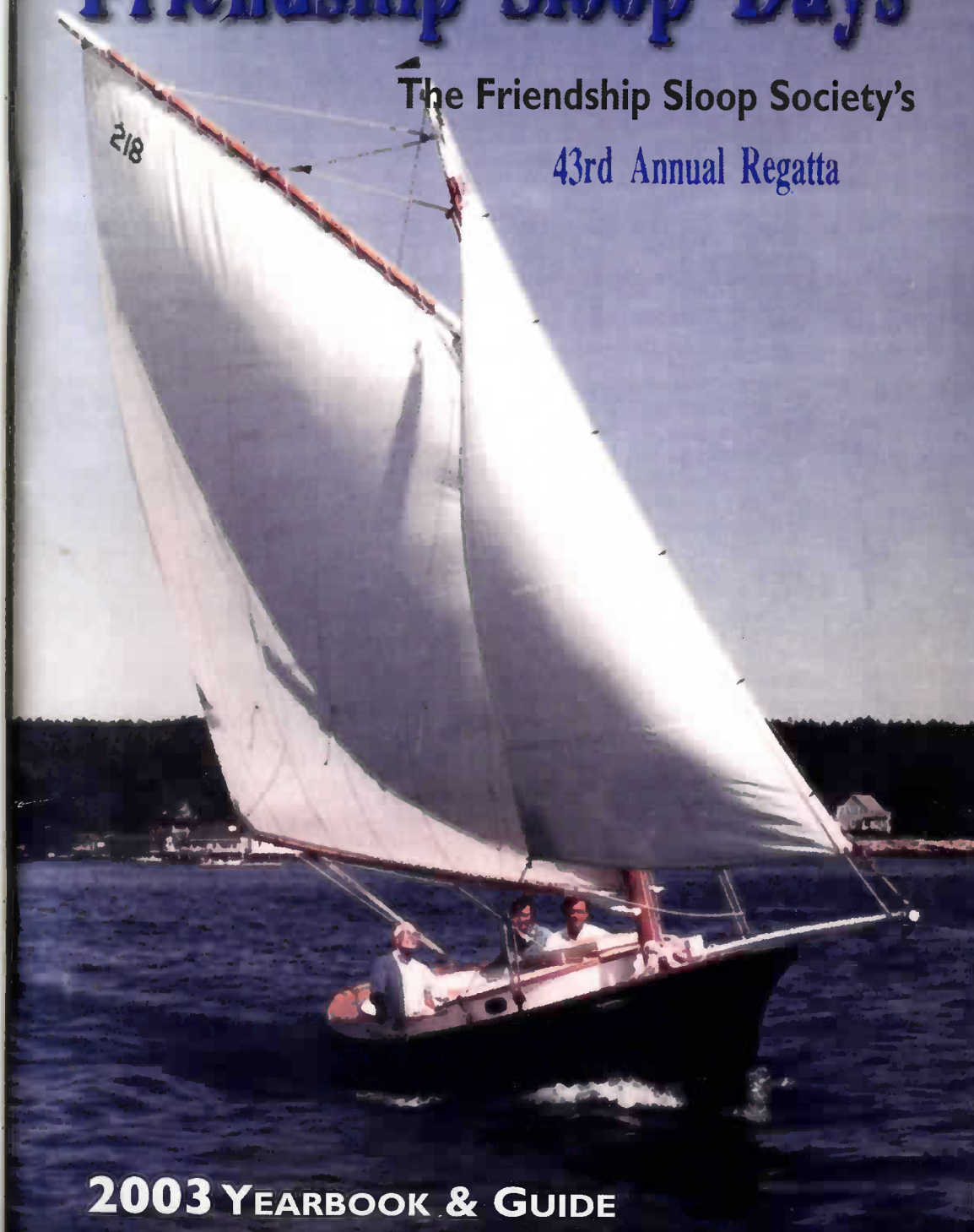


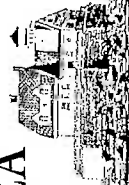
Friendship Sloop Days

The Friendship Sloop Society's
43rd Annual Regatta



2003 YEARBOOK & GUIDE

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July 22-24

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

July 4
Thomaston 4th of July

July 12-13
North Atlantic Blues Festival

July 30-August 3
Maine Lobster Festival
www.maine lobsterfestival.com

*For more information on the area, contact the
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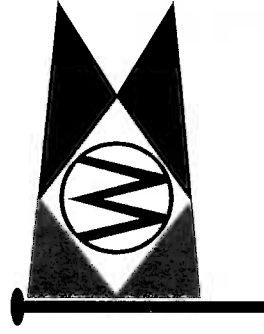
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2003 Homecoming and Rendezvous Schedule of Events in Rockland and Friendship

Monday July 21

Sloops arrive in Rockland Harbor and tie up at the Public Landing (no charge). Moorings will probably be available on Monday afternoon at \$20 per night. Call the Harbormaster Chad DeLima on Channel 9. Tent, chairs and barbecue will be set up.

Tuesday July 22

9:00 AM Skippers Meeting under the tent
11:30 AM Race starts off the breakwater
4:30 PM Rowboat races - all ages welcome to participate
5:00 PM BYO Barbecue under the tent

Wednesday July 23

9:00 AM Skippers Meeting under the tent
10:30 AM Parade of Sloops
Noon Race starts off the breakwater
4:00 PM Sloops on public display at the dock
6:00 PM Public dinner under the tent followed by informal musical entertainment. Bring your own musical instrument.

Thursday July 24

9:00 AM Skippers' Meeting under the tent
11:00 AM Race starts off breakwater
4:00 PM Awards Ceremony
6:00 PM BYO Barbecue under the tent

Friday July 25

Sail or drive to the town of Friendship

Saturday July 26

9:00 AM Memorial Ceremony in Friendship honoring deceased Sloop Society members and builders of Friendship sloops. Located at the Memorial stone (where the flagpole used to be) on Davis Point Loop. Directions on land: Take Harbor Rd south; at the fork bear left on to Davis Point. The Memorial stone is next to Sloop Days Cottage. Note that Friendship Day has a road race starting at 8:00 AM, so be careful of runners.

Cover: **William M. Rand**, twenty-three years on the Coast of Maine

Commodore's Message

Welcome to the Friendship Sloop Society's 43rd Annual Regatta!

It has been two full decades since our family first brought the **William M. Rand** to the Friendship races. Yet we have participated in less than half of the "modern history" of Friendship's, the first race dating to 1960. A recent tour through the Society's files revealed to me some of our historic fiber. A sampling:

- The book "Ships That Came Home", published by the Society in 1962 and detailing many of the same sloops that sail with us today. Others await re-building at the hands of dedicated members.
- Newspaper articles from 1961 and 1962 following the first races in Maine, one source claiming a crowd of 5,000 on the shore (was the press writing sensationalist articles in 1961? I don't know, I was 2 years old). Pictures of members who are still with us and going strong!
- Letters from members promising to sail their Sloops from the Great Lakes to the Races in Maine...soon.
- A membership survey seeking guidance on how to grow the society. One response called for a dance but foresaw problems because Friendship was a Dry Town.
- A formal document signed by the Maine Legislature, recognizing the important contribution that Friendship Sloops have made to Maine history.
- Minutes from Executive Board meetings and financial records showing a high degree of care and attention to the Society's mission, clearly the envy of any corporate auditing firm in today's world.

With five regattas spanning the coast of New England and Chesapeake Bay, the Friendship Sloop Society is alive and well sailing into the 2003 season. Our Rockland event offers an exceptional opportunity for Sloops to gather and carry on an important piece of maritime heritage.

Thanks go to our Race Committee and general membership who put in the effort to make our regattas a great time for all. Most importantly, a special thanks to the City of Rockland, The Rockland Harbormaster and crew, Share the Pride, the Chamber of Commerce, the Maine Lobster Festival (for our tent), and the dedicated fundraising group that gives us an awesome dinner on Wednesday night!

See you on the bay!
John B. Rand, Commodore

Grampie Blew it

by Roger Duncan

Just the perfect day to race Friendship sloops! 10-knot southerly breeze, smooth sea and good visibility. The fleet was crossing the mouth of Boothbay from the Cuckolds bell to the Motions gong off Damariscove and not quite fetching it. Every skipper was wired up tight.

"Ease the jib a grind. Too much. In a little."

"Don, set a little more over to leeward."

"Bill, don't clump around the deck. More gently."

The skipper at the wheel watching the luff of the mainsail for the least flicker, the least sign of a luff, watching the sloop on the weather quarter. Are we holding her? Gaining a little. Watching two sloops ahead of us. That one to leeward we've got to put away. Watching the gong buoy. Are we maybe going to make it? The tide is killing us!

Some cheery soul, "The tide is killing the other guys, too. Let's eat."

General enthusiasm. Rattle of brown bags, rustle of wax paper. "Psst" of bottle caps.

"Here, skipper, have one of these ham and cheese....and Alec, don't spill the root beer."

The youngest of our crew, 10, had been watching intently the sloop on our weather quarter, exultant over every little bit we had gained as she dropped astern and to leeward.

The skipper glanced up over the crust of his ham and cheese to see the gong now out of reach to windward and the bow wave of the sloop on our quarter now creeping up on our weather beam and to hear The Observant Grandchild telling the truth loud and clear.

"Grampie blew it. Blew it all to hell."

Sailing on the Maine Coast

by Allison Dana Rand

Foamy waves against the ship,
It turns and tips from time to time,
and it feels like the ocean is all mine!

The wind rushes in the sails,
and the sails puff up like big hay bails,
on and on and on we go,
though we really do not know,
if the sea is a big halo!

Fish are swimming in the sea,
some of them look up at me,
but still I love sailing more,
I think my spirit is going to soar!

Sail the Web

John Wojcik, Webmaster

Although our sloops are a design from the early 20th century, the Sloop Society has been using the 21st century technology of the Internet to keep our members and the interested public informed about our history, schedule of events, rendezvous results, a sloop registry with pictures, and other interesting facts regarding the Sloop Society. Our web page also contains the Scuttlebutt Forum where you may enter questions, seek advice on a particular sloop-related problem, or enter your comments regarding a particular subject about the Society and the sloops. Come visit our site at fss.org

An Aid to Maine Aids to Navigation

by Bill Zuber


Over the years of messing about on the coast of Maine I have gained a healthy respect for various hazards, having had intimate experiences with all. Fog, rocks, and tidal range are among a few of the more obvious.

When the aids to navigation were laid out on this coast, great care was taken to adhere to the "Lateral Buoy System". The theory is, as you travel from north to south along the "inland" route on the east coast, red marks are on the right. An inland route, or the "old steamer route", exists as part of the Lateral Buoy System on the Maine coast.


Equal care was given to the "Red Right Returning" rule when entering a harbor. The coast of Maine, being as convoluted as it is, gives the navigator quite a challenge. For those new to the area it is difficult to note the difference between the two systems for navigational aids. Many a good cruise has been shortened by the resulting confusion. I find it is a good rule to always check the depth on both sides of a mark and decide which depth I like better. Next time you enter Friendship Harbor from Muscongus Bay, take a good look at those two day marks at the entrance and think it over.

jewelry photographs © Carol Miller


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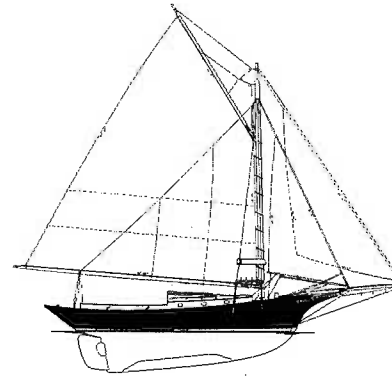
The News from Friendship Harbor

by Bill Zuber

Friendship Harbor tends essentially east and west, and most all of the wharves and fish houses are located on the north shore opposite Friendship Long Island (simply Long Island by those who are not from away). The Davis family has lived in this area since about the same time that Samoset sold his real estate to the Loud family on Loud's Island in Muscongus Bay. There is also a Davis Island in Muscongus Bay, but I am not sure Samoset was part of that transaction. Lauriston Eaton Davis, (called "Dave" by everybody who knew him), was a fascinating local historian, fisherman, WWII veteran, well liked and respected by all. He was still going "out to haul" aboard the **LOIS E** when well into his 80's. Upon his passing in 2001, the Friendship Town Report was dedicated to him in recognition of his many years of service to his hometown.

Dave had the wharf and fish house on the property just east of the site of the Wilbur Morse boat-building establishment. One summer day Carl Mueller and I happened to be in Dave's fish house discussing something with his son Blaine. I asked Dave if he knew anything of the famous boatbuilder. "Oh, my yes", says he. "Wilbur didn't spend much time buildin' boats; he spent a lot more time talkin' and sellin'. His brother Jonah and the boys in the shop did all the building". Then a twinkle came into his eye as he said, "But Wilbur always knew what was going on in the shop. The men were just finishing the planking on a sloop and Wilbur came in and noticed a few too many hammer marks where they had missed the setting iron when driving in the fastenings. One of the workers named Henry wasn't too mentally skilled. All he did was go and get whatever anyone needed. Now Wilbur didn't use but one cuss word and when he got excited, he would repeat it three times. "Sh-t, sh-t, sh-t!" says Wilbur. "Who put all them hammer marks in that hull?" The men figured they could get away with blaming it on Henry. "Henry done it!" they said. Wilbur knew right away what they were up to and so he figured he'd fix 'em up. "Sh-t, sh-t, sh-t! I guess I'll have to increase his pay. At least I know he done sumthin!"

After Dave told us this story, he allowed as how he really "had to get that storage shed moved over to ease the parking down near the wharf, and really should get some gravel in and level out the driveway before some poor fool went out of sight comin' or goin". He went on "Can't move the d__n shed, but I gotta get it emptied of all that junk fust." That was all Carl had to hear. Soon he was back with his tractor; moved the shed: gravel arrived just as we got the shed leveled up; and the drive was graded - all in one hour. When we were all done we went back into the fish house and Dave says, "Where's my bill?" Carl wasn't planning on giving him one. "Well, we don't even know the cost of the gravel yet." "Look," says Dave, "I might decide I have to die next week, and I don't want you to have to chase me all over hell for the money!"





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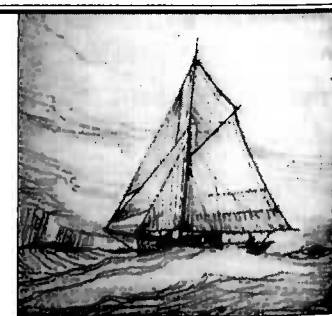
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Horseshoe Cove

By Tom Halsted

(Excerpt from my log of the 2002 version of the annual cruise with Dick Dudman aboard **Freedom** (FS # 167), August 23-28, 2002. We had stopped over at Billings Marine in Stonington for engine repairs, which held us up a few days, but we were under way once more on August 27)

Just past Great Spruce Head Island, we fell off to the northward, and made a course for Horseshoe Cove, on the southwest corner of Cape Rosier, at the head of Eggemoggin Reach. By the time we reached the "ER" bell, it was blowing more than 20 knots. We dropped our sails and motored into the cove, in search of a pleasant anchorage or mooring for the night. There were many shoals and snags, and here and there a rotted piling just below the surface, so we were picking our way along carefully when a Dark Harbor 17, propelled by an outboard, swept by. Its skipper, assuming we wanted to go wherever he was headed, called out "follow me," and we proceeded to do so, following a zigzag course past all the moored yachts, and into a narrower channel running through a series of large boulders, the heads of submerged piles just visible a few feet away on either side.

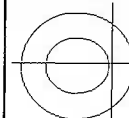
The channel brought us at last to the Seal Cove Boat Yard, where we tied up to one of the best-protected moorings in Maine. Bob Vaughan, the yard's owner, offered to guide us out in the morning, and suggested we spend the rest of the afternoon in the dinghy, exploring the narrow creek leading northward from the yard.

We rowed up a narrow channel through a wilderness: no houses, roads or cars in sight, and nothing to hear but the souging of the wind in the tree-tops and the cry of an osprey. We stopped at a quiet pool, thinking it was the head of navigation. If we had paid more attention to our surroundings (and the excellent instructions in Roger Duncan's Cruising Guide), we would have turned west and followed what looked to us like a dead end for another half mile of narrow stream to a great swimming hole, with the promise of a set of mild rapids to ride back down after the tide had turned. Next time...

Next morning, we awoke to a chill in the air and a sense that summer was drawing to a close. There was no dew on the deck; a sign that rain would come along soon.

Bob Vaughan came aboard, and piloted us down the channel to broader waters. We motored out into the Reach, set sail, and had a great run down

continued on page 10



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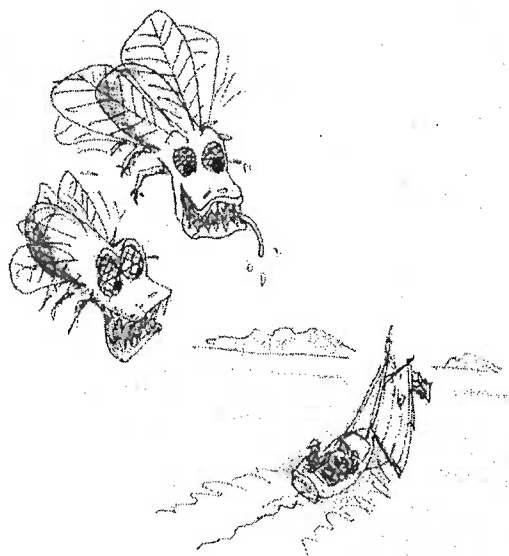
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to Jericho Bay and across to Casco Passage. A prominent sundog hung in the sky, another sign of impending rain. We were about halfway across Blue Hill Bay when the wind finally died, and the Blue Hill Bay flies returned to nip at

our ankles. The breeze would pick up, and they'd soon be gone; then it would die again, and back they were, the little devils.

Just after crossing the Bar, we snagged a lobster buoy, but managed to shake it loose by jibing about and crossing back over the line. We sailed in through the Gut between Great and Little Cranberry, and tied up at the Islesford Dock. A spectacular sunset after a spectacular dinner put a final period on our cruise.



Pendleton Memorial Scholarship Fund

This Fund was founded in 1967 when Friendship sloops were racing in the town Friendship and has provided scholarship assistance for 35 years to 120 individuals, several of whom have received multiple year assistance. Named in memory of Commodore Bill Pendleton and his wife Beatrice, the Fund assists Friendship graduates of Medomak Valley High School to continue their education.

Donations of \$900 from individuals, \$500 from a subsidy voted by the Society, and \$201 from the auction at the Annual Meeting were made to the Fund this year. Due to the decline in value of the trust fund investments, however, the Fund's capital decreased to \$64,158. Last year scholarships were awarded to graduates Jennifer Balser, Chad Benner, Timothy Ehle, Sarah Havener, Trevar Simmons, Amander Wotton, and Andrea York. Four awards were made to students continuing their education at Yale University, Gordon College, Wellesley College, and St. Joseph's College.

The young people of the town of Friendship need your support. Tax deductible donations in any amount will be welcomed. Send your contribution to Fund Treasurer David Bell, 35 Pumpkin Cove Rd., New Harbor, ME 04554 or to Scholarship Chairman Bill Zuber, P.O. Box 279, Friendship, ME 04547.

Make it Friendship Sloop Days ...all year long!

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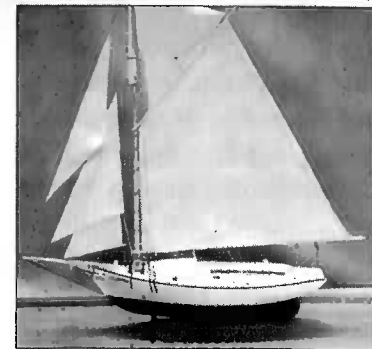


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The Challenges of Racing

By Mary Cronin

I am not fond of racing! Possibly I was when I was substantially younger and my body responded more readily to the bumps and bruises. When I am on vacation, I enjoy cruising, not hurrying to get here and there, sitting absolutely still if the winds are light, breaking fingernails trying to pull in the jib, racing around marks, trying not to foul other boats, and returning with the entire crew and the boat in good shape.

Getting *Tannis* shipshape before our racing crew shows up means getting our family or guests that stayed aboard out of the sack. NO SMALL JOB!

"Roll up your sleeping bag!" I sound like a broken record.

"Don't put anything on the Captain's bunk!"

"The chart table must be cleared!"

"Stow your clothes in your duffel bag!"

"Here's a plastic bag to hold the dirty underwear and smelly socks so you don't contaminate your clean clothes!"

"Pick up those toys!"

We do have small grandchildren aboard, and without fail at least one glass of milk will land on the cabin floor, but worse still a bowl of cereal soggy with milk, will saturate any clothing or sleeping bag on the floor.

"Have you seen my hat? I left it on the table last night!"

"Where is the sunscreen?"

"What time is the Skipper's Meeting? We're going to be late!"

Meanwhile two dozen sandwiches must be made, fruit sorted and prepared, water for the crew, and cookies. As the group heads for the skipper's meeting, I hear

"I don't like wheat bread - make my sandwich on white!"

"Don't put mustard on mine!"

"I don't like American cheese!"

"If you put peanut butter and something else, make sure the peanut butter is Skippy!"

"I only eat peanut butter and jelly on mine!"

"Put extra mustard on mine!"

"Make plenty of peanut butter and crackers - yesterday we ran out!"

"NO BEER until we get back to the dock!"

What do they think this is - a floating Deli?

And at the end of the racing, we end up with more items than we started with: hats, sunglasses, sweatshirts, single socks, one sneaker, sunscreen, belts, shirts, T-shirts, pants, towels, jackets, windbreakers, rain gear and one boot! AMAZINGLY, never claimed!



"Spectators watching the Parade of Sloops in Rockland Harbor from the public landing. The parade will be at 10:30AM on Wednesday July 23. After the race, sloops will be on display at the dock at 4:00PM."



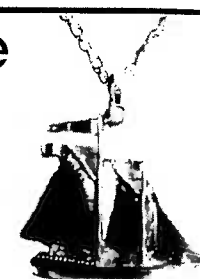
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Heritage Restored; Part 1

By Steve Dunipace

I consider myself very fortunate for many things in life, but one particularly pertinent to this tale is the privilege I had of growing up on the coast of Maine in a small village named Friendship. I say growing up, not in the sense that I ever lived there, but rather in the sense that, being descended from General Ellis Spear of the Twentieth Maine Regiment and Little Round Top fame, my family has made a summer pilgrimage to the coast since the late nineteenth century. Many, if not most, of my formative experiences occurred during those summers in Maine, including my first encounter with **Heritage**, a beautiful Murray Peterson designed Friendship Sloop.

Heritage had been built in Camden Maine by Elmer Collemer in 1962. Her original owner, Mr. William Hadlock was a dear friend of my maternal grandmother. In the days when the Friendship Sloop Society's annual regatta was truly a homecoming, I had a front row seat to the splendor and grace of **Heritage** and an entire fleet of likewise magnificent vessels. When my age allowed, I was sent off to sea by my grandmother as a member of Bill Hadlock's crew.



This was my first experience on what I will refer to as a "big" boat. There are many that would argue that at twenty-nine feet, **Heritage** is not particularly big, but to a young boy whose sailing universe had yet to expand beyond the day sailor, she was enormous. The way that her ballasted hull moved through the swells powered by her huge expanse of canvas was like nothing I had encountered. She did not bob on the waves like a skiff, but drove commandingly through them. She did not roll senselessly with every puff of air, but rather heeled steadily at a determined and logical angle. Her song was not one of wire rope clanging incessantly against an aluminum mast, but rather the soothing groan of Sitka spruce and oak accompanied by the surging beat of a cold green Atlantic against thick strong cedar. My experience that day was one that I will never forget. Without a doubt, it ignited my passion for sailing, and in particular, for the Friendship Sloop.

I continued to sail **Heritage** under the careful guidance of Bill Hadlock until the day came when I, like most, had to go out into the world and make something of myself. While I was busy doing just that, Bill sadly passed away and **Heritage** was offered for sale. I discovered her ad in the yearbook of the Friendship Sloop Society, but being still very far from making something of myself, was unable to acquire her. I had neither the resources nor time to support a Friendship Sloop. She was sold to Mr. Frank Sands who, in a stroke of good fortune, took up residence but a stones



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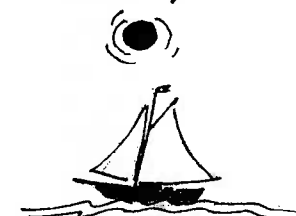
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Please don't sail by! Come say hi!



Alice Ingraham

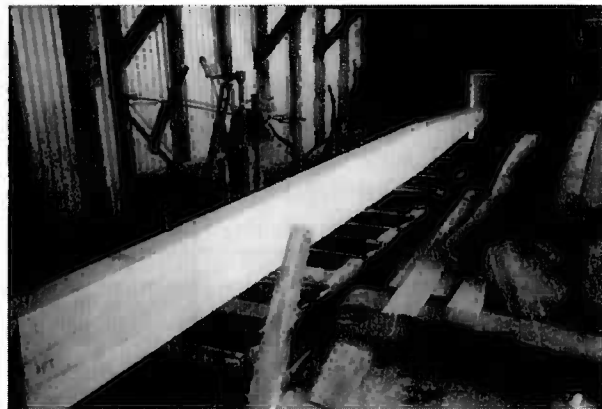
Friendship Long Island

207-542-5400

throw away from Friendship on Bremen Long Island. I was able to visit **Heritage** annually and rekindle those fond memories of my early days of sailing.

My efforts to make something of myself continued and may well continue for years to come. However, after serving for nine years in the United States Navy and learning the true definition of a big boat, good fortune found me once again. I returned to civilian life and embarked upon a career that provided those much-needed resources and time I had lacked years before. What was now missing, however, was the "For Sale" sign on **Heritage**.

This fact was not enough to keep me away from sailing, and in my search for a vessel, I had yet another encounter with good fortune. I discovered and acquired a beautiful cutter rigged sloop, which had been exceptionally constructed and impeccably maintained by Mr. Paul Bryant at the Riverside Boat Company in Newcastle, Maine. She was not a Friendship Sloop nor was she even constructed entirely of wood, but her endearing qualities were endless and the purchase has never been regretted. In a twist of fate or perhaps another visit from good fortune, her off-



season neighbor at the Riverside Boat Company was none other than **Heritage**. The two boats would now be wintering together in Newcastle under the watchful eye and meticulous care of Paul Bryant.

It was the simple, yet tragic, failure of a single shackle that ultimately brought **Heritage** into my family. That shackle just happened to reside somewhere

between **Heritage** and her mooring block and played a critical role in connecting the two. When it parted, **Heritage** was left to her own resources to avoid the ubiquitous ledges of Muscongus Bay. She failed. The ensuing conflict between cedar and granite had its unambiguous and expected victor. In the opinion of the insurance company, **Heritage** was a total loss. They were, off course, speaking economically and did not see, as would I, a loved one relying tenuously upon life support.

I arrived in Newcastle in the spring of 2002 to discover **Heritage** bruised, battered, and resting ashore in her cradle. She was scarred from stem to stern with countless jagged and penetrating wounds. Her hull, crimson red, appeared splattered with her life's blood as she lay dying, a casualty of battle. She shed no tears, but silently cried out for relief from her acute pain. Her future offered no such relief as she was destined for a wooden boat school and the inauspicious fate of a cadaver. I was deeply saddened by the situation, but at the time lacked a solution.

That summer was again spent sailing Down East and included yet another bit of good fortune. Attending the homecoming regatta of the Friendship Sloop Society now held in Rockland, Maine, my passion for the Friendship Sloop was re-ignited courtesy of the renowned Cronin family and a salvaged classic named **Rights of Man**. My post was a main sheet routed via massive block-and-tackle to a boom,

extended miles aft of the transom. I was charged with not only taming but also controlling acres of seductively soft and serene white sailcloth whose violent nature would instantly reveal itself to a moment of inattentiveness. I was hooked.

Mr. Sands received a phone call that day from a complete stranger interested in purchasing his old wooden boat; a boat that did not float and which an insurance company saw fit to scrap; a dying boat from an era which, thanks to fiberglass, aluminum, and mass production, was also dying; a boat whose restoration would require the skills of ancient and nearly extinct artisans; a boat with five thousand pounds of iron



ballast which would cost considerably to move or just as much to store. A stroke of good fortune, some would say, for Mr. Sands quickly and graciously became a stroke of good fortune for me. I received title to **Heritage** free and clear. The only price: a willingness to breathe new life into her decrepit and lifeless body; a fair price by any measure, and one that I enthusiastically paid.

Paul Bryant's restoration of **Heritage** began in the fall of 2002 as what many would call an estimate, but what I would rather refer to as a vocabulary lesson. I suddenly had to come to terms with the entire gamut of nautical phraseology derived from a profession that has a unique word for everything. A boat is not supported by braces or struts, but rather by poppets. The area in the stern adjacent to the rudder should not be referred to as "that wood in the back", but must be properly labeled horn timber and dead wood. One should not describe the first plank at the keel as anything other than a garboard, and the groove into which said garboard fits is not a slot but a rabbet. Though often confused, the keel and the ballast are not the same thing, and a butt block is not a fifteen-yard penalty. Each stopwater fulfills a crucial role much like the lad from Holland with his finger in the dyke, and with any luck, I hope to some day be able to identify a broad strake. For one who felt so nautically fluent after years of sailing and naval experience, **Heritage's** estimate made it clear that both she and I had far, far to go.

In December of 2002, **Heritage** moved into her shed where removal of many of the aforementioned parts began. To replace those parts, a large quantity of white oak was required. It was here that I learned three valuable lessons regarding white oak: It does not grow to sufficient size in the state of Maine for **Heritage's** keel. It is very heavy. And, shippers charge by the ton. It seems that for one to in fact build a wooden boat in Maine, our nation's wooden boat-building capital, he must first acquire his oak from Connecticut. Cedar, considerably lighter and used for planking, is however, readily available in Maine. This clearly illustrates Murphy's Law with regards to boat building: The heaviest materials required for the task will be located farthest from the project.

I had perceived **Heritage** as the picture of defeat when I discovered her dam-

continued on page 18


A black and white photograph showing a workshop scene. A large, curved wooden beam is the central focus, resting on a wooden support structure. In the background, a person is visible, working on a wooden frame. The scene is dimly lit, with strong shadows.

As the winter of 2003 comes to an end, and the Riverside Boat Company gears up for another summer boating season, **Heritage** is taking a much-needed break from her rehabilitation. She will venture back out into the yard to show off her new keel and chat amongst the fleet about her new-found optimism. Like most who venture out to the Maine coast for the summer, **Heritage** will make time to relax, enjoy the weather, and recharge for the off-season work ahead. With any luck, this story will be continued and, more importantly, have a happy ending soon. I have the utmost confidence in the skills possessed by Paul Bryant and his extremely talented team at Riverside Boat Company to make just that happen.



Race Committee Boat *Seven Girls* at the start of one of the 2002 races at Rockland. Skipper and Committee Chairman Dave Graham at the helm with the Race Committee hard at work.


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Some Things Never Change - Almost

By Richard and Beth Langton

A 25-foot wooden sloop, christened *Content*, joined the Langton family flotilla in 1985. *Content* moved from one mooring to another, about 150 yards seaward in West Boothbay Harbor, which was to be her home for the next 14 years. During that tenure she was sanded, varnished, painted and enjoyed. The high point of the season was the annual sloop race, first in Boothbay and then Rockland when the regatta moved further Downeast.

Content "raced" in all of the regattas between 1985 and 2000, but never did well. Despite a variety of racing strategies that included the employment of vastly more experienced captains to distracting the competition with water balloon barrages, no racing trophies ever adorned the Langtons' mantle. In fact, we often joked about having the Content-to-be-Last Trophy.

That does not mean the Langtons never won a trophy. The two Langton children joined the crew, Ruthie in 1987 and Robert in 1989, and handily won the Nickerson Trophy at six and eight months of age, respectfully, as the youngest crew members in the regatta fleet. Indeed, Robert monopolized this trophy for quite a few years, winning it three times in all!

Over this fourteen year period sanding and varnishing became less of a labor of love and more in the realm of maintenance. Meanwhile, the children grew from babies who easily fit in the V-berth with Mom and Dad, to teenagers who took up all the room. The solution was another and perhaps, bigger sloop. The search began in 1995.

On a trip to Florida the family decided to check out one of Jarvis Neuman's Pemaquids that had sailed south and was now for sale. Armed with the "For Sale" ad from the yearbook we all traveled to Juniper, FL to see what she looked like. She was not new, having been built in 1975, but was well laid out below and in pretty good condition. After all four of us stretched out in a horizontal position in the bunks and on the floor, we figured that the family might all actually be able to sleep on board. *Queequeg* was a real possibility, but first we needed to sell *Content*.

Despite one's personal attachment to a sloop, and confidence that anyone who sees a Friendship in the water must want to buy her, *Content* did not sell immediately. We accepted this knowing that the worst thing that could happen would be that we'd just have to keep sailing her, which we did enthusiastically. Then in 1999 we got a phone call in response to the "For Sail....Sale" announcement in the yearbook's Bulletin Board. Noel March, from Friendship, wanted to come and take a look.

Noel was familiar with wooden Friendships, particularly their "soft spots," since he had another old sloop he was trying to restore. When he arrived at the house, he mentioned that he remembered *Content* from when he was a boy, and went on at some length about the family connection to the builder Stuart Ford, and how he was tired of trying to rebuild a sloop and wanted to do some sailing. With that, we were confident that we had sold her. So, our final sail was to deliver *Content* to Friendship Harbor later that spring.

With the sale of *Content*, we were now in a position to seriously reconsider the purchase of another sloop and wondered what had happened to *Queequeg* in the last few years? There were no longer any ads in the yearbook proclaiming that she was still for sale. We did, however, dig out the 1995 issue of the yearbook and found a phone number, but we found that the number was no longer in service. Then it struck us...all the area codes had changed. Information gave us a new area code and we got through, but the fellow no longer owned the boat. He had sold it to somebody who had sold it to somebody else. Our family's hopes were dashed, until he said that he thought the second somebody really did not want it any longer. He made a phone call on our behalf and found out that, indeed, the fellow was no longer interested in sailing. He had neglected the boat to the extent that the bowsprit was broken and she was on land in the yard waiting for someone to come along and take her away.

Business took Richard to Florida and he got a good look at her. Yes, she needed some cosmetic work, but was still a sailable Pemaquid. We agreed on a price and arranged to truck her up to Maine. She arrived a week before the 2001 sloop races, but did not get in the water, which as it turned out was somewhat fortuitous. When racing with Miff Lauriet on *Salatia* her gaff

snapped in the stiff breeze that sunk *Endeavor* later that day. We limped back in from the race, picked up *Queequeg's* gaff, and got *Salatia* back in service for the remainder of the races. This also resulted in a deal that got the gaff completely sanded and varnished at the

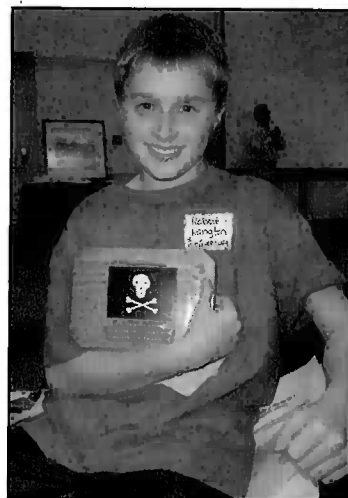


Robert and Ruthie Langton found a sloop for two growing teenagers

end of the season, as well as giving **Queequeg** the bowsprit she needed to finally return to the sloop races in 2002.

So, we were back at the regatta with another green-hulled 25-foot Pemaquid, even one with a tiller rather than a wheel, just like **Content**. It is almost the same boat, but with a cabin that is designed to accommodate two growing teenagers and the addition of a water pump in the sink and a rather large freshwater reservoir that allows for a constant stream of water balloons to be filled and thrown at our fellow Division I sloops.

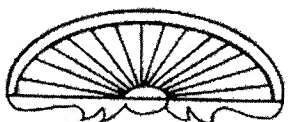
As in the past, the balloon strategy didn't make any real difference to our racing results in 2002, but for the first time in 18 years the Langtons won a legitimate sailing trophy. **Queequeg** came in exactly in the middle of the fleet and was awarded the Danforth Trophy, not to mention the Dick Salter "Pirate Ship Award" given in jest to Robert and the crew at the Annual Meeting for their skill and persistence in tossing water balloons!



Robert Langton with his Pirate Ship Award



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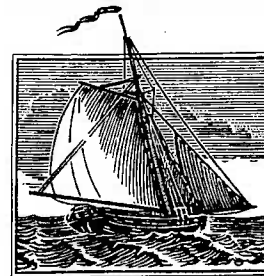
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Memories

By Cindy Pendleton

Some of the happiest memories of my childhood are with my family sailing. The sounds of water lapping against the side of the boat, the flapping of sails, the ringing of halyards against the mast, all bring waves of happiness through me. Every summer we would head off in my grandfather's home repair project Bristol 28 for a variety of adventures and fun with our parents. At first it was just my sister and me, later we added my two younger brothers and were joined by family friends in their own boats.

The vacation preparations served to heighten the anticipation of the event. Selecting books for the summer sail entailed a special trip to the bookstore where we were each able to pick out a book for the 2-week vacation. We then packed up food, clothing and bedding first in our car and then later loaded into **Georgia A** where she was berthed in Noank, CT. Often we went directly to the boat, the whole family crammed into the car filled with 2 weeks worth of goods and excitement.

Our annual adventures included my father running the boat aground in Pine Harbor as he tried to impress Ethel Kennedy with his anchoring skills. She pretended to ignore the silly people who each year attempted to anchor under sail in the tiny basin harbor, but we Pendletons all know she was watching. Another annual event was the quiet night and great beach walking and play in Tarpaulin Cove. Years later I went back there when working on **Harvey Gamage**. We couldn't find enough room to anchor with all the boats in my family's secret cove; things change.

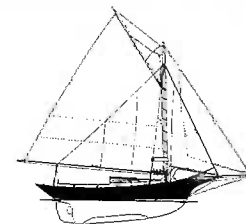
The adventures of finding our way through the fog, avoiding the ferries, to reach Nantucket or Martha's Vineyard are etched in my mind. Feeling my mother's tension as she searched the gray horizon, we would take turns on the bow with the fog horn, peering and listening through the fog-shrouded day. Then there were those days of brilliant sunshine and stiff breezes as the boat sliced through the water. Going down below, the sound of streaming water against the hull could lull a child to sleep. Above deck we urged better sail trim to go faster. My mother would tweak the sails as my father tried to stay on course.

One year we were fogged in on Nantucket, so we ventured into the donut shop. There we spotted Mr. Rogers, also fogged in, and my father dared us to say hi offering an ice cream cone to the first to greet him. When my brave, mercenary sister approached him followed by the rest of us, he said, "Isn't it nice to be together!" just like you would expect him to say. This moment lives on in family infamy.

Later that trip as we neared Martha's Vineyard, my grandfather's wiring job caught fire as we motored in a dead flat calm. My mother yelled to my father to shut off the batteries and made us all get on deck. Without power we bobbed



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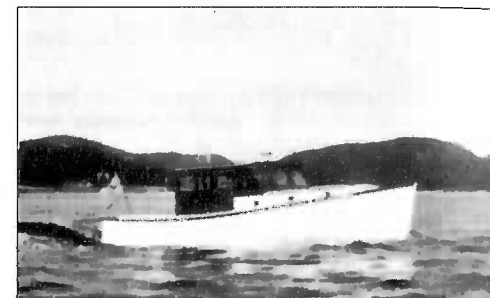
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gently as smoke poured from our cabin. An oncoming boat waved at us and asked if we needed help. After we explained we had no power, the boat offered to pull us in. It turned out to be the camera crew for the movie "Jaws". Another boat came by towing the shark, providing another family legend.

My love of the water and sailing brought me to work on traditional sailboats from Maine to the Virgin Islands following college. I later met my husband, Bill Cronin, while racing on a boat out of Marblehead and found myself back in a family who sails every summer. Granted the boats are a little different, but onboard one boat in particular you can still hear the slapping of halyards against the mast. To Bill and his family, like my parents, the halyard slapping is annoying. For me, it lulls me to sleep as I cuddle up with my husband and son, Braman, knowing my son will be comforted by halyard slapping, water flowing against the hull and the crisp snap of sails, too. I look forward now to the adventures our family will have.

*Cindy Pendleton now sails on **Tannis**, **Rights of Man** and **Phoenix** and her family is restoring **White Eagle**.*

Morang Award

Tom Berry won this award for the article "Winter Dreams" published in the 2002 Yearbook. This award is given in memory of Bruce Morang, helmsman, yearbook editor and Race Committee Chairman. Ashore, he was a discriminating writer and editor of the Reading, Massachusetts newspaper. The award is given for the best article submitted for publication in the yearbook.

Hadlock Award

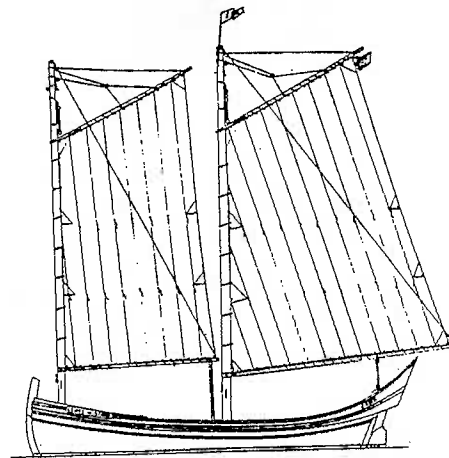
This award was presented to Tom and Peggy Miller at the Annual Meeting in November 2002 in memory of Bill Hadlock, Past Commodore and skipper of **Heritage**. The award is a clock given to a member of the Society who has promoted safe sailing by evidence of sound seamanship in conjunction with an abiding love and respect for the sea, nurtured and promoted family participation in the Society's activities, shown a strong willingness to share knowledge and help others, has enthusiastically promoted the goals and aims of the Society, and has been a strong advocate of the beauty, charm and splendor of the Maine Coast.

Bancroft Award

Tad Beck won this award in 2002. 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 of a sloop, a model, a poem a painting - some contribution to the Friendship tradition.

Omaha Award

Tom and Peggy Miller received this award in 2002 for their exemplary work on the chandlery. The award is given by the previous year's winner in recognition of the sloop **Omaha**, built in 1902 by Norris Carter and now owned by Adrian Hooydonk.



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June 28, 29 • Chesapeake Bay Regatta

Chesapeake Maritime Museum, St Michaels, MD

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July 12, 13 • New London Regatta, New London CT

Contact: Jack Vibber, 5 Soljer Dr., Waterford, CT 06385 • 860-442-7376

July 19 • Southwest Harbor Regatta, Southwest Harbor, ME

Contact: Miff Lauriat, 47 East Ridge Rd., Southwest Hbr., ME 04679 • 207-244-4313

July 21-24 • Homecoming Rendezvous and Regatta, Rockland, ME

Contact: John B. Rand, 20 Dryad Woods Rd., Raymond, ME • 207-655-4277

July 26 • Friendship Day, Friendship, ME

Contact: Bill Zuber, P.O. Box 279, Friendship, ME 04547 • 207-354-8036

August 9, 10 • Marblehead Regatta, Marblehead, MA

Contact: David Graham, 7 Batchelder Rd., Marblehead, MA 01945 • 781-631-6680

August 30, 31 • Gloucester Schooner Festival, Gloucester, MA

Contact: Gloucester Harbormaster

November 15 • Annual Meeting

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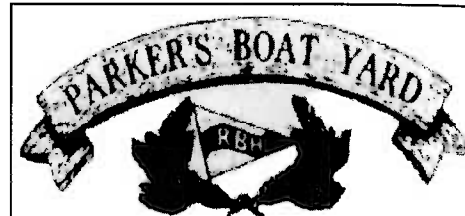
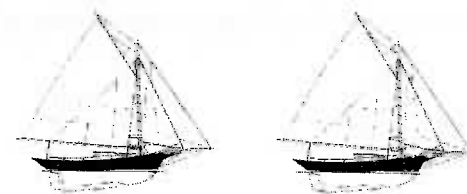
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3rd Place #147 Barrie Abrams *Mara E*

Class B

1st Place #180 John Wojcik *Banshee*
2nd Place #262 Jim Wright *I Got Wings*

★ Southwest Harbor Rendezvous July 20

Order of Finish:

Phoenix, Gladiator, Chrissy, Blackjack, Freedom, Endeavor, Salatia, Helen Brooks, Caroline B.

★ Rockland Homecoming and Regatta July 22-25

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Division I

1st Place-Herald Jones Trophy - *Salatia*
2nd Place-Bruno & Stillman Trophy - *Celebration*
3rd Place-Lash Brothers Trophy - *Echo*

Division II

1st Place-Commodore's Trophy - *Phoenix*
2nd Place-Gordon Winslow Trophy - *Tannis*
3rd Place - Rockland Trophy - *Rights of Man*

1st Pemaquid Sloop-Jarvis Newman Trophy - *Salatia*

1st Bald-headed Sloop - *Gladiator*

Class A (Original Sloops Built before 1920)

1st Place-Wilbur Morse Trophy - *Gladiator*

2nd Place-Charles Morse Trophy - *Sazarac*

3rd Place-Alex McLain Trophy - *Tern*

Special Homecoming Trophies

Nickerson Trophy - youngest crew member - Braman Cronin - *Phoenix*

Chrissy Trophy - woman who keeps sloop, crew, and family together - Betty Quadros - *Tern*

Cy Hamlin Award - Skipper's homecoming - Bill Zuber - *Gladiator*

Gladiator Trophy - Sloop sailed the furthest - Bill and Carole Wojcik - *Banshee*

Danforth Trophy - Sloop that finishes in the middle of the fleet - Richard and Beth Langton - *Queequeg*

Owner-Builder Trophy - Owner/Builder/Restorer of Sloop - Bob Monk, Jr. - *Phillip J. Nichols*

Stanley Cup - wooden sloop maintained well - Paul Haley - *Tern*

★ Marblehead Regatta - August 10.11

Ridgeway Trophy - Jack Cronin *Tannis*

Division I

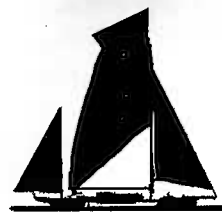
1st Runner Up - Paul Haley *Tern*
2nd Runner Up - Bob Monk, Jr. *Phillip J. Nichols*
3rd Runner Up - Bill Finch *Venture*

Division II

1st Runner Up - Harold Burnham *Chrissy*

★ Gloucester Schooner Festival August 31 - September 1

Races cancelled due to inclement weather



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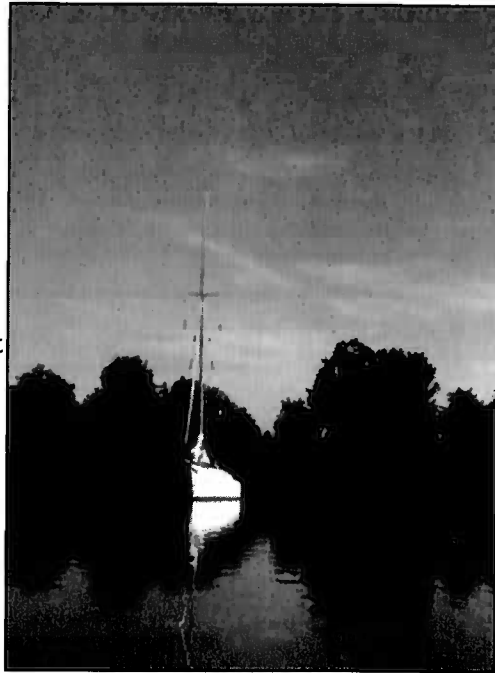
By Tom Berry

When your sailing season suddenly goes down the tubes in mid-season, what's to do?

Last year **Wenonah** and I effectively had our last sail in late June. My son, Brendan, requested an overnight sail, which totally surprised me. You see, Brendan, a junior in High School, doesn't share his father's passion for sailing. Nor does he necessarily enjoy his father's company on a boat; and he has many better ways to spend his time. Nonetheless, we spent a pleasant Saturday sailing in light winds on the Chesapeake, ducking behind Gibson Island for an early, choose-your-spot anchorage, or so we thought. We arrived at about 16:30 hrs and there were already over 25 boats anchored in a basin not a 1/4 mile wide, with 25+ additional boats following. Without any adult prodding, Brendan opened his books and commenced some schoolwork while I opened a bottle of rum and began cocktail hour before dinner.

The next day we had another nifty little sail. We called it a day early and tied up in time to get Brendan home to finish some more schoolwork. Little did I know that that was to be the actual end of our sailing season, just because the shift cable broke while docking. And little did I know how much I'd come to appreciate this unexpected overnight sail with my son. A little father/son bonding can go a long way, don't you know?

About a week later **Wenonah's** transmission was pulled so it could be rebuilt. A month later the mechanic (not the one of my choice, but the one recommended by the mechanic of my choice), after considerable prodding, installed the transmission on the morning I was to depart on a nine-day sail. I got no farther than the bottom of the creek, about 1/4 mile, when the engine died. It had to be pulled, too. I asked the mechanic if my season was over, this in early August. His response was "No, you'll have it back well



Wenonah (#118) rests after a hard sail across the Chesapeake

before the season ends." Seven months later to the day, on a cold winter morning, I heard the little Volvo diesel roar to life for the first time since that steamy, hot August morning.

During those 7 months I spent many hours worrying in lieu of sleep, paid unanticipated yard storage bills, made numerous attempts to get the mechanic to communicate with me honestly and, finally, in utter frustration and out of necessity, towed **Wenonah** to a friend's nearby house for winter storage.

The new season slowly approaches and I have yet to create the usual sailing schedule; I've learned what it's like when one's passion is suddenly and unnecessarily eliminated; I've discovered the import of mental darkness; I've learned that frustration is more significant and powerful than hatred. And you don't have to say "thank you" when you hand a sizable check to some S.O.B. who stole your season with his lollygagging.

But the good memories don't disappear, no matter how bad the funk gets. They are there for the grabbing. Exercise them joyously and repeatedly, I've learned. They help rejuvenate the languid spirit. And maybe Brendan will help **Wenonah** and me kick-start what unexpectedly ended last year. That'd be pretty swell.

Best Wishes for Great Racing During 2003

at

*Rockland, Southwest Harbor, New London,
Chesapeake Bay, Marblehead and Gloucester*

Your FSS Race Committee

Dave Graham, Chairman

Gene Costanza

Roger Duncan

Bruce Lanning

Marcia Morang

Penny Richards

Jerry Ross

Dick Salter

Oddvar Solstad

Hugh Verry

THE FRIENDSHIP SLOOP SOCIETY'S

We have a lovely little yot
which we sail kwite a lot
When we're racing for a pot
We feel we're winning when we're not

Bette and Bob Monk

41' Mast for Sail
Wooden, Varnished, Oval
and never used!

Barbara Hadlock 207-865-6775

1. No FOG!
2. MORE WIND!
3. LOOK OUT FOR BUCKETS ON YOUR RUDDER!

Crew of #71

A fair wind ~
but not too much of it
The Duncans

Fair Wind, My Friend

M, P, T, & K

VENTURE
Five star pennants only

Captain Oliver and
Sammantha the Panther

Twelve-hundred feet above sea level,
With sanders, scrapers, saws and bevel,
Her restoration's underway,
So Coast O' Maine will sail someday.

Steve, Mary & Heather McRae

MAY YOUR COMPASS POINT NORTH
AS A GOOD COMPASS SHOULD. AND
MAY ALL YOUR SLOOPS BE WOOD.

Ralph and Marion Stanley

From bow to stern, and in between
Our little sloop is barely seen,
But with new cloth upon the mast
We hope this year to go really fast!

Cheers from 218
William M. Rand

Enjoy the Yearbook!

from the crew of *Queequeg*
Beth, Richard, Ruthie, Robert

Wind rising today
tuck in a reef for prudence
sail the pants off her

Salatia

Love sailing to Windward

Tim and Ruth Sullivan

To Enduring Friendships
from the crew of *Desiree*

Our Greatest appreciation and thanks go
out to all who keep this tradition alive.

The crew of Natanya (197)

BULLETIN BOARD

THE FRIENDSHIP SLOOP SOCIETY'S

Great Sailing in 2003!

Lois and Jerry Ross

Friendship is where the heart is.

Greg and Daneen Roth
and Ellie T.

Always Good Buys
at the Chandlery

Waldo Burrow

Pam and Adrian Hooydonk
from the *Omaha*
wish you fair winds

Friendships Add Richness
And Worth to Life

John & Carole Wojcik - *Banshee*

*If people concentrated on the really
important aspects in life -
there'd be a shortage of boats!*

Dick Salter

Two sailors were stranded on an iceberg.
One sailor says "We're saved, we're saved!"
The other asks, "How do you know that?"
Reply's the first, "Here comes the Titanic!"
Happy Sails!

Greg and Naomi Grundtisch

**Remember the
Scholarship Fund**
Nancy and David Bell

Fair Winds
and Good Racing

Corinthian Race Committee

*Look forward to seeing you at the Chandlery this year -
many new things for your purchasing pleasure!!!*

Bill & Kathy Whitney your friendly chandlers

Remember - Shop 'til you drop!!!

Sazerac is proud to announce
that her owners,
Roger Lee and Gail O'Donnell,
moved to 26 Park St., Belfast, ME

BEST WISHES

from
Mara E.

All the Best from the
Rights of Man

Wayne, Kirsten, Alec & Caitlin Cronin

*The world would be better off
if more people went sailing.*

The Toppans
(sailing whenever we can) on *Compromise*

BULLETIN BOARD



See you in
MARBLEHEAD

Paul Haley &
Betty Quadros

Annual Meeting



Tim & Ruth Sullivan with
Charlie Burnham (center)

November
2002



David & Florence Graham
with Paul Haley and Betty Quadros



John & Carole Wojcik
with Lori Rand (center)



Harold Burnham, Richard Stanley
and Lorraine Strauss



Tom & Peggy Miller



Larry Plumer, Dick Salter
and Jonathan Leavy



Roger & Mary Duncan



Richard Langton and Miff Lauriat



Kirsten & Wayne Cronin

Capt. Paul Haley



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	State
1	VOYAGER	30'	Charles A. Morse	1906	Jim Salafia, Warren ME	Rebuilding	ME
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	Benjamin River	ME
10	MARY ANNE	31'	Lash Brothers	1958	Dr. Joseph Griffin, Damariscotta ME	Damariscotta	ME
13	EASTING	29'	Charles A. Morse	1920	Brenna & Van Keith Herridge, Rockland ME	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	George & Cindy Loos	Cape May	NJ
16	RETRIEVER	22'	W. Prescott Garnett	1942	Phil Rotondo & 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
25	SEA DUCK	35'	Charles A. Morse?	c1901	Matinicus Island, July 95'	Matinicus	ME
31	WHITE EAGLE	28'	Wilbur A. Morse	c1914	William A. Cronin, Sturbridge MA	Rebuilding	MA
32	NOMAD	33'	Wilbur A. Morse	1906	Tom Ash, North Weymouth MA	Rebuilding	MA
33	SMUGGLER	28'	Philip J. Nichols	1942	Mike Mulrooney, West Kingston RI	Rebuilding	MA
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
38	ELEAZAR	38'	W. Scott Carter	1938	David B. Schuler, Rochester NY	Rochester	NY
39	GOBLIN	30'	Lash Brothers	1963	Dr. Brad Wilkinson, Durham, CT	Center Harbor	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	Bucks Harbor	ME
44	SAZERAC	35'	Wilbur A. Morse	1913	Roger Lee, Belfast ME	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'	Phillip J. Nichols	1964	George & Chris Griffin, Cincinnati OH	Tenants Harbor	ME
50	HERITAGE	29'	Elmer Collemer	1962	Steve & Dee Dunipace, Brownsburg IN	Friendship	ME
52	RIGHTS OF MAN	30'	Lash Brothers	1965	Wayne Cronin, Thomaston ME	Rockland	ME
53	EAGLE	32'	Wilbur A. Morse	1915	Captain Donald Huston, Nahant MA	Nahant	MA
54	ECHO	22'	Lee Boatyard	1965	Stephen Major & Family	DeLand Cove	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 Calvanese, 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	Ontario
66	VENTURE	26'	Wilber A. Morse	1912	Bill Finch & Carrol 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	NH
70	WINGS OF THE MORNING	30'	Roger Morse	1967	Rodney Flora & Jill Schoof, Georgetown MA	Southwest 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	Ontario
74	PATIENCE	30'	Malcom Brewer	1965	Rev. John Arens, Needham MA	Cataumet	MA
75	OMAHA	35'	Norris Carter	1901	Adrian Hooydonk, 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	Mathew & 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 lPati West, Vineyard Haven MA	Vineyard Haven	MA
90	SALATIA	25'	Newman (F02)/Newman	1969	Miff Lauriat, Southwest Harbor ME	Southwest Harbor	ME

	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport	State	Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport	State
91	PHOENIX	30'	Bruno & Stillman (04)	1970	Tad Beck, New York NY	Carvers Harbor	ME	177	LIBERTY	19'	Ahern (B5) Hoffman	1974	Tom Mehl, Saugus CA	Saugus	CA
92	PRISCILLA	25'	James Rockefeller/Basil Day	1975	Norman M. Sulock, Baldwinsville NY	Onida Lake	NY	178	DOLPHIN	25'	Newman (P13)/C. Chase	1977	Allan Robbins, East Falmouth, MA	Falmouth	MA
93	ANNA R.	25'	Kenneth Rich	1970	Stuar At L. Rich, Tenants Harbor ME	Rebuilding	ME	180	BANSHEE	25'	Newman (P12)/Wojcik	1978	John & Carole Wojcik, Norwell MA	Mattapoisett	MA
94	DIANA	25'	Newman (P03)/Rockefeller	1971	Ebenezer & Diana R. Gay, Rockland ME	Vinalhaven	ME	181	AURORA	19'	Ahern (B3)/Brownie	1975	Dale Young, Deer Isle ME	Deer Isle	ME
95	WESTWIND	40'	Charles A. Morse	1902	John & Diane Fassac, Mansfield MA	Rebuilding	MA	182	MUSCONGUS	22'	Apprenticeshop	1977	Harry Oakley Jr., Old Lyme CT	Shelter Island	NY
96	VOYAGER	32'	Lash Brothers	1965	Capt. Fred Perrone, Plymouth MA	Plymouth	MA	184	PERSEVERANCE	27'	Simmis Yachts	1963	Denis & Kathy Faluch, Chicago IL	Chicago	IL
97	GANNET	27'	Unknown	1903	Tom Miller, New Boston NH	Potts Harbor	ME	185	OCEAN ROAR	27'	J. Philip Ham	1978	Les Taylor, Warren ME	Boothbay Harbor	ME
99	BUCCANEER	29'	Wilbur A. Morse	c1911	Tirocchi Family, Johnston RI	Johnston	RI	186	RAGTIME ANNIE	27'	Nick Apollonio	1975	Bartlett H. Stoodley Jr., Unity ME	Camden	ME
100	CAPTAIN TOM	26'	Bernard Backman	1970	John Sandusky, Mt. Sinai NY	Mt. Sinai Harbor	NY	187	PEREGRINE	27'	Ralph W. Stanley	1977	Peter P. Blanchard III, Mount Desert ME	Somesville	ME
101	GOOD HOPE	30'	Bruno & Stillman (07)	1971	Barta & Lee Hathaway, Newburyport MA	Ipswich	MA	189	TRADITION	31'	Newman (D09)/Nehrbass	1981	Jarvis & Susan Newman, S. West Harbor, ME	Southwest Harbor	ME
102	TODDY	35'	Lubbe Vob (Germany)	1972	Mary L. Morden, Bad Axe MI	Lake Huron	MI	191	ANNABELLE	22'	Apprenticeshop	1978	South Street Seaport, New York City NY	Museum Display	NY
103	SOLASTER	25'	Newman (P04)/Newman	1970	Marshall Janoff, Baltimore MD	Baltimore	MD	192	KERVIN RIGGS	22'	Williams & Bouchard	1977	Bill & Doris Mebane, Woods Hole MA	Woods Hole	MA
104	COCKLE	28'	Elmer Collemer	1960	Rupert & Regina Hopkins, Miller Place NY	Mt. Sinai Harbor	NY	193	LADY M.	32'	Harvey Gamage	1978	Thomas Martin, South Bristol ME	South Bristol	ME
105	LADY E	30'	Bruno & Stillman (05)	1971	Liz & Ken Spindola	Padanaram Harbor	MA	194	HUCKLEBERRY BEL	25'	Clifford G. Niederer	1977	Brian & Mary Clare, Gloucester VA	Gloucester	VA
106	HOLD TIGHT	25'	Newman (P05)/Newman	1970	Ed Gray	Cranberry Is	ME	195	PRINCESS	26'	Wilbur A. Morse	1908	Joe Dubois & John Harroz, Sarasota FL	Rebuilding	
107	MAGIC	22'	Passamaquoddy (1)	1970	Eric Applegarth, Clairborne MD	Rebuilding		196	ENDEAVOR	25'	Ralph W. Stanley	1979	Betsy Holtzmann, Southwest Harbor ME	Southwest Harbor	ME
109	PETREL	31'	G. Cooper	1933	Colin D. Pears, Kennebunkport ME	Rebuilding		197	NATANYA	31'	Newman (D11)/Davis	1978	Joe & Miriam Hliva, Greenwich CT	Greenwich	CT
112	SECRET	27'	Philip J. Nichols	1971	Edward Good, Townsend MA	Salem Willows	MA	198	BAY LADY	31'	Newman (D12)/Lanning	1978	Captain Bill Campbell, Boothbay Harbor ME	Boothbay Harbor	ME
113	YANKEE PRIDE	30'	Bruno & Stillman (14)	1971	James J. & Margaret E. Graig, Keyport NJ	Keyport	NJ	199	WILD ROSE	31'	Newman (D13)/Liberation	1979	James Peck, Waverly PA	Sargentville	ME
114	HELEN BROOKS	30'	Bruno & Stillman (08)	1971	Kristyn Ramos & Karl Brunner	Southwest Harbor	ME	200	ESTELLA A.	34'	Robert E. McLain	1904	Mystic Seaport Museum, Mystic CT	Mystic Seaport	CT
115	GOOD FRIEND	30'	Bruno & Stillman (12)	1971	Harvey & Lee Goodfriend, Simsbury CT	Groton	CT	201	ENDEAVOR	31'	Newman (D08)/Genthner	1979	James Genthner, Fairhaven MA	Nantucket	MA
117	LEADING LIGHT	30'	Bruno & Stillman (10)	1971	John & Eve Crumpton, Oxford ME	South Freeport	ME	202	ARRIVAL	31'	Newman (D14)/Niedrach	1981	John & Carole Wojcik, Norwell MA	Rebuilding	MA
118	WENONAH	30'	Bruno & Stillman (16)	1971	Thomas L. Berry, Pasadena MD	Pasadena	MD	204	MARIE ANNE	27'	Jason Davidson	1977	Diana Echeverria, Seattle WA	Severn River	MD
119	VALHALLA	30'	Bruno & Stillman (15)	1971	Paul & Sally Wolfe, Pittsburg PA	Ben Avon	PA	205	DAYSTAR	28'	Richard E. Mosher	1989	Rich & Sally Mosher, Kalamazoo MI	Kalamazoo	MI
120	PERSISTENCE	30'	C. Simmons/J. Lichtman	TBL	John Lichtman, Friendship ME	Building		206	LEGACY	31'	Newman (D15)/Clarke	1979	Craig Collemer & Gary Laparl, Salem, MA	Salem	MA
122	EDEN	25'	Francis Nash & Ed Coffin	1971	Scott Martin, Bar Harbor ME	Bar Harbor	ME	208	LISA K	31'	Newman (D16)/Lanning	1981	Jeff Cohen, Mamaroneck, NY	Mamaroneck	NY
123	RESOLUTE	28'	Charles A. Burnham	1973	Charles A. Burnham, Essex MA	Essex	MA	209	FRIEND SHIP	31'	Newman (D17)/Pettegrow	1981	Whistling Man Schoner Co. Burlington, VT	Burlington	VT
124	CALIFYGIOUS	30'	Bruno & Stillman (17)	1971	Richard & Tina Sharabura, Toronto Ontario	Toronto	Ontario	210	THE SLOOP JOHN B	22'	Passamaquoddy/Oliva	1974	Al Perrin, Canandaigua NY	Canandaigua Lake	NY
125	TIGER LILY	25'	Al Paquette	1969	Holbrook Family, Rochester MA	Mattapoisett	MA	211	ANSA	22'	James D. Hamilton	1982	Stephen & Julie Sell, Landenberg PA	Earlville	MD
126	WHIM	20'	Chester Spear	1939	Jack Manley Northville NY	Rebuilding		212	ACHATES	22'	McGie W. Roth Jr.	1980	Richard C. Leigh, Nashville TN	Charleston	SC
127	MARIA	21'	Charles A. Burnham	1971	Frank Friend, Essex MA	Rebuilding		213	AMIE	25'	Bob Holcomb (Alaska)	1978	Harvey & C.R. Noble, Newcastale WA	Seattle	WA
128	SCHOODIC	31'	E. Collemer/B. Lanning	1973	Allen & Madonna Browne, Cape Elizabeth ME	South Portland	ME	214	GAIVOTA	31'	Newman (D19)/Pettegrow	1982	Bill & Kathy Whitney, Needham MA	Cataumet	MA
129	GISELA R.	25'	Andrew P. Schafer	1969	James O'Hear, Sag Harbor NY	Noyack	NY	215	ELLEN ANNE	22'	Passamaquoddy Yachts	1968	David Colinan, Lincoln RI	East Greenwich	RI
130	NORWAL	25'	Newman (P06)/Newman	1972	James Rosenbaum, Milwaukee WI	Milwaukee	WI	216	AMITY	39'	W. Scott Carter	1941	John F. Nichols, Takely by Stortford, Herts., Eng.	Ipswich	UK
131	NOAHSARK	29'	John Chase	1972	Paul Werner, Old Orchard Beach ME	Unknown	ME	217	OPHELIA'S ODYSSEY	33'	Shoreline Boats	1972	Thomas Searles, So Portland ME	South Portland	ME
133	INDEPENDENCE	30'	Bruno & Stillman (21)	1973	Frederick G. Schwarzman, Bernardsville NJ	Oxford	MD	218	WILLIAM M. RAND	22'	John B. Rand	1982	John B. Rand, Raymond ME	Cundys Harbor	ME
134	BEAR	22'	Passamaquoddy/Collins	1973	Jim Horigan, Reading MA	Swampscott	MA	219	YANKEE BELLE	23'	Paul G. Edwards	1983	John & Carolyn Edwards, Mattituck NY	Mattituck	NY
136	SQUIRREL	28'	Charles A. Morse	1920	Larry & Stephanie Moxon, Mystic CT	Mystic	CT	220	SORCERESS	31'	Newman (D20)/Pettegrow	1984	Ruy Gutierrez, Auburn ME	Phippsburg	ME
137	AYSEHA	35'	McLain?	OLD	Larry Thomas, New Orleans LA	Lake Ponchartrain	LA	221	SEAL	22'	Ahern (01)/Zink	1984	Pam Burke, East Boothbay ME	Boothbay Harbor	ME
138	PUA NOA II	31'	Robert P. Gardner	1973	Francis L. Higginson, Islesboro ME	Islesboro	ME	222	LADY JEANNE	16'	Richard L. McInnes	1982	Joe Dupere, Orono ME	Unknown	
139	OSPREY	25'	Newman (P08)/Morris	1973	Steve Hughes, Kansas City MO	Southwest Harbor	ME	223	CORREGIDOR	25'	Newman (P17)/P. Chase	1981	Brian Flynn & Mary Clay, Brooklyn Heights NY		
141	SEA DOG	25'	James H. Hall	1974	Greg Grundtisch, Lancaster NY	Buffalo	NY	224	DAYLIGHT	19'	James Eyre Wainwright	1983			
142	AUDREY II	21'	Peter Archibold	1976	Ronald Shaw, Peaks Island, ME	Peaks Island	ME	225	PHILLIP J. NICHOLS	28'	Philip J. Nichols	1981	Bob Sr. & Jr. Monk, Burlington, MA	Salem MA	
143	FAIR AMERICAN	25'	Newman (P10)/Morris	1974	Francis P. McIntire, Santa Maria CA	Port St. Louis	CA	226	DESIREE	31'	Chris Sparrow/Larry Plumer	1993	Larry Plumer, Newbury MA	Newburyport	MA
144	JOSIE	25'	Newman (P09)/Morris	1974	John Burke, Gloucester MA	Gloucester	MA	227	CELEBRATION	25'	Newman (P15)/Hodgdon	1980	Greg & Annette Merrill, Southbury CT	Bayville	ME
145		31'	Newman (D02)/Lanning	1974				228	MERMAID	22'	Ahern(10)/Fitzgerald	1990	Al & Louise Doucette, Mattapoisett MA	Mattapoisett	MA
146	YANKEE LADY	25'	Newman (P01)/C.Chase	1970	John M. Ash, Ferndale PA	Chebeague Island	ME	229	CAPT'N GEORGE	30'	Bruno & Stillman (09)	1970	Robb Darula Richmond RI	Mystic	CT
147	MARA E.	31'	Newman (D01)/Jones	1974	Barrie Abrams, Mamaroneck NY	Satans Toe	NY	230	HEGIRA	25'	McKie W. Roth Jr.	1980	David MacClain, Marlboro CT	Stonington	CT
148	SLOOP OUT OF WATER		38' Norris Carter	1905	Joe Vinciguerra, Andover MA	Patio Gazebo	MA	231	SOLOMON GUNDY	22'	M.W. Roth Jr./W.C. Butcher	1984	William C. Butcher, Sufield CT	Branford	CT
149	FIDDLER'S GREEN	25'	Roy O. Jenkins	1978	Dick Leighton, Bowdoinham ME	Yarmouth	ME	232	COMPROMISE	22'	Ahern (08)/White	1979	Peter & Nancy Toppan, Scituate MA	Scituate	MA
150	WOODCHIPS	25'	Deschenes & Willet/et al	TBL	Neil Allen, Orleans MA	Unfinished		233	PRINCESS PAT	22'	Harry Armstrong	1987	Harry & Pat Armstrong, Winter Park FL	Titusville	FL
151	DEPARTURE	15'	W. Prescott Gannett	1936	Dr. Llewellyn Bigelow, Alexandria VA	Alexandria	VA	234	BEATRICE MORSE	22'	M.W. Roth Jr./D.W. Owens	1985	D. William Owens III, Branford CT	Stony Creek	CT
152	MURPHY'S LAW	32'	Kent F. Murphy	1977	Diahanne & Kevin Stirnweis, Marblehead MA	Marblehead	MA	235	FINEST KIND	22'	Sam Guild & Geoff Heath	1981	Mike & Karen Looman, East Haddam CT	Noank	CT
153	ANGELUS	22'	Passamaquoddy/Collins	1975	Jim & Elaine Carter, Everett MT	Bass River	MA	237	CHRISTINE	19'	Ahern (B1)/Patten	1975	Robert D. Hamilton, Greenfield MA	Center Harbor	ME
154	MUSCONGUS	28'	Albion F. Morse	1909	Captain's Cove Seaport, Bridgeport CT	Bridgeport	CT	238	VIKING	22'	Ahern/Ulwick	1980	Steve Ulwick, Wakefield MA	Lynn	MA
155	QUEEQUEG	25'	Newman (P11)/Morris	1975	Rich & Beth Langton, Edgecomb ME	Boothbay Harbor	ME	239	CHEBACCO	30'	Bruno & Stillman(22)/Ginn	1987	Mike & Jayne Ginn, Jupiter FL	Jupiter	FL
156	NAMASTE	31'	Newman (D03)/Morris	1975	Jerry & Penny Kriegl, Duxbury, MA	South Dartmouth	MA	240	RAVEN	26'	Rodney Reed	1965	Jeffrey C. Richards, Rockland ME	Rockland	ME
157	LIBERTY	31'	Newman (D04)/Salter	1980	David T. Shelby, Winnetka IL	Chicago	IL	241	BLUE SANDS	34'	Boston Boat Company	TBL	Walt Disney Theme Park, Japan	Ashore	Japan
159	PACIFIC CHILD	30'	Bruno & Stillman (03)	1969	Catherine Randak, Salt Lake City UT	San Diego	CA	242	TECUMSEH	36'	Charles A. Morse	1902	David Frid, Oakville Ontario Canada	Oakville	Ontario
160	DEFIANCE	22'	McKie W. Roth Jr.	1973	Morgan L.A. Hendry, Wilmington DE	Round Pond	ME	243	ERIN	22'	Ahern (05)/Hersey	1979	Anne Del Borgo, Boothbay Harbor ME	Boothbay Harbor	ME
161	SUMMERWIND	22'	Sam Guild & Bill Cannell	1976	Norman E. MacNeil, Woods Hill MA	Falmouth	MA	244	REBECCA AMES	30'	Bruno & Stillman (18)	1971	John & Karla Ayer, Cutler FL	Cutler	FL
162	IRENE	38'	Charles A. Morse	1917	Harold Burnham, Essex MA	Rebuilding	MA	245	LA PALOMA	25'	Unknown (BC, Canada)	1969	John J. Caldbick, Seattle WA	Seattle	WA
164	VERA JEAN	30'	Charles A. Morse	1906	Dennis Mayhew, Niceville FL	Choctawhatchee Bay	FL	246	DAME-MARISCOTTA	19'	Ahern (B6)/Shelley	1983	Rose & Hans-Peter Sinn, Huntington NY+	East Boothbay	ME
165	REUNION	25'	Clifford G. Niederer	1975	Mason E. Ricci Stober III, Concord CA	Oakland	CA	247	BLACK STAR	35'	Apprenticeshop	1989	Ted Walsh & Jeff Wilson-Charles, Conway NH	Portsmouth	NH
166	SCHOODIC	25'	Concordia Company	1967	Bob & Maria Barth/John Mayer	Kittery Point	ME	248	TIMBER	22'	Rick Conant/Greg Fisher	1979	Greg Hickey, West Hartford CT	South Lyme	CT
167	FREEDOM	28'	Ralph W. Stanley	1976	Richard Dudman, Ellsworth ME	Isleford	ME	249	BABY BLUE	25'	Newman (P18)/Pettegrow	1983	Scott & Sally Johnson, Waterville VT	Burlington	VT
168	LOON	30'	Newbert & Wallace/Jacob	1974	Edward Brennan, Newcastle ME	Round Pond	ME	250	BELFORD GRAY	29'	WoodenBoat School	1992	WoodenBoat School, Brooklin ME	Brooklin	ME
169	DEFIANCE	22'	Eric Dow	1976	Fran Daley West Newton MA	Winthrop	MA	251	BUCEPHALUS	19'	Ralph W. Stanley	1986	Alex Forbes, Tahoma CA	Rubicon Bay	CA
170	LADY OF THE WIND	31'	Newman (D05)/Morris	1976	James Halbkait Jr., Hilton Head Island SC	Hilton Head Island	SC	252	-NONE-	30'	Harry Quick/J.R. Sherman	TBL	J. Robert & Eff Sherman, Correa ME	Building	
171	RESOLUTE	31'	Newman (D06)/Morris	1976	Alan Leibouitz, Bilerica MA	Marblehead	MA	253	IOLAR	25'	W. McCarthy & G. Richards	1989	William L. McCarthy, Riegelsville PA	Georgetown	MD
172	AMNESTY	25'	Jim Drake	1982	Jim Drake, Carlisle PA	Baltimore	MD	254	QUINTESENCE	22'	Passamaquoddy (02)/Core	1972	Gary & Debbie Crowl, Summit NJ	Toms River	NJ
174	-NONE-	31'	Newman (D07)/unfished	TBL	Arnie & Jill Standish, Brunswick ME	Unfinished	ME	255	GENEVIEVE	25'	Emmet Jones	1982	Robert E. Edmiston, Boulder Creek CA	Alameda	CA
175	EDEL WEISS	15'	David Major	1975	David Major, Putney VT	Friendship	ME	257	TODDY B.	28'	Dave Westphal	1992	Sam Nickerson	Lake Lanier	GA

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport	State
258	KIM	22'	Harold Burnham	1992	Steve Goldman, Milton, Ontario	Osbourne Harbor	NS
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 NS	Halifax	NS
261	BLUENOSE	19'	David Holmes	1974	David & Charley Holmes, Annapolis MD	Annapolis	MD
262	I GOT WINGS	22'	Ahern (04)/Almedia	1980	James iBinnaclei Wright, Preston CT	Stoneington	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'	Ahern/Hilburn	c1992	Steve & Melisa Blessington, Bangor ME	Winterport	ME
267	TRISTAN	25'	Joseph Bernier	1980	David & Anny Cain, Fayston VT	Shelborne	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	GB
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
272	TAMARA	35'	Ralph Stanley	2003	Sean & Tamara McCarthy, East Hampton NY	Boothbay	ME

"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)	LOD	Builder	Launched	Comments
12	FRIENDSHIP	29'	Wilbur A. Morse	1902	Last Seen c1983 at Little Compton RI, ashore since 1968
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
51	#NAME?	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 Carribean
98	DOWN EAST	30'	Bruno & Stillman	1970	Last known to be cruising the Carribean 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	28'	Charles A. Morse	OLD	Last known to be in the Galveston TX area 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	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 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
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 FI
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. Cañmille & 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
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 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	c1898	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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