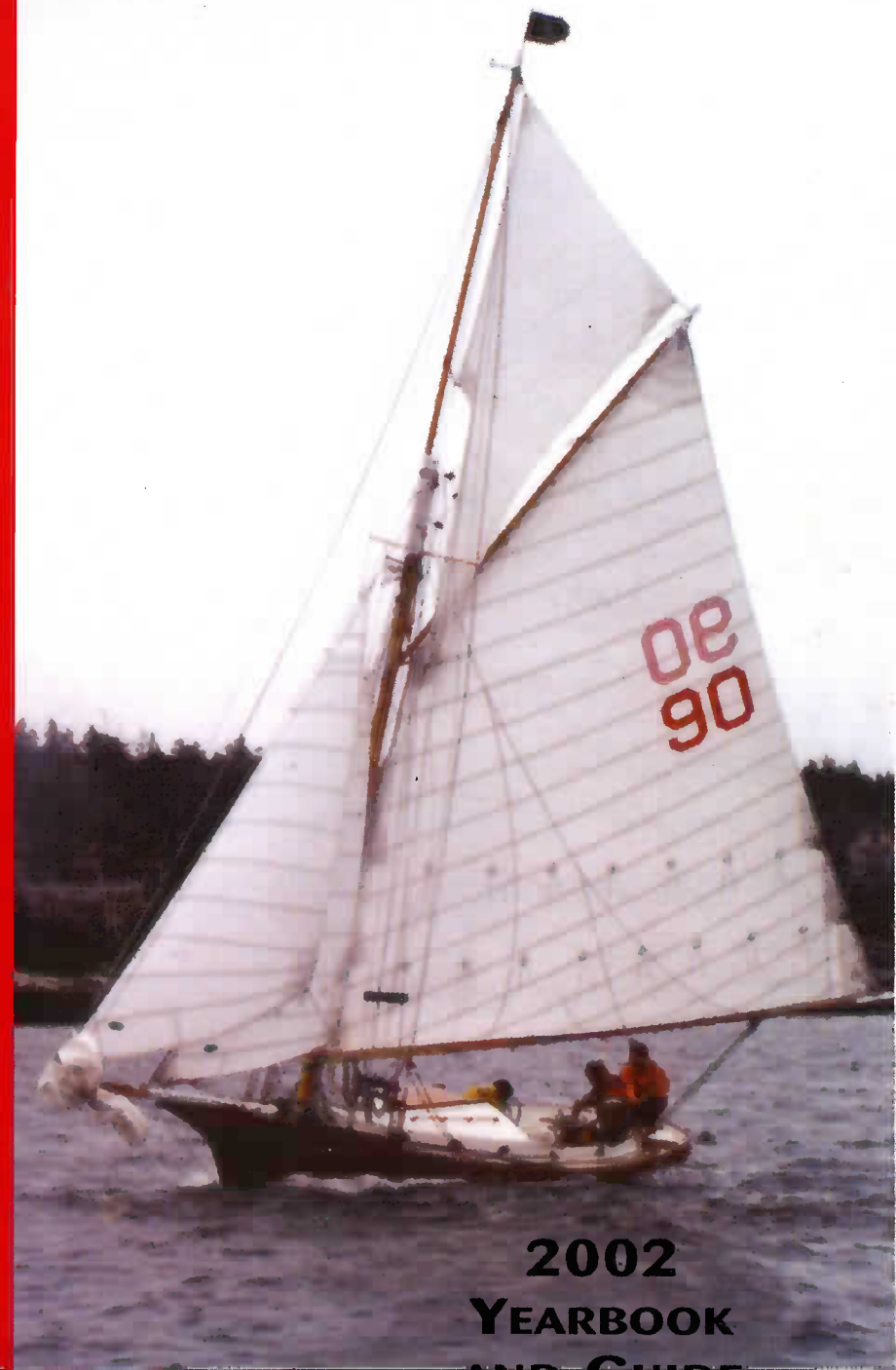


THE FRIENDSHIP SLOOP SOCIETY'S
42nd Annual Regatta

Friendship Sloop Days



**2002
YEARBOOK
AND GUIDE**

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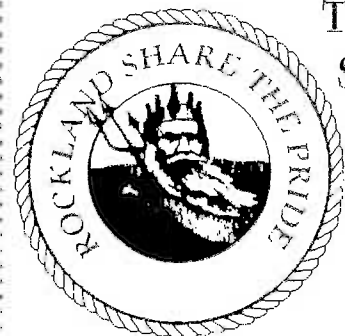
WELCOMES

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TO

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MAINE

July 23-25



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 2 for a full schedule).

OTHER SUMMER EVENTS

June 15 - September 2

Lobster Maine-ia

www.rocklandlobsters.com

July 4

Thomaston 4th of July

July 20-21

North Atlantic Blues Festival

July 31-August 4

Maine Lobster Festival

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Rockland, Maine, Welcomes the Friendship Sloop Society

2002 ROCKLAND HOMECOMING SCHEDULE OF EVENTS:

• Monday • July 22

Sloops arrive. You may tie up at the Public Landing at no charge. Moorings will probably be available after noon on Monday at \$20 per night. Call Harbormaster John Trumbull on Channel 9. Tent, chairs and barbecue will be set up.

• Tuesday • July 23

9:00 Skippers' Meeting. New radio and safety procedures will be introduced. Plan for Cruising Division will be announced.

11:30 Race starts off the breakwater

4:30 Rowboat Races

5:00 BYO Barbecue under the tent

• Wednesday • July 24

9:00 Skippers' Meeting. Cruising Division plans will be announced.

10:30 Parade of Sloops

Noon Race starts off the breakwater

4:00 Sloops on public display at Chamber of Commerce float.

6:00 Public dinner under the tent followed by...Bring your own musical instrument.

• Thursday • July 25

9:00 Skippers' Meeting and announcement of Cruising Division plan.

11:00 Race starts off the breakwater

4:00 Awards Ceremony

6:00 BYO Barbecue under the tent

Cover: *Salatia*, first fiberglass Friendship Sloop

Hadlock Award

In memory of Bill Hadlock, skipper of *Heritage* and Past Commodore, an award is made at the Annual Meeting to a member of the Society who:

1. Has promoted safe sailing by evidence of sound seamanship in conjunction with an abiding love and respect for the sea
2. Has nurtured and promoted family participation in the Society's activities
3. Has shown a strong willingness to share knowledge and help others
4. Has enthusiastically promoted the goals and aims of the Society
5. Has been a strong advocate of the beauty, charm and splendor of the Maine coast.

In 2001 this award was made to Vice Commodore John Rand and his family.

2002 Friendship Sloop Society Yearbook
Published by Maine Sunshine Inc., 43 Park Street, Rockland, ME 04841

Commodore's Message

I have to start my message on a sad note. The beginning of the year saw the passing of our founding member, Bernie MacKenzie. His pride in his Charles Morse sloop **Voyager** left him, with the enthusiastic help of Friendship people, to found our Society in 1960, and to plan the first Homecoming in 1961 at which Governor Reed presented Bernie with the Governor's Trophy as

winner of Class A. Since then, Bernie has almost never missed a Homecoming, first in **Voyager** and then in **Voyager II**. Last year, in his eighties he sailed through Tuesday's winds to finish the race.

Fourteen sloops started that first race and now we have in the neighborhood of 30 sloops that come to the Rockland Homecoming and others that meet for races in other areas. We go to Rockland this year knowing that our founder is no longer with us. He will be missed, but the organization that he founded is strong and the idea of fellowship that he built it on is still strong.

We are headed for another summer. We have ordered good weather and smooth sailing, so it should be a good year. The season will start again in the Chesapeake, move to New London and Southwest Harbor and on to Rockland. The season then moves to Marblehead and ends with the Gloucester Schooner Festival in September. All good chances to get together, sail and enjoy fellowship.

In Rockland we plan to have both racing and events for the cruising set. More details on these events will be in the Newsletter and in the Rockland registration material. We will look forward to seeing you there.

We need to give a lot of credit for the Rockland Homecoming to "Share the Pride." This organization sees that the tent is there, the grills, tables and chairs are in place, and they arrange for the dinner on Wednesday. The proceeds from the dinner go to an organization of their choice to help the community, and that is what we are all about. So hoist your sails and head east to enjoy the hospitality of the Rockland Harbormaster and his crew.



Bernard MacKenzie 1922-2002

By Nancy Toppan

When Friendship sloops become part of your life, you realize that they are more than just sailboats. There are some Friendship sloop people who are more than just people and likewise become part of your life. Bernie MacKenzie was one of those people.

Shortly after **Compromise** arrived in our side yard in 1985 Bernard MacKenzie arrived at my kitchen door, introduced himself and his companion, Al Zink, and asked if that was indeed a Friendship and could they look at our boat? I invited Bernie and Al to climb all over her. Bernie and Al offered us volumes of advice about our craft and encouraged us to join the Friendship Sloop Society. In the years that followed we sailed with Bernie in and out of Scituate harbor more times than we can count, right up to the fall of 2001.

When our days in Boothbay overlapped the Homecoming Regatta we were fortunate to sail with many skippers, and those races with Bernie were among the most eventful. Our son, Andrew, was aboard **Voyager II** the day she left her rudder next to Squirrel Island.

It is impossible for us right now to imagine Scituate Harbor without Bernie, his dinghy and **Voyager II**; without meeting Bernie along Front Street to say "Hi" any time of year; without one of those people who have become part of our lives.

Life Beckons

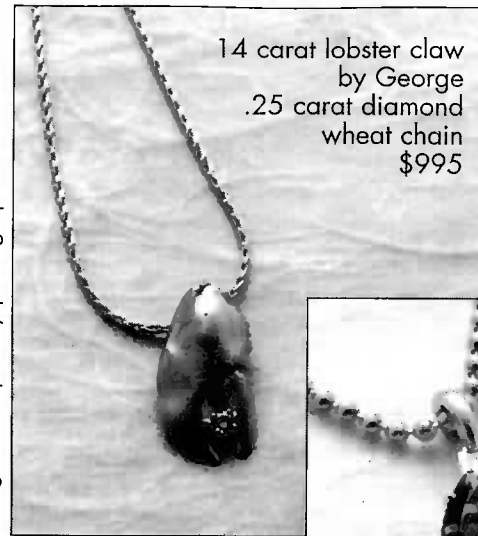
By Charlie Noble

The tragic events of September 11 have ignited a changing sense of priorities. After promising ourselves, family and friends for far too long a time that 'someday' we'd stop dashing about and start spending more time together on our beloved sloops, the time has come for us to mold our dreams into reality.

There can be few greater rewards in life than the independence, the satisfaction of soul and the pure, simple pleasure that comes from hoisting sail and heading offshore. It tests our capability and puts us in harmony with our own selves, our vessels and nature. In later years, after our hair has turned gray, the scrapbook and the memories will be far richer. The rewards will prove priceless. Now, more than ever, it is the simpler things in life that count most. Let's embrace the kids, proudly display our flag, kiss our mates and hoist that beautiful gaff-headed mainsail.

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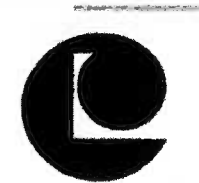


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The Loss and Recovery of Endeavor

By Ralph Stanley

On the first day of the Regatta, Marion, Leo Campbell and I in **Seven Girls** were asked to go out to the middle of Penobscot Bay to report on the weather. It was quite choppy out there and was breezing up stronger from the southwest all the time. Then the Race Committee asked us to stand by **Salatia**. She had broken her gaff and was having a hard time getting things secure. We saw her in by the breakwater. By this time the sloops were sailing close-hauled down the shore toward Owls Head.

We proceeded along the breakwater to meet them. Now the wind had really picked up with heavy gusts. We were about a half mile from the first sloops and we could see **Endeavor** with one boat ahead of her. Richard was sailing her hard and he had dipped the coaming several times, taking some water aboard each time. He did not realize that the bilge pump had been turned off until he noticed water slopping in the bilge. Just after they turned the pump on, a heavy gust and a big sea put her coaming under again. This time she lost steerage way and the cockpit filled. In a minute, **Endeavor** sank, leaving her crew of five in the water. When I saw her go over, I knew she was going to sink.

As we headed for them, I tried to call for help on our hand-held radio, but the battery chose that moment to die. I knew it was up to us to pick them up if we could. We were still some distance away when I saw the masthead disappear. I could not see anyone in the water as it was so choppy. I tried to steer for the spot, but it is hard to go directly for a spot in the water when there is nothing there to see. I was quite close to them before I could see their heads in the water. I wanted to get to them as quickly as possible, but I didn't want to give them a washing with my wake. It was hard to get alongside them as it was so choppy and I had to be careful not to hit them with the boat. We got Mrs. Bell aboard first but we bruised her up pretty badly. It is hard to get a person over the side of a boat when the boat is rolling and pitching. We finally got all five aboard and I took some visual marks to have some idea of our position before we headed for the harbor.

Endeavor was on the bottom in about 65 feet of water. A diver could find nothing at the marks I took. He got a boat to look with a fish finder and a side-scan sonar. Another boat searched for two days with a side-scan sonar and found nothing. Then Jill Flora told me about Garry Kozak of Klein Associates, makers of side-scan sonars. He came to Rockland with two helpers and sonars, depth sounders, generators and a GPS. We searched all day over a big area and found nothing. Finally Richard suggested we go out to where I had picked them up and tow the sonar southwest. We did this and we found her. We checked with the depth sounder and, to make sure, got a position with the GPS. We dropped an anchor with a buoy to mark the spot.



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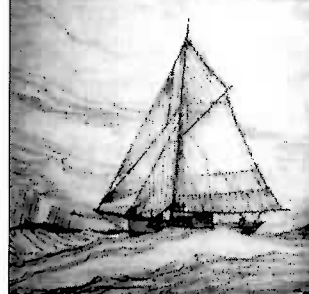
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Next morning the diver went down and confirmed that it was **Endeavor** and proceeded to lift her with air bags. The top of the mast came out of water when the air bags broke the surface, but the boat bounced and the strain pulled the traveler out of the deck. The oak was real soft from the pressure after being on the bottom for several weeks. She went down again stern first as the air bag was still attached to the bow. The rudder struck bottom and was damaged while the tiller hit the coaming, cracking it and breaking the tiller. The boom went up and struck the spreader, breaking it and cracking the topmast. The gaff jaws were also broken.

I then got Doug Beal to come with his barge from Southwest Harbor to put straps around her and lift her with his derrick. In three hours she was on the deck of the barge on her way to Southwest Harbor. When we got home, we found the anchor we had dropped still in the cockpit.

Endeavor has been scraped to bare wood, dried out and repainted. The space under the deck in the cockpit has been sealed to create an airspace that will give her more buoyancy if she dips her coaming again. The engine has been replaced and necessary repairs made. She will be sailing again this summer.

Signals from the Race Committee

With the loss of RMS **Titanic** in 1912, all steamships were required to carry radio equipment. With the sinking of **Endeavor** in 2001, the Friendship Sloop Society caught up. The Race Committee now requires that each support boat and sloop participating in our races carry an installed VHF radio and that a person on each vessel be designated to listen to it. In addition to the pre-race radio check-in, the Race Committee may conduct random radio checks. Further details at each Skippers' Meeting.

As a recognition of the age and delicate condition of Class A sloops and their owners, the Committee will direct, at the discretion of each skipper, that each registered Class A sloop, after crossing the Wednesday finish line, shall pick up a designated lobster buoy as she used to do in 'the good old days.' She may enjoy whatever restorative she finds at the end of the warp - if any. The recipient of the treasure shall be awarded the 'Rum Line Trophy'.

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What a Blast!

By Mary Cronin

6/30/2001: 12:00 noon.

Weather forecasters were expressing concern over two large fronts moving toward New England but could not confirm where these fronts would come together.

2:00 p.m.: The US Coast Guard predicted a severe thunderstorm watch for Massachusetts from Scituate to Merrimack River. Boaters were warned to seek immediate shelter.

3:00 p.m.: More urgent warnings from the Coast Guard, but boaters in the Salem, Mass., area did not heed the prediction or did not hear the broadcasts. Area Harbormasters were patrolling our area, spreading the alarm and towing in boats. We stayed on board.

4:00 p.m.: The skies were already turning dark – some boaters headed in, others headed out to sea. The storm hit with abrupt intensity and fury. Torrential rain and heavy winds mixed with hail. Our Friendship sloop **Tannis** did a 360 degree circle around our mooring. Frantic calls came over the radio for Coast Guard assistance.

Our son, Wayne, and his wife, Kirsten, were laying to their anchor in Gloucester Harbor and said that the Coast Guard and Harbormaster were rescuing people in the water from overturned boats, boats that had lost power, and others with dragging anchors. A large schooner dragged down on them, but they managed to tie a milk bottle to their anchor and power out of its way.

Hail stones the size of golf balls lashed at **Tannis** and filled her decks and cockpit. The continuous lightning was ferocious and the thunder deafening. The front stopped over Salem Sound for over one hour. Older residents later stated they had never seen such a long-lasting and intensive storm.

Lightning struck our top mast and blew out all electronics. The smoke and smell of burning wires filled the cabin. Splinters off the topmast drifted down into our cockpit. Nothing worked! Radios, speed indicator, depth sounder, idiot lights on the engine, lights – all burned out. Light bulbs reverted to sand!

When the storm finally passed and the smoke left the cabin the Captain, our grandson, Drew, and I sat down and waited for our hearts to start beating again. Most of the wiring was no longer smoking and everything electrical was turned off.

We could hear an insistent bzzzzzzzzzz. After frantically searching the bunks and the cabin, the Captain gingerly brought out my duffle bag asking WHAT was in that duffle bag? The storm had activated my electric toothbrush!

Since we were heading for Rockland, Maine, in a couple of weeks for the Friendship Sloop Regatta, repairs had to be accomplished quickly. Calls were made



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to local distributors, all electronics were replaced, and *Tannis* was back in shape. We did not realize that our steel fuel tank had been magnetized by the storm and our compass was off by about 25 degrees. That caused all kinds of problems!! We had compasses around our necks, on the cockpit seats, etc.

In February, 2002 Bill Whitney of the Friendship sloop, *Gaivota*, will degauss our fuel tank. Webster's definition: "to make a ship effectively nonmagnetic by means of electrical coils carrying currents that neutralize the magnetism of the ship." WOW!

We will not forget that storm!

Laying Up

By Miff Lauriat

These days, getting a sloop out of the water is pretty easy. *Salatia's* recent Brownell trailer haul-outs have taken all of about 10 minutes apiece. But the old way was much more interesting. I have some fond memories of the 'good ol' days' working on the marine railway.

We'd start by making sure the wheels under the car the cradle rolled on had grease and would roll. Then we'd repair braces and posts. The real fun began with prying the damn thing down the rails, rusty second-hand tracks salvaged from a real boat yard, till we fetched up in the muck, so-called "mire-mud," because in those pre-sewage-treatment-plant days that was the polite name for it.

After the cradle was all the way to the end of the track, we laid off a four-part block and tackle borrowed from the Porkah Grossah Yacht Club, our affectionate name for the neighboring fish wharf. The fall led to a large winch, also salvaged from the real boat yard, powered by a straight-eight motor from an Olds junker. Trying to get that engine going was the trickiest part of the operation. You can imagine that someone like myself, who didn't even have an auxiliary in his sloop, might not be too mechanically inclined so I would call on my wizard friend, Frank. Frank would fuss over the beast, and diagnose stuck points, water in the gas, bad electrical connections on the solenoid or spiders in the carb, whatever. I had confidence that the rusty old heap of iron would soon roar to life again. She'd belch fire up through that Carter carburetor and oil smoked from the crankcase breather. Water constantly trickled from petcocks and leaky freeze plugs.

When we unloaded 700 pounds of inside ballast and unstepped the rig, *Salatia*, floated six inches higher. She needed only an average 10.3 tide to float on to the cradle. I had trouble remembering whether that forward post on the cradle lined up with the forward of middle porthole, but we'd get her aligned and chocked. After we'd selected the proper gear and wound the rope around the capstan four times, the cogs of the winch would clank and chatter. Slowly and laboriously she'd crawl up the ways. An agonizingly long half-hour later, she'd be on the bank, securely chained for the winter.



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Gypsy at Marblehead - 2000

By Jim "Binnacle" Wright

Dave Graham, Marblehead Race Chairman, handed out course instructions. All the courses were outside Marblehead Neck in the open ocean. As the north-east wind was increasing to 20 knots, Dan and I just looked at each other.

"Ladies and gentlemen, the deteriorating weather conditions dictate that we should move the starting time from 12:00 noon to 10:00," Dave told the assembled and anxious crews. We unloaded as much gear as possible, including the outboard, tied a reef in the mains'l, and with only 15 minutes to the start, got under way. The starting line was about half a mile to windward and it looked as if we'd make it in time. As the rest of the fleet was maneuvering near the starting line, we charged, close-hauled, across the harbor. As we approached the west side of the harbor, getting ready to tack to starboard, a 30 knot gust knocked Gypsy down on her beam ends, port rail awash.

"Oh, m'God, Dad!"

"Stand by the backstay, Dan. Hard a-lee. I think this is too much for this little sloop!"

"Dad, we just spent two days slogging our way up here. We can't quit now!" As I put the helm down and we came over on the port tack, another gust knocked us over and held us down long enough for the cockpit to fill.

"Dan, it's no use. We'll break something or get hurt. I can't tear up this little sloop. She's new and pretty and @###*#@#."

Looking at each other in disappointed frustration, I eased the helm as Dan eased the sheets and we roared back down through the moorage, Dan yelling directions as we slalomed through the gold-plate yachts to pick up our mooring. We were once again under the watchful eyes of the 'yachties' lining the rail of the Club. As we rounded up for the mooring, Dan, with the boathook in one hand, hanging on to the starboard shroud with the other, managed to snag the mooring pennant just as a gust hit; and refusing to let go the pennant - plop! Dan, overboard, managed to reach the shroud, handed the pennant to me, sails flogging, smiling, trying to look cool and suave in front of the 'yachties.'

"Whew!," Dan grinned, clambering aboard, stripping off his wet clothes down to his shorts.

"Dan. Here's a towel. Please go below before you take off too much."

Gypsy is a 22-foot Ahern sloop from Stonington, Connecticut, now re-named **I Got Wings**.

Omaha Award

Gregory Roth received this award for his contribution to our Society on Long Island Sound. The award is made in recognition of the sloop **Omaha**, built in 1901 by Norris Carter and now owned by Adrian Hooydonk.



A R T M U S E U M

THE FARNSWORTH

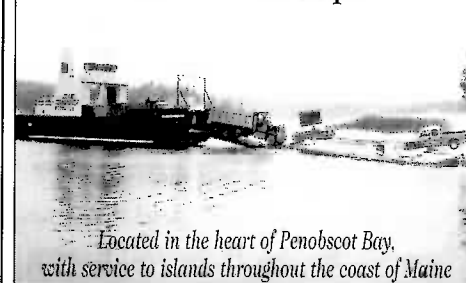
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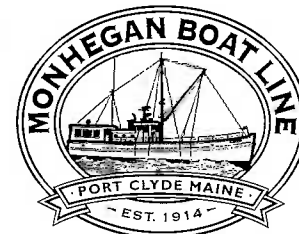
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The Human Voice as a Navigational Aid

By Ruy Guttierrez

Departing Rockland for Friendship with six other sloops we could still see each other in the murk, but as soon as **Sorceress** rounded Owls Head, everything disappeared.

I had done my homework the night before and had plotted buoy-to-buoy courses all the way, but still we had a few close calls with immovable objects as the tides and fog played all sorts of cute tricks. When we passed Mosquito Island, we opted to pull into Port Clyde. If the weather improved, we'd push on for Friendship; if not, we'd stay put. We heard the foghorn on Marshall Point Light but never saw the light. We did, however, see red nun '6' which marks Marshall Ledge to starboard, and I turned almost 90 degrees to starboard with the intention of staying in the deep channel into Port Clyde.

My wife Tam, the bow lookout, soon called excitedly "Rocks ahead!" I stopped **Sorceress's** forward motion, turned to port, then to starboard, both times foiled by nasty boulders. Our GPS showed we were in Port Clyde, but without a differential GPS, the margin of error could be as large as 300 feet. I was about to anchor and wait things out when out of the mist arose a shrill voice,

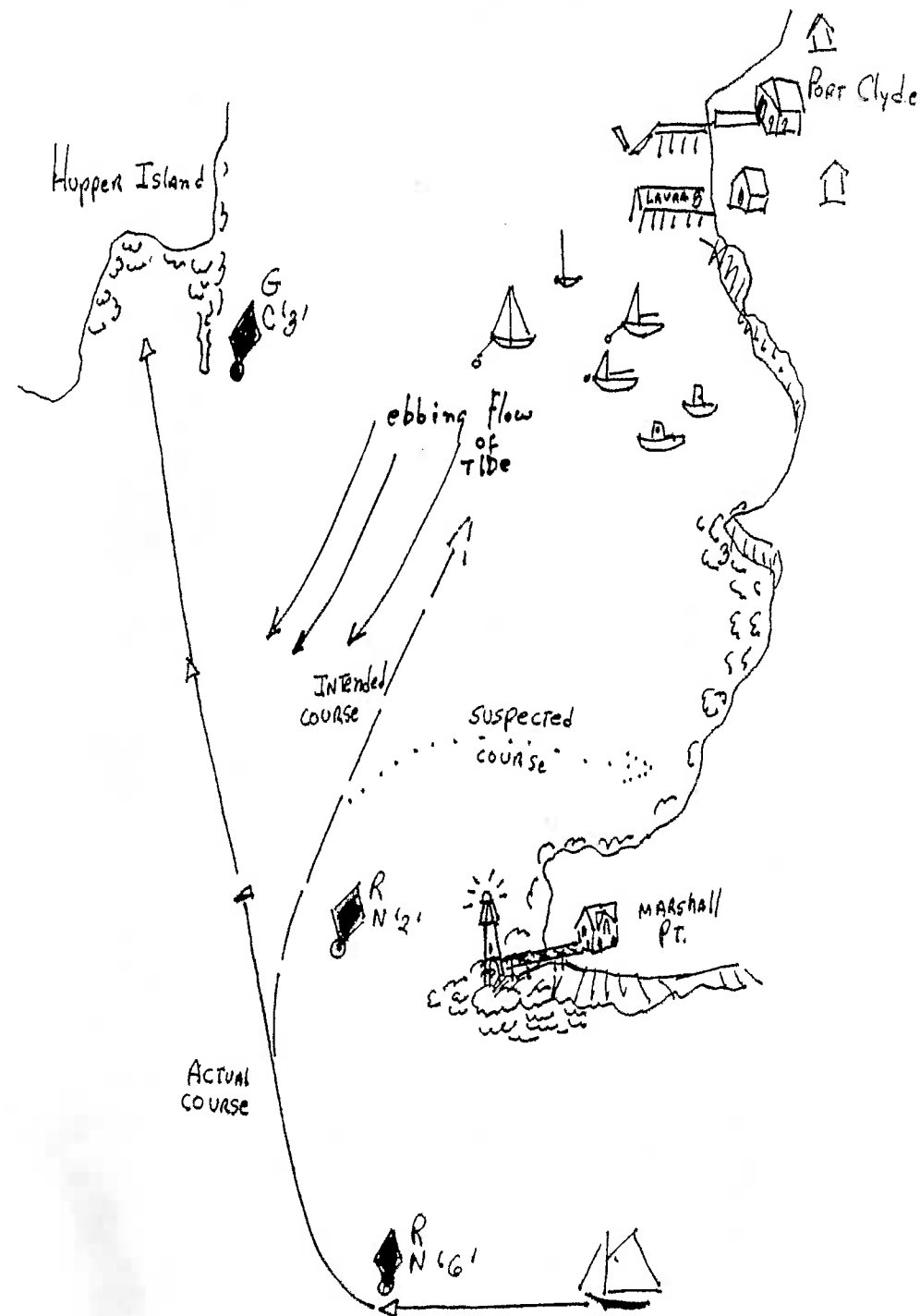
"No, Daddy. Don't do that!" I knew this was no angel, but seizing the moment, I yelled back,

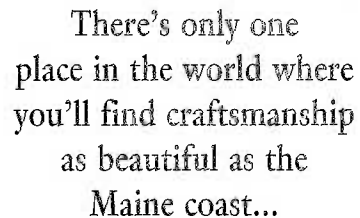
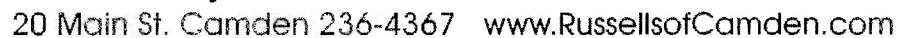
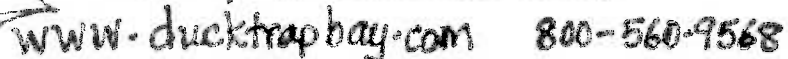
"Daddy, is this Port Clyde?"

"No. Hupper Island," was the reply. After a grateful acknowledgment, some quick calculations and an educated guess or two, I took a reciprocal heading toward the yet invisible opposite shore. No sooner had I pointed the bow in, hopefully, the correct direction than the fog dissipated like THAT! And there was Port Clyde in front of us, the fleet peacefully moored, the colorfully-clad tourists eating ice cream on the **Laura B.'s** wharf.

I think that when turning to starboard at nun '6', I subconsciously leaned toward the Hupper Island side of the channel, since it is deeper. Consequently, I missed nun '2' and therefore did not turn farther to starboard to end up by the moored boats. Instead, I ended up in that little horseshoe behind can '3'. Consider, also, the ebbing tide, which must have set **Sorceress** toward Hupper Island.

The story does have a happy ending – we made it to Friendship in time for the evening festivities. . .





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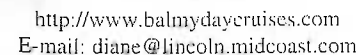
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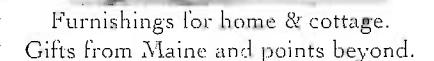
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Twenty Years Later

By Kathe Newman Falt



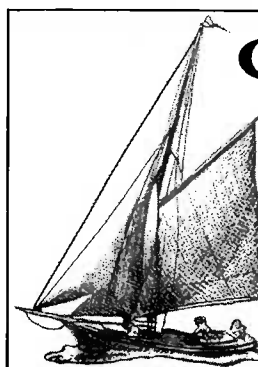
Last summer we brought my father's sloop **Tradition** to the Rockland races, "we" being my father, Jarvis, first to build a fiberglass Friendship; my children Susan, Sarah and Gordon, and I. Not since 1981 has my family brought a sloop to the annual races. In that year I was 18 and my college roommate and I pitched a tent on Long Island for three days. I remember the freedom we had to socialize with all the other young people on the sloops, sail all afternoon with 10 or so of us draped over the decks, check out any sloop with young men aboard, and try to get Dad to steer accordingly, drive (all teens, no parents) to a quarry to get the salt off and have some fun, pack a station wagon and head to Ames Ice Cream Parlor, and cookouts on the lawn overlooking the moored sloops. However, my parents sold their boatyard and **Dictator**, and until last year we hadn't brought a boat back to the races. Yet, come July, my thoughts have always been with the Friendship people and their sloops.

Aside from the races themselves, we experienced a genuine welcome from old and new friends. I've never stopped admiring these graceful sloops, and I catch my breath whenever I see one under sail or even moored. There's nothing like them in the modern world, I'm grateful to have had a little match during the second race with Bernie MacKenzie and **Voyager**. I'm thrilled to see you not-so-old-timers still sailing with the Society.

Things are different from 20 years ago - there's no need to find a quarry now to wash off, thanks to Rockland's accommodations; there's no Ames Ice Cream to drive to on a winding bumpy road; and there's no island to camp out on. But, times change, and now that we're all rafted together at the dock we can walk up the hill to ice cream and there's a warmth in the air among us all to be sailing, preserving and enjoying our Friendships and friendships.

Morang Award

The award is given in memory of Bruce Morang, helmsman, yearbook editor and Race Committee Chairman. Ashore, he was editor of the Reading, Mass. newspaper and a discriminating writer. The award is given for the best article submitted for publication in the yearbook. In 2001 it went to Craig Collemer for "Welcome Back".



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Winter Cover

By Alexander Forbes

Bucephalus never made it into the water last year, but waited patiently, a bit sulky on the really fine days, beneath her canvas. I got used to her cover, peaked high above her decks, and its depressing obfuscation of her lines. My boat became a shape; a sad state of affairs that shouldn't ever happen to a boat, and one that I had determined to remedy.

Now the winter rains had let up and the canvas was finally dry enough to loosen from around the framework of cheap, hardware store lumber. The fights to wriggle my head under winter-wet canvas for reassuring peeks were over. I folded the cover back into great piles of grey that draped wearily; over coarse rafters and lashdowns of retired climbing webbing, and sat for a while. Just sat, one arm over the coaming, one hand on her tiller, the framework casting shadow geometries over dust and mummified yellow-jackets.

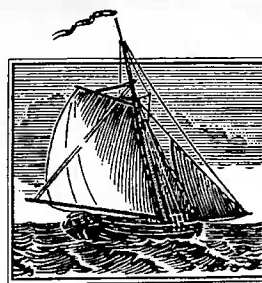
In that first moment, though, there is too much yet to be done to take great pleasure in just sitting. The brightwork, chafed by lines or incautious docking, with days of spot priming before the first real coat can go on. Those 'holidays' of last year that didn't fade over the winter; worse yet the subtle curtains of paint that show where spring's teasing distracted me from my brush. The summer drought that roughened her bottom and opened the south-facing seams; the winter rains that stained her topsides.

Though loosened, the cover stays on, sheltering her from the blinding heat of summer, shedding the fresh water that does no bilge any good. The rafters get shifted this way and that as I sand deck and toe rails. The ridge beam now suspends drying wipe rags and leaves dents in my head as I move, chimpanzee-like, about the deck.

Then the brightwork is done. Over the days the rafters have become a nuisance, been removed, and lie stacked against the fence. I've stopped intentionally not counting the days left until she might touch water and am now hurrying to finish all the extraneous details that I once procrastinated on – finding a launch ramp, renting a slip, digging the lifejackets out from under the bed. One week left, if the weather holds. One week left, if the spot prime dries properly. One week left, and though I never actually count the days, 16 years of watching **Bucephalus** come alive tell me all I need to know. One week.

I wait until evening. Though all is sanded and pre-prepped, tomorrow I'll be hurrying to lay paint before noon heat stymies even Penetrol and I'll take any head start I can get. Completely dry, the cover weighs almost nothing as I mound it up on the foredeck. The ridge beam breaks into two pieces for easy handling, makes a vindictive swing at my new brightwork, and is foiled with a hair's breadth to spare. The three vertical supports, more dry than ever, ring as I drop them beside the trailer. A moment to position the sump box, the hatch covers, the slider. Another to stow sandpaper and scraps of carpet padding where the dew won't get them. A few more to stack the framework bits against the back fence. All the time, **Bucephalus** is hovering over my shoulder. It's like getting dressed in the morning, feeling my wife still just waking up, half asleep and half watching me.

Before I leave, I touch **Bucephalus's** bow, already cooling as the day fades, then go to attend the trivia of the evening. The hardware store for a new brush. The super-market for milk and salad stuff. The bicycle store for new brake cables. Tomorrow: top-



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Pendleton Memorial Scholarship Fund

Founded in 1966 and named in memory of Commodore Bill Pendleton and his wife Beatrice, the Fund assists Friendship graduates of Medomak Valley High School to continue their educations. In 2001 the Fund's capital was increased to \$71,125 by donations of \$11,473 from the auction at the annual meeting, from a subsidy voted by the Society, and by gifts, notably one of about \$8,000 from the Friendship Community Club in memory of John T. Harlot. Six scholarships of \$800 each, one of which was designated 'The John T. Harlot Scholarship', were awarded to Friendship graduates from income on the capital.

Donations to the Fund are tax exempt and will be welcomed enthusiastically by Treasurer David Bell, 35 Pumpkin Cove Road, New Harbor, Maine 04554.



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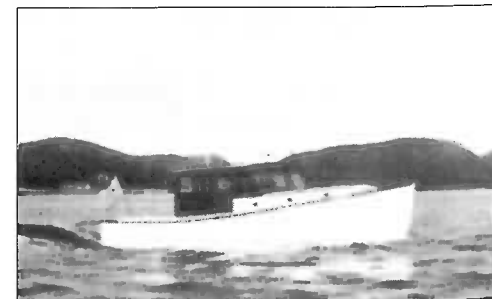


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Winter Dreams

By Tom Berry

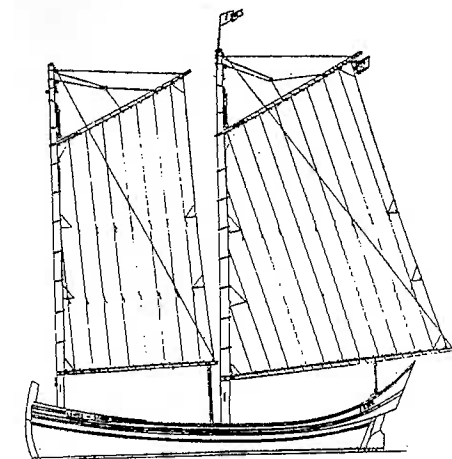
Tiredness does not always beget drowsiness when one's on the ragged edge of exhaustion. Toss, roll over, turn again, stare at the ceiling, reshape the pillow; often none of these attempts to bring on needed sleep succeed.

My personal elixir? Think of pleasant days on the water. Usually there are enough days from the previous season to induce somnolent euphoria. The May sail to St. Michaels for the First Annual Chesapeake Bay Friendship Sloop Regatta was the great one this year. Ah, the week **Wenonah** and I spent alone was a beaut, especially the two and a half days anchored in a creek on the Wye River with nary another boat nearby except for one night. I still laugh when I think we'd be there today but for the rapid depletion of our ice. (Don't make the stuff the way they used to.) Or the Saturday night after September 11 when Joe and I were anchored in Tilghman Creek off the Miles River, deliberately far from the madding world. 'Twas a perfect cloudless, moonless night and all was quiet except for the drone of the military tanker we finally eyed overhead busily refueling the F-somethings that I still hear protecting our nation's capital's skies this winter night as I write this. Or the next day's lazy, lazy sail up the Miles River watching the log canoes with their acres of sail gracefully race by and the feel of the wind picking up to make for a hard beat to our destination. Ah, those thoughts of fine days on the water always bring forth precious sleep.

The ultimate sleep inducement, however, is the one I savor, the one that is rarely called on, but certainly the most satisfying. It's of the sail not yet taken. **Wenonah** and I are crossing the Bay, heading for home on a pleasant north to northeast breeze. Anything north is fine. The sun is a large orange ball low in the blue western sky. The day is perfect. The moment is perfect. **Wenonah** and I are in harmony with everything around us. Without explanation, for **Wenonah** knows and approves of everything I am doing, I slowly turn her wheel to port for a southerly heading, ease her sails and we are broad reaching down the Bay on our way to paradise, to any one of many islands waiting to welcome us to our new home. I'm usually well on my way to a deep sleep before we get close to the Bay Bridge, just five miles south of where this scenario always begins.

Bancroft Award

Harold Burnham won this award for rebuilding **Chrissy** and using her for taking people lobstering under sail. The award is made in memory of Winthrop Bancroft, owner of **Elicia III** and an early and enthusiastic member of our Society. The award might also recognize an unusual voyage, the building or rebuilding of a sloop, a model, a poem, a painting – some contribution to the Friendship tradition.



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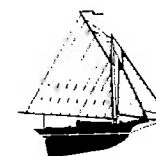
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2002 Schedule of Friendship Sloop Society Events

May 17-20 • Chesapeake Bay Regatta, St., Michaels, MD

Tom Berry 3356 Runnymede Pl., N.W., Washington, DC (202) 363-9494

July 13-14 • New London Windezvous, New London, CT

Jack Vibber 5 Soljer Dr., Waterford, CT 06385 (860) 442-7376

July 20 • Southwest Harbor Rendezvous, Southwest Harbor, ME

Miff Lauriat 47 East Ridge Rd., Southwest Hbr., ME 04679 (207) 244-4313

July 22-25 • Homecoming Rendezvous and Regatta, Rockland, ME

David Graham 7 Batchelder Dr., Marblehead, MA 01945 (781) 631-6680

July 26-27 • Friendship Days, Friendship, ME

Bill Zuber 35A Tideview Lane, Friendship, ME 04547 (207) 354-8036

August 10-11 • Marblehead Regatta, Marblehead, MA

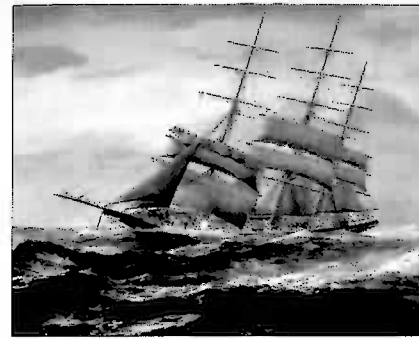
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August 31-September 1 • Gloucester Schooner Festival, Gloucester, MA

Gloucester Harbormaster

November 9 • Annual Meeting New England Center, Durham, N.H

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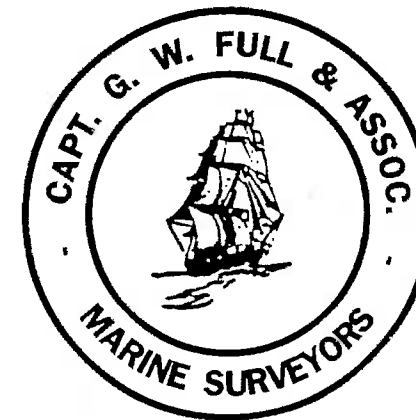
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★ New London Windezvous - July 14-15

Class A

Natanya - Joe Hliva

Lisa K - Jeff Cohen

Class B:

Finest Kind - Mike Loram

★ Southwest Harbor Regatta - July 21

Order of Finish: *Phoenix, Tradition, Salatia, Freedom, Chrissy, Endeavor, Gaivota, Banshee*

★ Rockland Homecoming - July 24-26

State of Maine Trophy for Best Overall Performance – *Tannis*

Division I

Echo

Margaret F

Banshee

Division II

Tannis

Rights of Man

Class A Originals

Chrissy, Tern Sazerac

Special Trophies

Chrissy Trophy – Peggy Miller

Gladiator Trophy – *Banshee*

Owner/ Builder Trophy – Paul Haley, *Tern*

Liberty Trophy – *Echo*

Jarvis Newman Trophy – *Salatia*

Cy Hamlin Trophy - Jarvis Newman, *Tradition*

Spirit of Friendship – Joe Hliva

Nickerson Trophy – Adam Phillips

R. W. Stanley Cup – Richard Dudman

Liberty Trophy – *William M. Rand*

Jarvis Newman Trophy – *Banshee*

★ Marblehead Regatta - August 11-12

Ridgeway Trophy – *Tannis*

Division I

Tern

Division II

1st Runner-Up

2nd Runner-Up

3rd Runner-Up

Resolute

Eagle

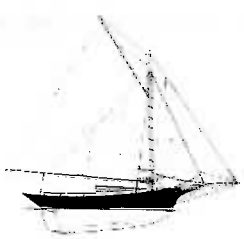
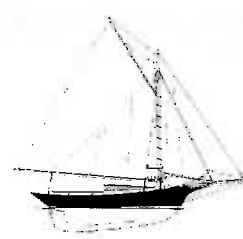
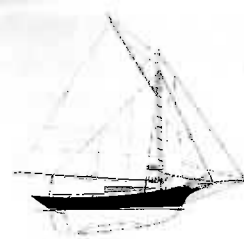
Rights of Man

★ Gloucester Schooner Fest - September 1-2

1st - *Rights of Man*; 2nd - *Chrissy*; 3rd - *Resolute*

Correction! In 2000 at the Rockland Homecoming the order of finish in Division II was:
Salatia, William Rand, Margaret F.

Marcia Morang and Penny Richards have been appointed to the Race Committee as Trophy Organizer and Press Secretary respectively.



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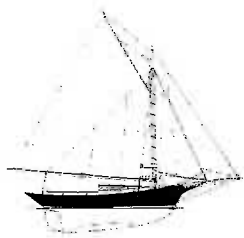
Southwest Harbor, ME 04679

Jarvis Newman, Broker

Kathe N. Falt, Broker

Tel. No. (207) 244-5560 FAX No. (207) 244-0480 www.jarvisnewman.com

We presently have 7 used Friendships built by J. Newman, priced from \$29,900+.
We also have many power boats. Please stop by or call us



No Dog on Freedom

By Richard Dudman

When you see my boat sail past the town dock in the parade of sloops, you may wonder why the announcer sometimes says, "No dog has ever sailed on **Freedom**." Here's the story.

It started back when we used to race at Friendship. On the way there my longtime sailing partner, Tom Halsted kept suggesting that on the way back to Islesford we might pick up his wife, Joy, who was visiting in Deer Isle. "But the only problem is she's got the dogs with her," Tom added. I told him I would never allow a dog on my boat. He kept on nagging, all the way to Friendship and even after we got there. When we prepared for the parade of sloops, I saw a way to put an end to it. The registration card asked the name of the sloop, the builder (Ralph Stanley), the names of the skipper and crew, and then any brief comment. I put down, "No dog has ever sailed on **Freedom**, and that's only half of it."

The announcer read my message, and it gave Tom a good laugh and shut him up on the subject. But it evidently puzzled the older man who was the announcer. I spotted him afterward at the banquet and started to explain. He broke in and said, "I didn't like that message, but I read it anyway. And you may have noticed that I called out 'Hello, doggie,' to the little dog on the boat behind you. I thought it might have made him feel bad."

I told the man, "You must be a dog lover." He said he was; in fact, he raised dogs for a living. I went on (rather snottily, as I look back on it): "I respect that. Well, I'm a dog hater and I expect you to respect my position." That was too much for him and he harrumphed off to a distant table.

Why do I dislike dogs? My conversion came after a childhood in which I had a red chow named Chang, which lived for 17 years. I can't say I loved Chang but I thought having a dog was the thing to do. Chang actually was a lot of trouble. He often fought with another chow, Black Teddy, down the block, and we often had to turn the hose on them to break up the snarling mess when one would have the other by the throat. And then there was the job of washing him, constantly cleaning up tufts of his hair and feeding him pills in his old age. When he limped off to dog Heaven, I had had enough.

At college, I found a wonderful chapter about dogs in a book called "The Theory of the Leisure Class," by Thorsten Veblen, the radical economist who coined the term "conspicuous consumption." He gave many examples of possessions and practices employed to prove that a person was rich and reputable enough to own and do such expensive things. Dogs were his prime case, and when we got to them he really let himself go. Here is a sentence, which I copied

off and still keep in my dog file: "He (the dog) is the filthiest of the domestic animals in his person and the nastiest in his habits. For this he makes up in a servile and fawning attitude towards his master, and a readiness to inflict damage and discomfort on all else."

A couple of years ago at Rockland, I got into a discussion of dogs with Irene Amsbary. She had been good enough to take a break from selling T-shirts and caps to drive me to the supermarket for some groceries. On the way, she mentioned a dog problem. When her friends' dogs died, they brought the bodies to bury them in her yard. It had reached the point where she couldn't expand her rose bed because she kept running into the dog graves. I thought I had found an incipient dog hater and told her my story about no dogs on **Freedom**. To my surprise she sided with the dog. So I made the case against dogs, omitting however any mention of how I ate roast dog in Cambodia and found a restaurant in Saigon that served dog paw soup. I told her about Thorsten Veblen and asked if she wasn't bothered by dogs' obsequious behavior, the way they raise a front foot and look inquiringly at their master, seemingly as if they were afraid they would lose their job. "That's exactly what I like," she said. "Unquestioning love."

We wound up the conversation in a friendly stand-off. But then she handed me a zinger. "When I get another dog, I'm going to name it Richard Dudman." That was a compliment I had never before encountered. I just hope Doug and Irene show up at Rockland – with their new pet. I want to get someone to take a picture of the two Richard Dudmans, the dog and me.



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THE FRIENDSHIP SLOOP SOCIETY'S

A Fair Wind – and not
too much of it.

Roger and Mary Duncan

Remembering Bernie MacKenzie
Scituate will never be the same without Bernie &
Voyager, but everyone will remember.
Peter, Nancy, Andrew, and
Jason Toppan and Compromise

Fair Wind, My Friend

M.P.T. and K.

Our Greatest appreciation and thanks go
out to all who keep this tradition alive.
The crew of **Natanya** (197)

Gladiator, No. 71

Launched on Bremen Long Island March 28,
1902 A member of the Zuber family and the
Friendship Sloop Society since 1967. May you
continue to sail well into your 2nd century .

**Rockland is the true spirit of Friendship
(Slooping). Have a great three days.**

Bette and Bob Monk

Good Sailing in 2002!

Bill & Kathy (Whitney) Gaivota
Dennis, Lisa, & Capt. Sam Whitney

JOIN THE ESSEX RIVER BASIN FEST
AT THE ESSEX SHIPBUILDING
MUSEUM IN OCTOBER 2002

Hal Burnham

Great Sailing in 2002

Jerry and Lois Ross

Friendships ----- Friendship
A Perfect Blendship
Evelyn and Bob Rex

Just Launch her and go.

Miff Lauriat

*The gods shall not deduct from man's
allotted time those hours spent sailing.*
Crew of Sorceress

Compliments of
George and Elizabeth
Jackson

**The "crew" from the Maine
Sunshine Guides wish you all fair
winds and "sunshine"**

BULLETIN BOARD

THE FRIENDSHIP SLOOP SOCIETY'S

Life Beckons

Dick Salter

Will Crew. We can swim.
Nancy and David Bell

*Friendships add richness and
worth to life.*

John Wojcik and crew of **Banshee**

Thank you for supporting the
Friendship Sloop Society through
your chandlery purchases.
Peggy and Tom Miller

Queequeg is back from Florida.
See you in Rockland
The Langton Family

*Fill your rum cup and make
a sailor's toast "to the usual"*
Best of all
Wenonah

Thanks to Harvey and Francis Rockburn for your
kind hospitality during our visit to Rockland last year.
P.S. The can of Ralph Stanley's brown paint looks great.

Greg and Naomi Grundtisch

**GIVE ME A SEA FULL OF SHIPS
AND A GPS TO STEER BY.**
-SEAMUS DONAGAIN

Thanks to Ron Zerkowski
for the awesome Sea Dog
plaque he made for us.

Greg and Naomi Grundtisch

Happy sails to you. . .
from the crew of
Flying Jib

Departure #151, the smallest Friendship I
know of, (14') was built by Scotty Gannett ca.
1936. Restoration is proceeding slowly. The
point is to be doing it, not just getting it done.
Llewellyn Bigelow

Best Wishes from the Mara E. and the
Abrams family.



May your compasses point north as a good compass
should. And may all your sloops be WOOD.

Ralph and Marion Stanley

BULLETIN BOARD

Rockland – a view from the land

By Penny Morang Richards

Try as my father did to instill his love of boats in me, I am not a sailor by nature. Boats are pretty to look at and fun to sit upon when tied to the dock or rafted one to another. Mine is a point of view from the land.

Months later, the details of my version of events remain clear – wind and tide conditions, jockeying for position, the course, and the extended forecast. Here it is, wrapped around a recap of the three day adventure that was my Rockland Homecoming.

Tuesday: Turned down a gracious invitation from the race committee to join them on the water. A very blowy day, difficult to read a newspaper dockside (wind conditions). A few boats braved the winds, a few decided to shorten their course, a few never ventured off the dock, and one went out and did not return for many days. Lunch from Subway followed by a quick trip to Wal-Mart (Mary Cronin needed bottled water). Argued with mother. Collected trophies. Called husband (toll free) at his office in Massachusetts.

Wednesday: Turned down a polite invitation from the race committee to join them on the water. Called the action during the Parade of Sloops. Plotted the best course to take mother and me from parking lot to Dunkin Donuts (two large decafs; one hot, one iced; both extra cream, the iced with extra sugar), to the Salvation Army Thrift Store (London Fog rain coat, \$5) to Subway (lunch again) and then back to the harbor. Called husband. Engaged in pleasant chatter with tourists and started a rumor about Maria and Charlie Burnham that I figured would keep a woman from Ontario awake for weeks. Handed out Society year-books. Precipitation update: five inches of snowfall measured outside the harbor-master's office. How do you know? You were out sailing.

Thursday: Turned down yet another invitation from the race committee to join them on the water. Tide was out and the ramp angle was steep; it's always amusing to watch folks try to negotiate the ramp and maintain the integrity of malt beverages. Collected some returnable soda cans for the treasurer. Repositioned lawn chair three times to achieve maximum sun exposure while finishing a stirring novel. Walked to Rite-Aid for the seventh time in three days. Lunch from Subway (we've collected enough of those premium stamps to get a free foot-long sandwich). Called husband. Set up trophies on table under tent. Explained for the umpteenth time why one trophy is a metal sailboat in a potty pot. Assisted Dave Graham reading his own handwriting during award ceremony.

So that's a wrap, the perspective from the land. The extended forecast calls for long, slow days on land while you folks play boats. But I guess I wouldn't be here if I wasn't enjoying my own special homecoming.

FRIENDSHIP SLOOPS REGISTERED WITH 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 WWII; 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 Address	Homeport
1.	VOYAGER	30'	Charles A. Morse	1906	Rockland Apprenticeship	Rebuilding
2.	DICTATOR	31'	Robert E. McLain	1904	Peter M. Chesney, Burbank CA	Deer Isle ME
3.	CONTENT	25'	Stuart M. Ford	1961	Noel March, Friendship ME	Friendship Harbor ME
6.	EASTWARD	32'	James Chadwick	1956	Robert C. Duncan, Concord MA	Boothbay Harbor ME
7.	TANNIS	38'	W. Scott Carter	1937	Jack & Mary Cronin, Sturbridge, MA	Salem Willows MA
9.	AMITY	30'	Wilbur A. Morse	c1900	Ted & Patricia O'Meara, South Portland ME	Benajamia River ME
10.	MARY ANNE	31'	Lash Brothers	1958	Dr. Joseph Griffin, Damariscotta ME	Damariscotta ME
13.	EASTING	29'	Charles A. Morse	1920	Harvey & Francis Rockburn, Pembroke NH	Rockland Harbor, ME
14.	SADIE M.	30'	Wilbur Morse 2nd	1946	Nick & Eunice Kingsbury, Kennebunkport ME	Rockland, ME
15.	VIDA MIA	30'	Edward L. Stevens	1942	Phil Retondo & Susan Franklin, Scituate MA	Scituate MA
16.	RETRIEVER	22'	W. Prescott Gannett	1942	Phil Retondo & Susan Franklin, Scituate MA	Florida keys, FL
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 Thorp	1961	Gregory Roth, New London CT	New London CT
23.	DEPRESSION	30'	Unknown	1899	Keith Roberts, Rockport, MA	Rockport MA
24.	TERN	25'	Wilbur A. Morse	c1900	Paul Haley & Elizabeth Quadros, Marblehead MA	Marblehead MA
31.	WHITE EAGLE	28'	Wilbur A. Morse	c1914	William A. Cronin, Sturbridge MA	Rebuilding
32.	NOMAD	33'	Wilbur A. Morse	1902	Tom Ash, North Weymouth MA	Rebuilding
33.	SMUGGLER	28'	Philip J. Nichols	1946	Mike Mulrooney, West Kingston RI	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.	GOBLIN	30'	Lash Brothers	1963	Dr. Brad Wilkinson, Durham, CT	Center Hbr 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	23'	Judson Crouse	1939	Bob & Jane Lash, Orland ME	Buck Harbor ME
44.	SAZERAC	35'	Wilbur A. Morse	1913	Roger Lee, Weston MA	Islesboro ME
45.	FLYING JIB	30'	W. Scott Carter	1936	Sara Beck, Topsfield MA	Salem Harbor, MA
46.	MOMENTUM	30'	Lash Brothers	1964	Bayfront Center For Maritime Studies, Erie PA	Erie PA
47.	GALATEA	30'	McKie W. Roth Jr.	1964	Don Murray, Sausalito CA	Sausalito CA
49.	SURPRISE	33'	Philip J. Nichols	1964	George & Chris Griffin, Cincinnati OH	Tenants Harbor 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	Wayne Cronin, Charlton MA	Salem Willows, MA
53.	EAGLE	32'	Wilbur A. Morse	1915	Captain Donald Huston, Nahant MA	Nahant MA
54.	ECHO	22'	Lee Boatyard	1965	Stephen Major & Family	Friendship 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 ME	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 Calvinese, Plantsville CT	Plantsville CT
61.	WINDWARD	25'	James S. Rockefeller	1966	Tim Sullivan, Gloucester MA	Gloucester MA
62.	COLUMBIA	23'	Lester Chadbourne	c1950	John & Kimberly Bundza, Barrington, NH	Great Bay NH
64.	AMICITA	33'	Lash Brothers	1965	Jeff Pontiff, Plymouth MA	Plymouth MA
65.	GALLANT LADY	33'	Morse	1907	James Smith, Picton Ontario Canada	Prinyer Cove, Picton Ont
66.	VENTURE	26'	Wilbur A. Morse	1912	Bill Finch & Carol Rose, Beverly MA	Beverly MA
67.	HIERONYMUS	33'	Ralph W. Stanley	1962	Albert P. Neilson, Honey Brook PA	Southwest Harbor ME
68.	ROBIN L	25'	James H Hall	1967	Bill Cummings, Bristol, ME	Rebuilding
69.	COAST O' MAINE	30'	Vernell Smith	1967	Steven & Mary McRae, Temple NH	Rebuilding
70.	WINGS MORNING	30'	Roger Morse	1967	Rodney Flora & Jill Schoof, Georgetown MA	Buck Harbor 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 Ontario	Kenora Ont
74.	PATIENCE	30'	Malcom Brewer	1965	Rev. John Arens, Needham MA	Cataumet MA
75.	OMAHA	35'	Norris Carter	1901	Adrian Hoeydonk, S. Thomaston ME	Spruce Head Island ME
80.	DOWN EAST	35'	Fred Buck & "Skip" Adams	1941	Jay Thiese, Newton Centre MA	Edgartown MA
82.	MORNING STAR	28'	Albion F. Morse	1912	Paul Milani, Ashfield MA	Sandy Point ME
83.	PERSEVERANCE	30'	Bruno & Stillman (01)	1969	David Niebuhr, Gloucester Point VA	Gloucester Point VA
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 RI
86.	ALLEGIANCE	24'	Albert M. Harding	1970	Hale Whitehouse, Cape Porpoise ME	Cape Porpoise ME
87.	STELLA MARIS	22'	McKie W. Roth Jr.	1969	Capt. James Russell, Scituate MA	Scituate, MA
88.	APOGEE	30'	Bruno & Stillman (02)	1969	Paul & Libby Collet, Freeport ME	South Freeport ME
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

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91.	PHOENIX	30'	Bruno & Stillman (04)	1970	Tad Beck, New York NY	Carvers Harbor ME		175.	EDEL WEISS	15'	David Major	1975	David Major, Putney VT	Friendship ME
92.	PRISCILLA	25'	James Rockefeller/Basil Day	1975	Norman M. Sulock, Baldwinsville NY	Onesida Lake NY		177.	LIBERTY	19'	Ahern (B5) Hoffman	1974	Tim Hoffman, Camden ME	Camden ME
93.	ANNA R.	25'	Kenneth Rich	1970	Stuart L. Rich, Tenants Harbor ME	Rebuilding		178.	DOLPHIN	25'	Newman (P13)/C. Chase	1977	Allan Robbins, East Falmouth, MA	Falmouth MA
94.	DIANA	25'	Newman (P03)/Rockefeller	1971	Ebenezer & Diana R. Gay, Rockland ME	Vinalhaven ME		180.	BANSHEE	25'	Newman (P12)/Wojcik	1978	John & Carole Wojcik, Norwell MA	Mattapoisett MA
95.	WESTWIND	40'	Charles A. Morse	1902	John & Diane Fassak, Mansfield MA	Rebuilding		181.	AURORA	19'	Ahern (B3)/Brownie	1975	Dale Young, Deer Isle ME	Deer Isle ME
96.	VOYAGER	32'	Lash Brothers	1965	Bernard W. MacKenzie, Scituate MA	Scituate MA		182.	MUSCONGUS	22'	Apprenticeshop	1977	Harry Oakley Jr., Old Lyme CT	Shelter Is. NY
97.	GANNET	27'	Unknown	1903	Tom Miller, New Boston NH	Potts Harbor ME		184.	PERSEVERANCE	27'	Simms Yachts	1963	Denis & Kathy Paluch, Chicago IL	Chicago IL
99.	BUCCANEER	29'	Wilbur A. Morse	c1911	Tirocchi Family, Johnston RI	Johnston RI		185.	OCEAN ROAR	27'	J. Philip Ham	1978	Les Taylor, Warren ME	Boothbay Harbor ME
100.	CAPTAIN TOM	26'	Bernard Backman	1970	Dan Stevens, Mystic CT	Mystic CT		186.	RAGTIME ANNIE	27'	Nick Apollonio	1975	Bartlett H. Stoodley Jr., Unity ME	Camden ME
101.	GOOD HOPE	30'	Bruno & Stillman (07)	1971	Barta & Lee Hathaway, Newburyport MA	Salem MA		187.	PEREGRINE	27'	Ralph W. Stanley	1977	Peter P. Blanchard III, Mount Desert ME	Somesville ME
102.	TODDY	35'	Lubbe Vob (Germany)	1972	Mary L. Morden, Bad Axe MI	Lake Huron MI		189.	TRADITION	31'	Newman (D09)/Nehrbass	1981	Jarvis & Susan Newman, S. West Harbor, ME	S. West Hbr ME
103.	SOLASTER	25'	Newman (P04)/Newman	1970	Marshall Janoff, Baltimore MD	Baltimore MD		191.	ANNABELLE	22'	Apprenticeshop	1978	South Street Seaport, New York City NY	Museum Display
104.	COCKLE	28'	Elmer Collemer	1950	Rupert & Regina Hopkins, Miller Place NY	Padanaram Hbr. S. Dartmouth MA		192.	KERVIN RIGGS	22'	Williams & Bouchard	1977	Bill & Don Mebane, Woods Hole MA	Woods Hole MA
105.	LADY E	30'	Bruno & Stillman (05)	1971	Liz & Ken Spindola	Somesville ME		193.	LADY M.	32'	Harvey Gamage	1978	Thomas Martin, South Bristol ME	South Bristol ME
106.	LINCOLN D.	25'	Newman (P05)/Newman	1970	John Herron, New York NY	Rebuilding		194.	HUCKLEBERRY BEL 25'	25'	Clifford G. Niederer	1977	Brian & Mary Clare, Gloucester VA	Gloucester VA
107.	MAGIC	22'	Passamaquoddy (1)	1970	Eric Applegate, Claiborne MD	Rebuilding		195.	PRINCESS	26'	Wilbur A. Morse	1908	Joe Dubois & John Harro, Sarasota FL	Rebuilding
109.	PETREL	31'	G. Cooper	1933	Colin D. Pears, Kennebunkport ME	Salem Willows MA		196.	ENDEAVOR	25'	Ralph W. Stanley	1979	Betsey Holtzmann, Southwest Harbor ME	Southwest Harbor ME
112.	SECRET	27'	Philip J. Nichols	1971	James J. & Margaret E. Graig, Keyport NJ	Keyport NJ		197.	NATANYA	31'	Newman (D11)/Davis	1978	Joe & Miriam Hliva, Greenwich CT	Greenwich CT
113.	YANKEE PRIDE	30'	Bruno & Stillman (14)	1971	Bill & Carol Schunemann, Braintree MA	Weymouth MA		198.	BAY LAMPY	31'	Newman (D12)/Lanning	1978	Captain Bill Campbell, Boothbay Harbor ME	Boothbay Harbor ME
114.	BANSCHERT	30'	Bruno & Stillman (08)	1971	Harvey & Lee Goodfriend, Simsbury CT	Groton CT		199.	WILD ROSE	31'	Newman (D13)/Liberation	1979	James Peck, Waverly PA	Sargentville ME
115.	GOOD FRIEND	30'	Bruno & Stillman (12)	1971	John & Eve Crumpton, Oxford ME	South Freeport ME		200.	ESTELLA A.	34'	Robert E. McLain	1904	Mystic Seaport Museum, Mystic CT	Mystic Seaport CT
117.	LEADING LIGHT	30'	Bruno & Stillman (10)	1971	Thomas L. Berry, Pasadena MD	Pasadena MD		201.	ENDEAVOR	31'	Newman (D08)/Genthaer	1979	James Genthner, Fairhaven MA	Nantucket MA
118.	WENONAH	30'	Bruno & Stillman (16)	1971	Paul & Sally Wolfe, Pittsburg PA	Ben Avon PA		202.	ARRIVAL	31'	Newman (D14)/Niedrach	1981	John & Carole Wojcik, Norwell MA	Rebuilding
119.	VALHALLA	30'	Bruno & Stillman (15)	1971	John Lichtman, Friendship ME	Building		204.	MARIE ANNE	27'	Jason Davidson	1977	Diana Echeverria, Seattle WA	Severn River MD
120.	PERSISTENCE	30'	C. Simmons/J. Lichtman	TBL	Scott Martin, Bar Harbor ME	Bar Harbor ME		205.	DAYSTAR	28'	Richard E. Mosher	1989	Rich & Sally Mosher, Kalamazoo MI	Kalamazoo MI
122.	EDEN	25'	Francis Nash & Ed Coffin	1971	Charles A. Burnham, Essex MA	Essex MA		206.	LEGACY	31'	Newman (D15)/Clarke	1979	Craig Collemer & Gary Laparl, Salem, MA	Salem MA
123.	RESOLUTE	28'	Charles A. Burnham	1973	Richard & Tina Sharabura, Toronto Ontario	Toronto Ont		208.	LISA K	31'	Newman (D16)/Lanning	1981	Jeff Cohen, Mamaroneck, NY	Mamaroneck NY
124.	CALLIPYGOS	30'	Bruno & Stillman (17)	1971	Holbrook Family, Rochester MA	Mattapoisett MA		209.	FRIEND SHIP	31'	Newman (D17)/Pettegrow	1981	Whistling Man Schoner Co. Burlington, VT	Burlington, VT
125.	TIGER LILY	25'	Al Paquette	1969	Jack Manley Northville NY	Rebuilding		210.	THE SLOOP JOHN B	22'	Passamaquoddy/Oliva	1974	Al Perrin, Canandaigua NY	Canandaigua Lake NY
126.	WHIM	20'	Chester Spear	1939	Frank Friend, Essex MA	Rebuilding		211.	ANSA	22'	James D. Hamilton	1982	Stephen & Julie Sell, Landenburg PA	Earlville MD
127.	MARIA	21'	Charles A. Burnham	1971	Allen & Madonna Browne, Cape Elizabeth ME	S. Portland, ME		212.	ACHATES	22'	McKie W. Roth Jr.	1980	Richard C. Leigh, Nashville TN	Charleston SC
128.	SCHOODIC	31'	E. Collemer/B. Lanning	1973	James O'Hear, Sag Harbor NY	Noyack NY		213.	AMIE	25'	Bob Holcomb (Alaska)	1978	Harvey & C.R. Nobe, Newcastle WA	Seattle WA
129.	GISELA R.	25'	Andrew P. Schafer	1969	James Rosenbaum, Milwaukee WI	Milwaukee WI		214.	GAIVOTA	31'	Newman (D19)/Pettegrow	1982	Bill & Kathy Whitney, Needham MA	Cataumet MA
130.	NARWHAL	25'	Newman (P06)/Newman	1972	Paul Werner, Old Orchard Beach ME	Unknown ME		215.	ELLEN ANNE	22'	Passamaquoddy Yachts	1968	David Colinan, Lincoln RI	East Greenwich RI
131.	NOAHSARK	29'	John Chase	1972	Frederick G. Schwarzmann, Bernardsville NJ	Oxford MD		216.	AMITY	39'	W. Scott Carter	1941	John F. Nichols, Takely by Stortford, Herts., Eng.	Ipswich UK
133.	INDEPENDENCE	30'	Bruno & Stillman (21)	1973	Jim Horigan, Reading MA	Swampscott MA		217.	OPHELIA'S ODYSSEY	33'	Shoreline Boats	1972	Thomas Seales, So Portland ME	So. Portland ME
134.	BEAR	22'	Passamaquoddy/Collins	1973	Larry & Stephanie Moxon, Mystic CT	Mystic CT		218.	WILLIAM M. RAND	22'	John B. Rand	1982	John B. Rand, Raymond ME	Cundys Harbor ME
136.	SQUIRREL	28'	Charles A. Morse	1920	Larry Thomas, New Orleans LA	Lake Ponchartrain LA		219.	YANKEE BELLE	23'	Paul G. Edwards	1983	Paul & Carolyn Edwards, Mattituck NY	Mattituck NY
137.	AYSEHA	35'	McLain?	OLD	Francis L. Higginson, Islesboro ME	Islesboro ME		220.	SORCERESS	31'	Newman (D20)/Pettegrow	1984	Ruy Gutierrez, Auburn ME	Phippsburg, ME
138.	PUA NOA II	28'	Robert P. Gardner	1973	Steve & Kate Hughes, Kansas City MI	Southwest Harbor, ME		221.	SEAL	22'	Ahern (01)/Zink	1984	Pam Burke, East Boothbay ME,	Boothbay Harbor ME
139.	SANTA MARIA	25'	Newman (P08)/Morris	1973	Greg Grundtisch, Lancaster NY	Buffalo, NY		222.	LADY JEANNE	16'	Richard L. McInnes	1982	Joe Dupere, Orono ME	Unknown
141.	SEA DOG	25'	James H. Hall	1974	Ronald Shaw, Peaks Island, ME	Peaks Island, ME		223.	CORREGIDOR	25'	Newman (P17)/P. Chase	1981	Brian Flynn & Mary Clay, Brooklyn Heights NY	Salem Bay MA
142.	AUDREY II	21'	Peter Archibald	1976	Francis P. McIntire, Santa Maria CA	Port St. Louis CA		224.	DAYLIGHT	19'	James Eyre Wainwright	1983	John & Karla Ayer, Miami FL	Miami FL
143.	FAIR AMERICAN	25'	Newman (P10)/Morris	1974	John Burke, Gloucester MA	Gloucester MA		225.	PHILLIP J. NICHOLS	28'	Philip J. Nichols	1981	Bob Sr. & Jr. Monk, Burlington, MA	Salem, MA
144.	JOSIE	25'	Newman (P09)/Morris	1974	John Ash, White Stone VA	VA		226.	DESIREE	31'	Chris Sparrow/Larry Plumer	1993	Larry Plumer, Newbury MA	Newburyport MA
145.	YANKEE LADY	31'	Newman (D02)/Lanning	1974	Harry Jackson, Groton CT	Groton CT		227.	CELEBRATION	25'	Newman (P15)/Hodgdon	1980	Greg & Annette Merrill, Southbury CT	Bayville ME
146.	FIDDLEHEAD	25'	Newman (P01)/C.Chase	1970	Barrie Abrams, Mamaroneck NY	Satan's Toe, Mamaroneck NY		228.	MERMAID	22'	Ahern (10)/Fitzgerald	1990	Al & Louise Doucette, Mattapoisett MA	Mattapoisett MA
147.	MARA E.	31'	Newman (D01)/Jones	1974	Joe Vinciguerra, Andover MA	Patio Gazebo		229.	CAPT'N GEORGE	30'	Bruno & Stillman (09)	1970	Robb Darula Richmond RI	Mystic CT
148.	SLOOP OUT OF WATER	38'	Norris Carter	1905	Dick Leighton, Bowdoinham ME	Yarmouth ME		230.	HEGIRA	25'	McKie W. Roth Jr.	1980	David MacClain, Marlboro CT	Stonington CT
149.	FIDDLER'S GREEN	25'	Roy O. Jenkins	1978	Neil Allen, Orleans MA	Unfinished		231.	SOLOMON GUNDY	22'	M.W. Roth Jr./W.C. Butcher	1984	William C. Butcher, Suffield CT	Brantford CT
150.	WOODCHIPS	25'	Deschenes & Willet/et al	TBL	Dr. Llewellyn Bigelow, Alexandria VA	Alexandria VA		232.	COMPROMISE	22'	Ahern (08)/White	1979	Peter & Nancy Toppan, Scituate MA	Scituate MA
151.	DEPARTURE	15'	W. Prescott Gannett	1936	Diahanne & Kevin Stirnweis, Marblehead MA	Marblehead MA		233.	PRINCESS PAT	22'	Harry Armstrong	1987	Harry & Pat Armstrong, Winter Park FL	Titusville FL
152.	MURPHY'S LAW	32'	Kent F. Murphy	1977	Jim & Elaine Carter, Everett MA	Bass River MA		234.	BEATRICE MORSE	22'	M.W. Roth Jr/D.W. Owens	1985	D. William Owens III, Branford CT	Stony Creek CT
153.	ANGELUS	22'	Passamaquoddy/Collins	1975	Captain's Cove Seaport, Bridgeport CT	Bridgeport CT		235.	FINEST KIND	22'	Sam Guild & Geoff Heath	1981	Mike & Karen Looman, East Haddam CT	Noank CT
154.	MUSCONGUS	28'	Albion F. Morse	1909	Rich & Beth Langton, Edgecomb ME	Boothbay Harbor ME		237.	CHRISTINE	19'	Ahern (B1)/Patten	1975	Robert D. Hamilton, Greenfield MA	Center Harbor ME
155.	QUEEQUEG	25'	Newman (P11)/Morris	1975	Jerry & Penny Kriegl, Duxsbury, MA	Marion MA		238.	VIKING	22'	Ahern/Ulwick	1980	Steve Ulwick, Wakefield MA	Lynn MA
156.	NAMASTI	31'	Newman (D03)/Morris	1975	David T. Shelby, Winnetka IL	Chicago IL		239.	CHEBACCO	30'	Bruno & Stillman (22)/Ginn	1987	Mike & Jayne Ginn, Jupiter FL	Jupiter FL
157.	LIBERTY	31'	Newman (D04)/Salter	1980	Catherine Randak, Salt Lake City UT	San Diego, CA		240.	RAVEN	26'	Rodney Reed	1965	Jeffrey C. Richards, Rockland ME	Rockland ME
159.	PACIFIC CHILD	30'	Bruno & Stillman (03)	1969	Morgan L. Hendry, Wilmington DE	Round Pond ME		241.	BLUE SANDS	34'	Boston Boat Company	TBL	Walt Disney Theme Park, Japan	Ashore
160.	DEFIANCE	22'	McKie W. Roth Jr.	1973	Norman E. MacNeil, Woods Hill MA	Falmouth MA		242.	TECUMSEH	36'	Charles A. Morse	1902	David Frid, Oakville Ontario Canada	Oakville, Ontario Canada
161.	SUMMERWIND	22'	Sam Guild & Bill Cannell	1976	Bob Wakefield, Falmouth ME	Rockland ME		243.	ERIN	22'	Ahern (05)/Hersey	1979	Anne Del Boro, Boothbay Harbor ME	Boothbay Harbor, ME
162.	IRENE	38'	Charles A. Morse	1917	Dennis Mayhew, Niceville FL	Choctawhatchee Bay FL		244.	WEST INDIAMAN	30'	Bruno & Stillman (18)	1971	David R. Branch, Boca Raton FL	Boca Raton FL
164.	VERA JEAN	30'	Charles A. Morse	1906	Mason E. "Ric" Stober III, Concord CA	Oakland CA		245.	LA PALOMA	25'	Unknown (BC, Canada)	1969	John J. Caldbick, Seattle WA	Seattle WA
165.	REUNION	25'	Clifford G. Niederer	1975	Elton "Toby" Hall, South Dartmouth MA	South Dartmouth MA		246.	DAME-MARISCOTTA	19'	Ahern (B6)/Shelley	1983	Rose & Hans-Peter Sinn, Huntington NY	East Boothbay ME
166.	SCHOODIC	25'	Concordia Company	1967	Richard Dudman, Ellsworth ME	Isleford ME		247.	RITA	35'	Apprenticeshop	1989	Ted Walsh & Charles Wilson Family	Portsmouth NH
167.	FREEDOM	28'	Ralph W. Stanley	1976	Edward Brennan, Newcastle ME	Round Pond ME		248.	TIMBER	22'	Rick Conant/Greg Fisher	1979	Greg Hickey, West Hartford CT	South Lyme CT
168.	LOON	30'	Newbert & Wallace/Jacob	1974	Fran Daley West Newton MA	Unknown		249.	BABY BLUE	25'	Newman (P18)/Pettegrow	1983	Scott Johnson, Waterville VT	Burlington VT
169.	DEFIANCE	22'	Eric Dow	1976	James Halbkat Jr., Hilton Head Island SC	Hilton Head Island SC		250.	BELFORD GRAY	29'	WoodenBoat School	1992	WoodenBoat School, Brooklin ME	WoodenBoat ME
170.	LADY OF THE WIND	31'	Newman (D05)/Morris	1976	Alan Leibowitz, Bilerica MA	Marblehead MA		251.	BUCEPHALUS	19'	Ralph W. Stanley	1986	Alex Forbes, Tahoma, CA	Rubicon Bay CA
171.	RESOLUTE	31'	Newman (D06)/Morris	1976	Jim Drake, Carlisle PA	Baltimore MD		252.	-NONE-	30'	Harry Quick/J.R. Sherman	TBL	J. Robert & Eff Sherman, Corea ME	Building
172.	AMNESTY	25'	Jim Drake	1982	Arnie & Jill Standish, Brunswick ME	Unfinished		253.	JOLAR	25'	W. McCarthy & G. Richards	1989	William L. McCarthy, Riegelsville PA	Georgetown MD
174.	-NONE-	31'	Newman (D07)/unfinished	TBL				254.	QUINTESENCE	22'	Passamaquoddy (02)/Core	1972	Gary & Debbie Crowel, Summit NJ	Toms River NJ

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport
255.	GENEVIEVE	25'	Emmet Jones	1982	Robert E. Edmiston, Boulder Creek CA	Alameda CA
257.	TODDY B.	28'	Dave Westphal	1992	Sam Nickerson	Lake Lanier GA
258.	KIM	22'	Harold Burnham	1992	Judith Nast & Paul Cole, Wayland MA	Gloucester MA
259.	SPARTAN	28'	Steve Merrill/R. Shepard	1992	Roland Shepard, Brunswick ME	Harpwell 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.	I GOT WINGS	22'	Ahem (04)/Almedia	1980	James "Binnae" Wright, Preston CT	Stonington CT
263.	RALPH W. STANLEY	19'	Ralph Stanley	1995	Anne Franchetti, Seal Cove ME	Olbia, Sardinia Italy
264.	MARGRET F	24'	Dave & Loretta Westphal	1998	Dave & Loretta Westphal, Key Largo FL	Westport ME
265.	MARIA EMILIA	25'	Rafael Prohens	2000	Rafael Prohens, Ovalle Chile	Launched Unknown
266.	MALISA*ANN	22'	Ahem/Hilburn	c1992	Steve & Melisa Blessington, Bangor ME	Winterport ME
267.	TRISTAN	25'	Joseph Bernier	1980	David & Anny Cain, Fayston VT	Shelburn, VT
268.	PRYDWYN OF Lamorna	25'	Unknown	1977	Brian & Judy Cross, Lemming Australia	Fremantle Australia
269.	ACADIA	28'	Ralph Stanley	1998	Adrian Edmondson, Richmond, Surrey, England	Dartmouth England
270.	JOSEPHINE	25'	Nelson Cutter	1985	Ron Wisner, Marion MA	Marion MA
271.	JASMINE	18'-6"	Peter Donahoe	1985	Patrick McMahon, Airdrie Alberta Canada	Sylvan Lake Alberta

"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.	ELEAZAR (GOLD IVY)	38'	W. Scott Carter	1938	Advertised for sale in 1977, then located on Hudson River
51.	-NONE- (KHANUM)	32'	Wilbur 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
63.	KHOCHAB	28'	Speers	1953	Sold to Unknown Parties c1998
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 Collemmer	1960	Sold March 1988 to unidentified Anaortes 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
183.	SILVER HEELS	22'	Newman (P14)/Morris	1978	Sold to unknown parties from Connecticut
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
11.	SHULAMITE	24'	W. Prescott Gannet	1938	Went ashore in Rockland, ME, disposition unknown
17.	JOLLY BUCCANEER	45'	Eugene McLain	1906	Sunk 1972 at Melbourne FL, destroyed c1978
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
27.	SARAH E.	25'	Bob McKean & Sid Carter	1939	Lost in roof cave-in at Havre de Grace MD
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. Chénault III	1954	Destroyed c1979 at Slidell LA after Hurricane. Camille & Betsy
108.	LOON	35'	Charles A. Morse	c1907	Destroyed at 1972 at Stamford 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
135.	HATSEY	25'	Newman(P07)/Morris	1973	Demolished while filming The Truman Show in Hollywood CA
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 Gannage	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	c1898	Destroyed Fall 1993 at Ipswich MA
207.	SAFE HOME (LANNETTE M)	31'	Herbert Mcquist	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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