no races in 1987, but plans were already made for 1988, which would prove to be a glorious weekend for the first actual races.

Over the years, some boats have become synonymous with New London: *Finest Kind*, *Captain George*, *Elizabeth Jane*, *Rights of Man*, and *Natanya*. Harry Jackson's *Fiddlehead* has sailed in every race. Recently, *Banshee* and *Gaivota* from Massachusetts have joined with *Goodfriend*. With as many as 12 boats, there have been races at New London every year since 1988. Each year, after the Saturday races participants and friends have enjoyed the social times, cookouts and famed Grucci fireworks.

The Race Committee has already made plans for this year's program for July 10-12. Races are planned for two classes: A fleet, boats over 26 feet; and "B" fleet, those 25 feet (Pemaquids) and smaller. Depending on the weather, courses range from five to eight miles.

Jack Vibber has inspired us all to continue the traditions of the Friendship sloops: history, craftsmanship, seaworthy grace and beauty under sail. Join in the fun and camaraderie at New London July 10-12!



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1998 Friendship Sloop Society Officers

Commodores	Larry and Debbie Plumer	8 High Rd. Newbury, MA 01950
Vice-Commodore	Tad Beck	360 Broadway, NY 10013
Secretary	Caroline Phillips	164 Sturbridge Rd. Charlton, MA 01507 (508) 248-7026
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Measurer	Richard Salter	Manchester, MA 01944
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Publicity Chairman	Robert Monk	Burlington, MA 01503
Membership Chairman	Douglas Amsbary	1297 Easton Rd. Sugar Hill, NH 03585
Friendship Day Chairpersons	Bill Zuber & Betty Roberts	Friendship, ME 04547
New London Race Committee	Jack Vibber	5 Soljer Dr., Waterford, CT 06385 (860) 442-7376
Southwest Hbr. Race Committee	Miff Lauriat	20 East Ridge Rd., Southwest Hbr., ME 04679 (207) 244-4313
Marblehead Race Committee	David Graham	7 Batchelder Dr. Marblehead, MA 01945
Pendleton Scholarship Fund Chrmn.	Bill Zuber	Friendship, ME 04547
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Cannoeer	Elbert Pratt	Friendship, ME 04547
Honorary President	Bernard MacKenzie	Scituate, MA 02066
Secretary Emerita	Betty Roberts	Friendship, ME 04547

Honorary Members:

William Danforth, Dorothy Gould, John Gould, David Graham, Cyrus Hamlin,
Marcia Morang, Bernard MacKenzie, Betty Roberts, and Carlton Simmons.

The Morang Award

This award is given in memory of Bruce Morang, helmsman, Race Committee Chairman, Yearbook Editor and talented writer. It is given for the best article submitted for publication in the Yearbook. It was given in 1997 to Ralph Stanley.

1998 Schedule of Friendship Sloop Society Events

NEW LONDON REGATTA

July 10-12

Call or write Jack Vibber, 5 Soljer Drive, Waterford, CT 06385
(860) 442-7376

SOUTHWEST HARBOR

July 18

Call or write Miff Lauriat, 20 East Ridge Road, Southwest Harbor, ME 04679
(207) 244-4313

ROCKLAND HOMECOMING

July 23, 24 & 25

See page 3 for the full program of Rockland events.

FRIENDSHIP DAY • July 26-27

Friday night Friendship Frolics at the wharf of Tom and Alice Loomis on the north end of Friendship Island. Ferry service from the Friendship Town Wharf will be provided for those coming by land.

Bring your own cookout. A hot grill will be provided.

Saturday - Breakfast ashore starting at 7 a.m.

Memorial service at the "flagpole", now a boulder, on the shore
Parade of sloops at 10 a.m.

All are encouraged to stay and enjoy the festivities of
Friendship Day in town. Call Bill Zuber (207) 354-8036

MARBLEHEAD REGATTA

August 8-9

The Corinthian Yacht Club will be our hosts.

Show Massachusetts Bay what the gaff rig will do.

Call or write David Graham, 7 Batchelder Road, Marblehead, MA 01945
(617) 631-6680

GLOUCESTER SCHOONER FESTIVAL

September 5-6

Saturday: Small boat races with a special race for Friendship Sloops.

Fish Fry and live music ashore.

Sunday: The Mayor's Race for large schooners.

Moorings, tie-up space and anchorage areas are available.

Call Gloucester Harbormaster on Channel 16 for guidance.

ANNUAL MEETING

October 24-25

New England Center, Durham, N.H.

Presenting the 1997 Winners...

★ New London Regatta

Class A: 1. *Natanya* – Joe Hliva 2. *Goodfriend* – Harvey Goodfriend
3. *Gaivota* – Bill Whitney 4. *Captain George* – Walter Durant

Class B: 1. *Banshee* – John Wojcik 2. *Finest Kind* – Mike Looram
3. *Solomon Gundy* – Bill Butcher 4. *Fiddlehead* – Harry Jackson

Award for flying the largest flag while racing, *Goodfriend*

★ Southwest Harbor Regatta

1. *Phoenix* – Tad Beck
2. *Hieronymus* – Albert Nielson
3. *Wings of the Morning* – Ralph Stanley
Salatia, Endeavor, Blackjack, Resolute

★ Rockland Homecoming

1st Over All. State of Maine Trophy – *Tannis*

Division I: 1. *Salatia* 2. *Celebration* 3. *Endeavor* 4. *William Rand*

Division II: 1. *Tannis* 2. *Phoenix* 3. *Rights of Man*

Liberty Trophy – *Perseverance* • Danforth Trophy – *Gladiator*

Wilbur Morse Trophy – *Chrissy* Charles Morse Trophy – *Gladiator*

Alex McLain Trophy – *Gannet*

Spirit of Friendship – John & Carol Wojcik • Nickerson Trophy – Scott Phillips

Chrissy Trophy – Marion Stanley • Cy Hamlin Award – Eben Gay

Gladiator Trophy – *Gannet* • Owner-Builder Trophy – Wayne Cronin

Stanley Cup – *Wings of the Morning* • Post Office Trophy – *Celebration*

★ Marblehead Regatta

Ridgeway Trophy, Overall Winner – *Phoenix*

Division I: 1. *Tern* – Paul Haley 2. *Windward* – Tim Sullivan 3. *Defiant* – Jonathan Leavy

Division II: 1. *Rights of Man* – Wayne Cronin 2. *Tannis* – Jack Cronin
3. *Voyager* – Bernard MacKenzie

★ Gloucester Regatta

1. *Tannis* – Jack Cronin
2. *Rights of Man* – Wayne Cronin
3. *Flying Jib* – Bill Cronin

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Friendship Sloop Society Yearbook and mention you saw their ad in the guide.

1998 Friendship Sloop Society Yearbook published by Maine Sunshine Inc., Rockland, Maine

	Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport
75.	EDLE WEISS	15'	David Major	1975	David Major, Putney VT	Friendship ME	
77.	LIBERTY	19'	Ahern)B5/ Hoffman	1974	Tim Hoffman, Camden ME	Camden ME	
78.	ESSENTIAL	25'	Newman (P13)/C. Chase	1977	James R. Sherman Corea ME	Corea ME	
80.	BANSHEE	25'	Newman (P12)/Wojcik	1978	John & Carole Wojcik, Norwell MA	Mattapoisett ME	
81.	AURORA	19'	Ahern (B3)/Brownie	1975	Bill Finch & Carol Rose, Beverly MA	Beverly MA	
82.	MUSCONGUS	22'	Apprenticeshop	1977	Harry Oakley Jr., Old Lyme CT	Shelter Is. NY	
83.	SILVER HEELS	25'	Newman (P14)/ Morris	1978	Robert Horn, Allschwill, Switzerland	Jamesstown RI	
84.	PERSEVERANCE	27'	Simms Yachts	1963	Denis & Kathy Paluch, Chicago IL	Chicago IL	
85.	SIN DIE	27'	J. Philip Ham	1978	Christopher J. Dodd, East Haddam CT	North Cove CT	
86.	RAGTIME ANNIE	27'	Nick Apollonio	1975	Bartlett H. Stoodley Jr., Unity ME	Camden ME	
87.	PEREGRINE	27'	Ralph W. Stanley	1977	Peter P. Blanchard III, Mount Desert ME	Somesville ME	
89.	TRADITION	31'	Newman (D09)/Nehrbass	1981	Roger Nehrbass, Port Washington WI	Port Washington WI	
91.	ANNABELLE	22'	Apprenticeshop	1978	South Street Seaport, New York City NY	Museum Display	
92.	KERVIN RIGGS	22'	Williams & Bouchard	1977	Bill & Dori Mebane, Woods Hole MA	Woods Hole, MA	
93.	LADY M.	32'	Harvey Gamage	1978	Thomas Martin, South Bristol ME	South Bristol ME	
94.	HUCKLEBERRY BEL	25'	Clifford G. Niederer	1977	Brian & Mary Clare, Gloucester VA	Gloucester VA	
95.	PRINCESS	26'	Wilbur A. Morse	1908	Joe Dubois & John Harro, Sarasota FL	Rebuilding	
96.	ENDEAVOR	25'	Ralph W. Stanley	1979	Betsey Holtzmann, Southwest Harbor ME	Southwest Harbor ME	
97.	NATANYA	31'	Newman (D11)/Davis	1978	Joe & Miriam Hliva, Greenwich CT	Greenwich CT	
98.	BAY LADY	31'	Newman (D12)/Lanning	1978	Captain Bill Campbell, Boothbay Harbor ME	Boothbay Harbor ME	
99.	WILD ROSE	31'	Newman (D13)/Liberation	1979	James Peck, Waverly PA	Sargentville ME	
100.	ESTELLA A.	34'	Robert E. McLain	1904	Mystic Seaport Museum, Mystic CT	Mystic Seaport CT	
101.	ENDEAVOR	31'	Newman (D08)/Genthner	1979	James Genthner, Fairhaven MA	Nantucket MA	
102.	ARRIVAL	31'	Newman (D14)/Niedrach	1981	John & Carole Wojcik, Norwell MA	Rebuilding	
104.	MARIE ANNE	27'	Jason Davidson	1977	Diana Echeverria, Seattle WA	Severn River MD	
105.	DAYSTAR	28'	Richard E. Mosher	1989	Rich & Sally Mosher, Kalamazoo MI	Kalamazoo MI	
106.	MARY ELIZA	31'	Newman (D15)/ Clarke	1979	Pam Burke Amesbury, MA	Boothbay Harbor ME	
108.	LADYSHIP	31'	Newman (D16)/Lanning	1981	Tom Babbet, West Southport ME	Boothbay Harbor ME	
109.	FRIEND SHIP	31'	Newman (D17)/Pettegrow	1981	Captain Frank S. Stefanone, West Seneca NY	Buffalo NY	
110.	THE SLOOP JOHN B	22'	Passamaquoddy/Oliva	1974	Al Perrin, Canandaigua NY	Canandaigua Lake NY	
111.	ANSA	22'	James D. Hamilton	1982	James D. Hamilton, Andover MA	Islesboro MA	
112.	ACHATES	22'	McKie W. Roth Jr.	1980	Richard C. Leigh, Nashville TN	Charleston SC	
113.	AMIE	25'	Bob Holcomb (Alaska)	1978	Harvey & C.R. Nobe, Newcastle WA	Seattle WA	
114.	GAIVOTA	31'	Newman/(D19)/Pettegrow	1982	Bill & Kathy Whitney, Needham MA	Cataumt MA	
115.	ELLEN ANNE	22'	Passamaquoddy Yachts	1968	David Collin, Lincoln RI	East Greenwich RI	
116.	AMITY	39'	W. Scott Carter	1941	John F. Nichols, Takely by Stortford, Herts., Eng.	Ipswich UK	
117.	ODYSSEY	33'	Shoreline Boats	1972	Dr. Peter Haynycz, East Stroudsburg PA	Georgetown MD	
118.	WILLIAM M. RAND	22'	John B. Rand	1982	John B. Rand, Raymond ME	Cundys Harbor ME	
119.	YANKEE BELLE	23'	Paul G. Edwards	1983	Paul & Carolyn Edwards, Mattituck NY	Mattituck NY	
120.	SORCERESS	31'	Newman (D20)/ Pettegrow	1984	Ruy Gutierrez, Auburn ME	South Freeport, ME	
121.	SEAL	22'	Ahern (01)/Zink	1984	Bill & Ollie Davison, Methuen MA	Great Bay NH	
122.	LADY JEANNE	16'	Richard L. McInnes	1982	Jeanne & Raymond Dupere, Fayetteville NC	Fayetteville NC	
123.	CORREGIDOR	25'	Newman (P17)/P. Chase	1981	Brian Flynn & Mary Clay, Brooklyn Heights NY	Salem Bay MA	
124.	TRUE LOVE	19'	James Eyre Wainwright	1983	Jim Wainwright, Gig Harbor WA	Gig Harbor WA	
125.	ISLANDIA	28'	Philip J. Nichols	1981	Noel & Susan March, Friendship ME	Friendship Harbor, ME	
126.	DESIREE	31'	Chris Sparrow/Larry Plumer	1993	Larry Plumer, Newbury MA	Newburyport MA	
127.	CELEBRATION	25'	Newman (P15)/Hodgdon	1980	Greg & Annette Merrill, Southbury CT	Bayville ME	
128.	CAIDEAS	22'	Ahern(10)/Fitzgerald	1990	Al Doucette, Mattapoisett MA	Mattapoisett MA	
129.	CAPT'N GEORGE	30'	Bruno & Stillman (09)	1970	Walter & Joan Durant, Mystic CT	Mystic CT	
130.	HEGIRA	25'	McKie W. Roth Jr.	1980	David MacClain, Marlboro CT	Stonington CT	
131.	SOLOMON GUNDY	22'	M.W. Roth Jr./W.C. Butcher	1984	William C. Butcher, Suffield CT	Branford CT	
132.	COMPROMISE	22'	Ahern (08)/White	1979	Peter & Nancy Toppan, Scituate MA	Scituate MA	
133.	PRINCESS PAT	22'	Harry Armstrong	1987	Harry & Pat Armstrong, Winter Park FL	Titusville FL	
134.	ELIZABETH JANE	22'	M.W. Roth Jr./D.W. Owens	1985	D. William Owens III, Branford CT	Stony Creek CT	
135.	FINEST KIND	22'	Sam Guild & Geoff Heath	1981	Mike & Karen Looman, East Haddam CT	Noank CT	
137.	CHRISTINE	19'	Ahern (B1)/Patten	1975	Robert D. Hamilton, Greenfield MA	Center Harbor ME	
138.	VIKING	22'	Ahern/Ulwick	1980	Steve Ulwick, Wakefield MA	Lynn MA	
139.	CHEBACCO	30'	Bruno & Stillman(22)/Ginn	1987	Mike & Jayne Ginn, Jupiter FL	Jupiter FL	
140.	RAVEN	26'	Rodney Reed	1965	Philip L. Holt, Brunswick ME	Orrs Island ME	
141.	BLUE SANDS	34'	Boston Boat Company	TBL	D. Gould, P. Rice & D. Beeman, Charlestown MA	Building	
142.	TECUMSEH	36'	Charles A. Morse	1902	David Frid, Oakville Ontario Canada	Oakville, Ontario Canada	
143.	JOHN PATRICK	22'	Ahern (05)/ Hersey	1979	Martha Campbell, Belfast ME	Belfast Harbor, ME	
144.	WEST INDIAMAN	30'	Bruno & Stillman (18)	1971	David R. Branch, Boca Raton FL	Boca Raton FL	
145.	LA PALOMA	25'	Unknown (BC, Canada)	1969	John J. Caldbick, Seattle WA	Seattle WA	
146.	DAME-MARISCOTTA	19'	Ahern (B6)/Shelley	1983	Rose & Hans-Peter Sinn, Huntington NY	East Boothbay ME	
147.	RITA	35'	Apprenticeshop	1989	Frank V. Snyder, Greenwich CT	Rockport ME	
148.	TIMBER	22'	Rick Conant/Greg Fisher	1979	Greg Hickey, West Hartford CT	South Lyme CT	
149.	BABY BLUE	25'	Newman (P18)/Pettegrow	1983	Wesley & Carol John, Wayne NJ	West Addison VT	
150.	BELFORD GRAY	29'	WoodenBoat School	1992	WoodenBoat School, Brooklyn ME	WoodenBoat ME	
151.	BUCEPHALUS	19'	Ralph W. Stanley	1986	Alex Forbes, Greenings Island ME	Greenings Island ME	
152.	-NONE-	30'	Harry Quick/J.R. Sherman	TBL	J. Robert & Eff Sherman, Corea ME	Building	
153.	IOLAR	25'	W. McCarthy & G. Richards	1989	William L. McCarthy, Riegelsville PA	Georgetown MD	
154.	CHAOS	22'	Passamaquoddy (02)/Core	1972	Howard & Jeanne Hasins, Chester PA	Essex CT	
255.	GENEVIEVE	25'	Emmet Jones	1982	Robert E. Edmiston, Boulder Creek CA	Alameda CA	
257.	TODDY B.	28'	Dave Westphal	1992	Dave & Lorretta Westphal, Key Largo FL	Key Largo FL	
258.	KIM	22'	Harold Burnham	1992	Harold & Kim Burnham, Essex MA	Essex MA	
259.	SPARTAN	28'	Steve Merrill/R. Shepard	1992	Roland Shepard, Brunswick ME	Harpswell ME	
260.	NIMBLE	25'	Nelson Cutler/Kim Smith	1994	Christopher Zimer, Halifax, Nova Scotia	Halifax N.S.	
261.	BLUENOSE	19'	David Holmes	1974	David & Charley Holmes, Annapolis MD	Annapolis MD	
262.	GYPSY	22'	Ahern (04)/Almedia	1980	Robert & Rebecca Hastings, Marblehead MA	Marblehead MA	
263.	RALPH W. STANLEY	19'	Ralph Stanley	1995	Anne Franchetti, Seal Cove ME	Olbia, Sardinia Italy	
264.	-NONE-	24'	Dave & Loretta Westphal	1998	Dave & Loretta Westphal	Key Largo FL	

“LOST” REGISTERED SLOOPS (UNKNOWN STATUS AND/OR LOCATION)

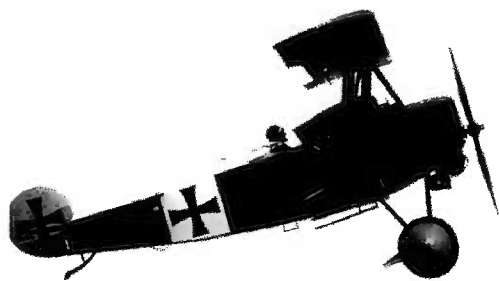
If reader has ANY INFORMATION regarding any of these sloops, please contact the Society

Sail	Name(Former Name)	L.O.D.	Builder(s)	Launched	Comments
12.	FRIENDSHIP	29'	Wilbur A. Morse	1902	Last Seen c1983 at Little Compton RI, ashore since 1968
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'	Phillip J. Nichols	1942	Owned by North Kingston RI parties in 1983
38.	BLEAZAR (GOLD IVY)	38'	W. Scott Carter	1938	Advertised for sale in 1977, then located on Hudson River
51.	-NONE- (KHANUM)	32'	Wilber A. Morse	c1915	No information since NJ registration with Society in 1965
56.	IOCASTE	33'	Charles A. Morse	c1907	Sold in 1992 to unidentified parties
65.	GALLANT LADY	33'	Morse	1070	Last known to be at Toronto c1980
77.	BEAGLE (SEA QUEEN)	28'	Charles A. Morse	1905	Sold May 1970 to an unnamed Staten Island 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 Bat 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	??	McKie W. Roth Jr.	1968	Last known in South San Francisco Bay in mid 1970's
163.	REWARD	25'	William A Green	1975	Last known to be in 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
236.	AUNTY POOLE	25'	Harry Bryant	1970	Sold to Unknown Parties from Lebanon, ME

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

Sail	Name(Former Name)	L.O.D.	Builder(s)	Launched	Comments
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	45'	Eugene McLain	1906	Sunk 1972 at Melborne FL, destroyed c1978
20.	MURRE (MOSES SWANN)	30'	Morse	c1910	Wrecked Oct. 1974 at Guilford CT, Destroyed c1978
26.	VIRGINNA M. (SWAN)	28'	Morse	1917	Destroyed c1982 at Waterford CT
28.	BOUNTY	22'	W. Prescott Gannet	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.	TEMPRESS (RESULT)	33'	Phillip 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 Hurricane. Camille & Betsy
108.	LOON	35'	Charles A. Morse	c1907	Destroyed at 1972 at Standford CT
111.	AMOS SWAN	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 c 1982/83 at marshall CA
188.	MAUDE	32'	Harvey Gamage	1939	Burned in barn fire at Salisbury MA while being rebuilt
190.	AIKANE	31'	Newman(D10) /Chase	1978	Burned in Feb. 1983 boatyard fire at Stonnington, ME
203.	AURORA (LUCY S.)	26'	Unknown	c1989	Destroyed Fall 1993 at Ipswich MA
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

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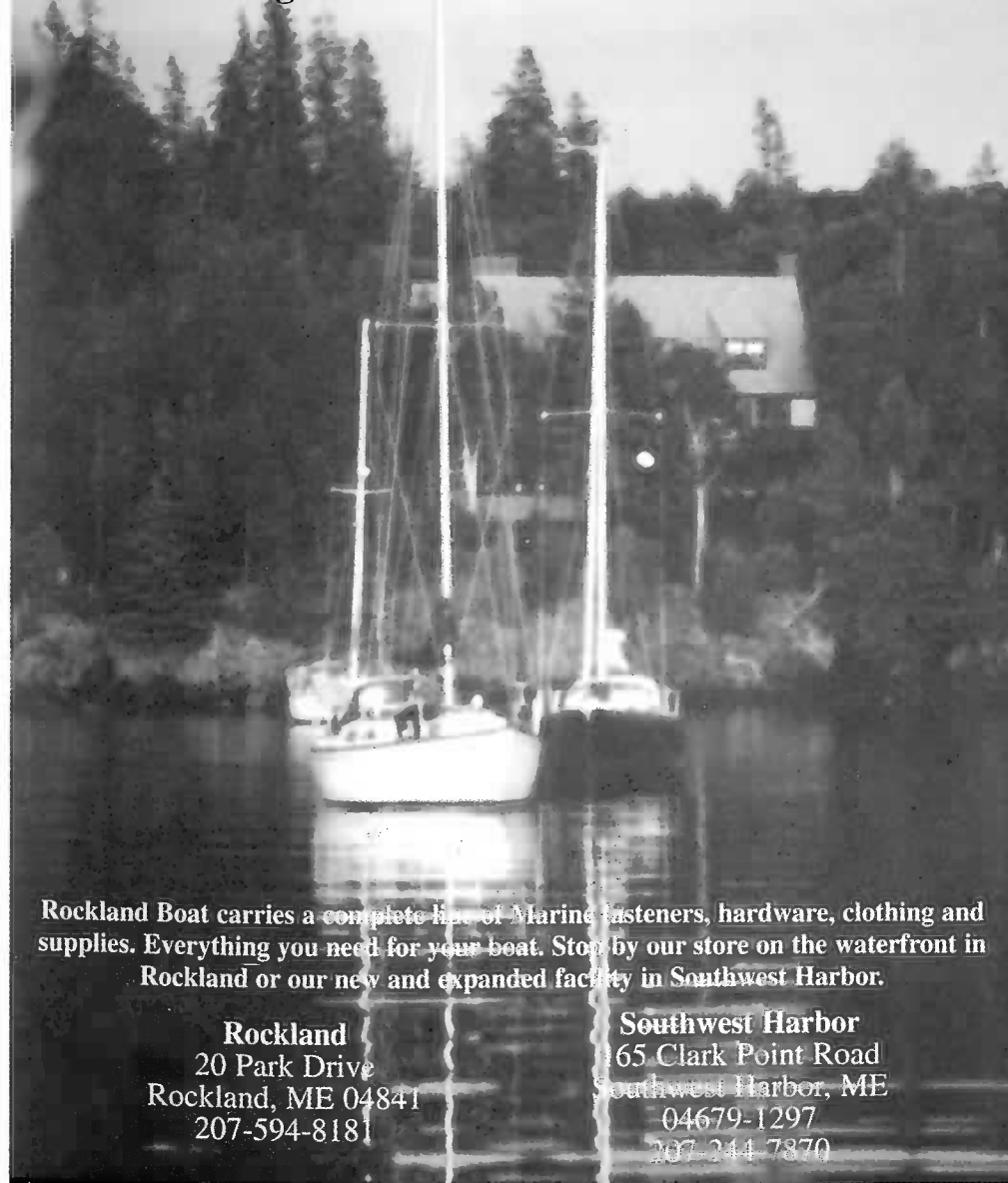
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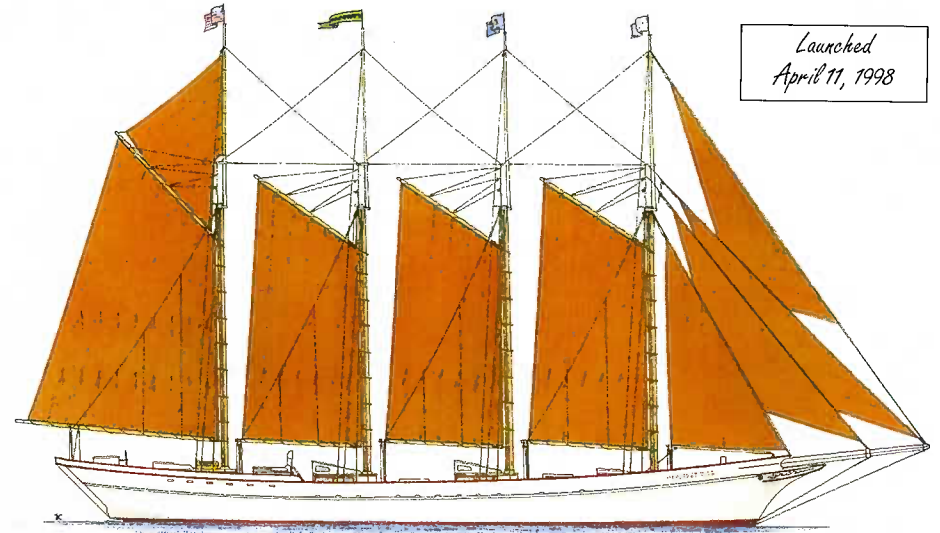
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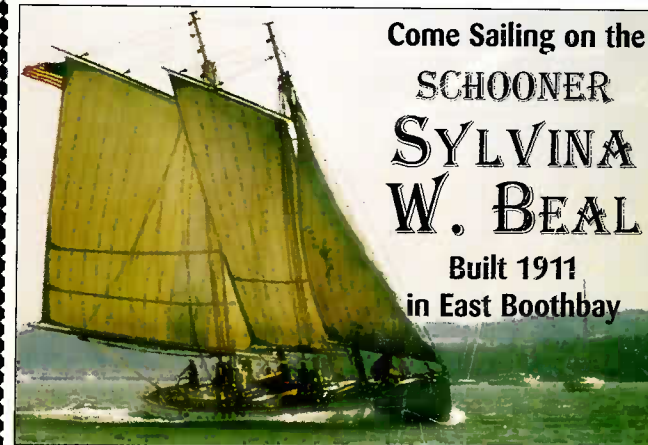
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