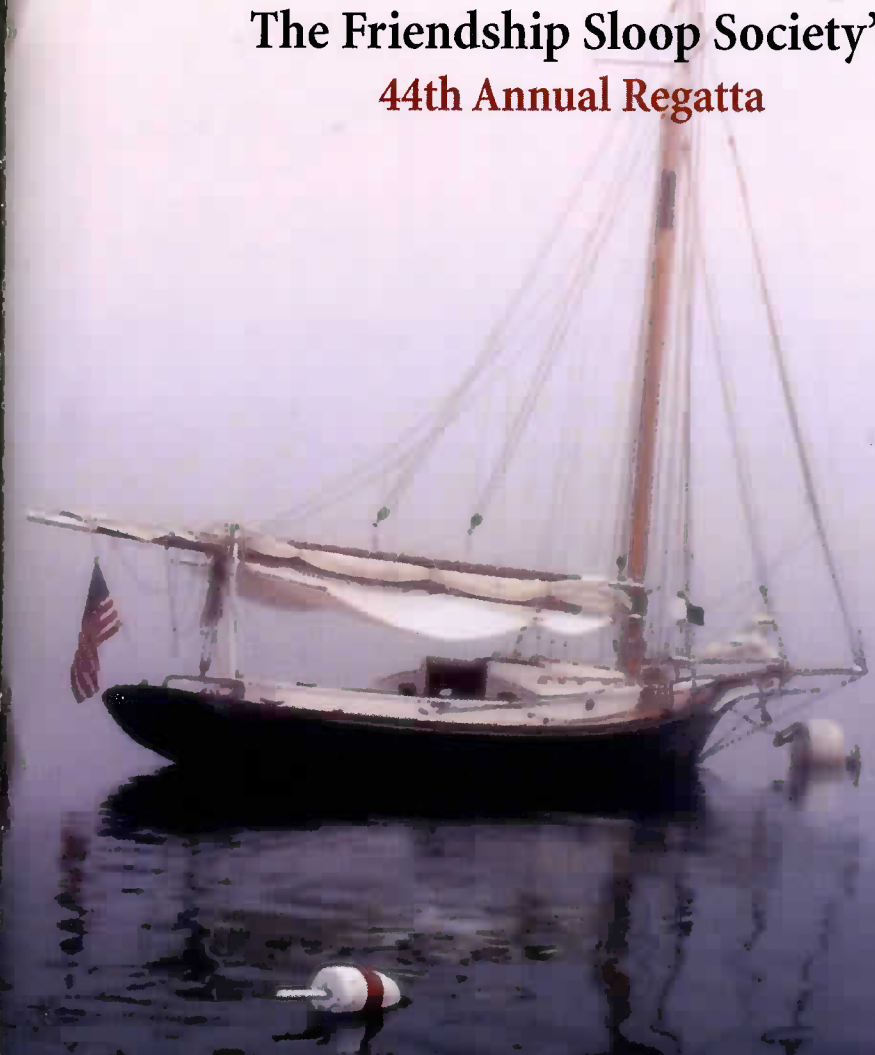


# Friendship Sloop Days

The Friendship Sloop Society's  
44th Annual Regatta



2004 Yearbook & Guide

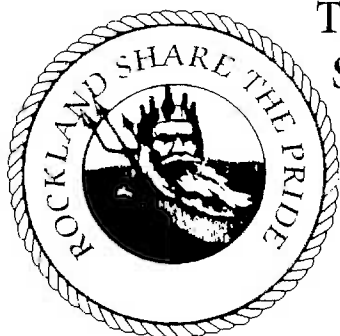
# ROCKLAND-THOMASTON AREA CHAMBER OF COMMERCE



## WELCOMES

THE FRIENDSHIP  
SLOOP SOCIETY  
TO  
ROCKLAND,  
MAINE

July 27-29



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 4 for a full schedule).

### OTHER SUMMER EVENTS

July 4  
Thomaston 4th of July

July 10-11  
North Atlantic Blues Festival

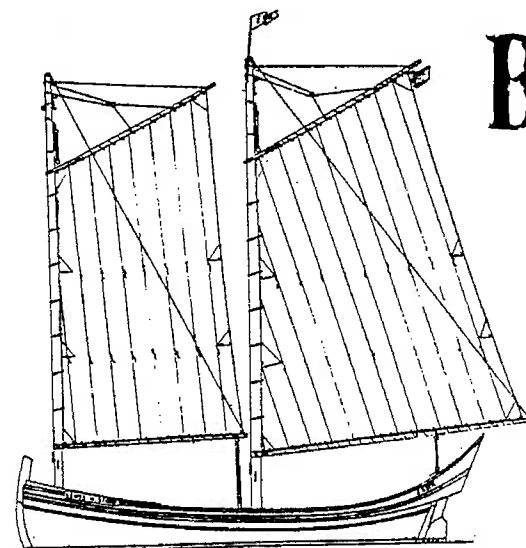
August 4-8  
Maine Lobster Festival  
[www.maine lobster festival.com](http://www.maine lobster festival.com)

*For more information on the area, contact the  
Rockland-Thomaston Area Chamber of Commerce*

*P.O. Box 508 • Rockland, ME 04841*

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# Commodore's Message

During the deep freeze of January 2004, the Executive Committee of the Friendship Sloop Society set out to secure the longevity of our fine organization. Each Committee member was given the names of approximately 20 sloop owners to survey. The purpose of the survey was to:

- Connect with our membership
- Learn what it is that keeps members coming back to events each year, or what we could be doing differently to help retain and build our membership
- Update our contact information for all members

The long term goal of these efforts is to use the survey results to push our membership numbers well above 200 and to increase participation at our regattas.

We were successful at getting input from about 15 percent of the owners listed in the back of the yearbook (a participation rate that exceeds most town meetings !) The survey results were telling, with four common themes being echoed from all compass points:

1. Include a non-racing venue at the regattas, such as a family sailing day.
2. Welcome and mentor new members to speed the process of feeling comfortable with the group.
3. Increase our publicity and invite the public to sail with us at regattas.
4. Encourage local sailing (and other year round) events to make it easier for enthusiasts to participate and promote the history and tradition of Friendship Sloops. Coordinate these events with other traditional sailing craft organizations to build momentum.

Taking action on these items will not happen overnight. However, the information is now available to us as we consider and plan for small changes from our tried and true method of celebrating Friendships. We need to embrace well planned changes and seek out those who will help us implement them. Keep an eye on our Newsletter and website ( <http://www.fss.org/>) to follow progress and upcoming events. We welcome input from any and all on how best to keep our organization moving forward.

Many thanks to our Race Committee, Support Vessels and crews, the Executive Committee and the general membership who put in the effort to make our regattas and events happen. A special thanks to the City of Rockland, The Rockland Harbormaster and dock 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*

# Friendship Sloop Society Officers 2004

Commodore	John B. Rand	20 Dryad Woods Rd, Raymond, ME 04071
Vice-Commodore	Charlie Burnham	30 Southern Ave., Essex, MA 01929
Secretary	Caroline Phillips	72 Molasses Hill Rd., Brookfield, MA 01506
Treasurer	Jonathan Leavy	4 Eden Ave., Newton, MA 02165
Newsletter Editor & Webmaster	John Wojcik	347 Lincoln St., Norwell, MA 02061
Yearbook Editors	Beth & Rich Langton	868 Cross Pt. Rd., Edgecomb, ME 04556
Asst. Yearbook Editor	Roger Duncan	P.O. Box 66, East Boothbay, ME 04554
Publicity Chairman	Bob Monk	14 Paulson Dr., Burlington, MA 01503
Membership Chairman	Bob Monk Jr.	3 School Hill Lane, N. Reading MA 01864
Scholarship Chairman	Bill Zuber	35A Tideview Lane, Friendship, ME 04547
Scholarship Treasurer	David Bell	35 Pumpkin Cove Rd., New Hbr., ME 04554
Scholarship Secretary	Caroline Zuber	35A Tideview Lane, Friendship, ME 04547
Race Committee Chairman & Marblehead Regatta Chairman	David Graham	7 Batchelder Rd., Marblehead, MA 01945
Chesapeake Bay Race Chairman	Tom Berry	3356 Runnymede P, NW Washington DC
New London Race Chairman	Jack Vibber	5 Soljer Dr., Waterford, CT 06385
Southwest Harbor Race Chairman	Miff Lauriat	47 East Ridge Rd., Southwest Hbr., ME 04679
Friendship Day Chairman	Bill Zuber	35A Tideview Lane, Friendship, ME 04547
Chandlery Charipersons	Bill & Kathy Whitney	75 Kingsbury St., Needham, MA 02192
Original Sloops Chairman	Harold Burnham	141 Main St., Essex, MA 01929
Measurer	Dick Salter	151 Bridge St., Manchester, MA 01944
Inspector of Mast Wedges	Peter Toppan	26 Thomas Clapp Rd Scituate, MA 02066
Cannoneer	Pamela Hooydonk	P.O. Box 93, Spruce Head, ME
Piper	Donald Duncan	Southport, ME 04576

Honorary Members: William Danforth, Roger and Mary Duncan, John Gould,

David Graham, Cyrus Hamlin, Marcia Morang, and Betty Roberts.

# 2004 Homecoming and Rendezvous

## Schedule of Events in Rockland & Friendship

### Monday July 26

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 Ed Glaser or the Assistant Harbor Master Pete Thibodeau on Channel 9. Tent, chairs and barbecue will be set up.

### Tuesday July 27

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 28

9:00 AM Skippers Meeting under the tent  
10:30 AM Parade of Sloops  
Noon Races 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 music and entertainment. Bring your own musical instrument.

### Thursday July 29

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 30

Day to sail or drive to Friendship

### Saturday July 31

9:00AM Memorial Ceremony in the town of 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 8:00AM, so be careful of runners.

**Cover:** *Tern*, built by Wilbur Morse c1900

# 2004 Events of Friendship Sloop Society

## July 10th & 11th New London Regatta • New London CT

Contacts: Greg Roth, 510 Montauk Ave, New London, CT 06320 • 860-442-2747  
or Jack Vibber, 5 Soljer Dr., Waterford, CT 06385 • 860-442-7376

## July 24th Southwest Harbor Regatta • Southwest Harbor, ME

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

## July 26th -30th Homecoming Rendezvous and Regatta • Rockland, ME

Contact: John Rand, 20 Dyrad Woods Rd. Raymond, ME 04071 • 207-655-4277  
or Charlie Burnham, 30 Southern Ave, Essex, MA 01921 • 978-768-7146

## July 31st Friendship Day • Friendship, ME

Contact: Bill Zuber, 35A Tideview Lane, Friendship, ME 04547 • 207-354-8036

## August 14th & 15th Marblehead Regatta • Marblehead, MA

Contact: David Graham, 7 Batchelder Rd., Marblehead, MA 01945 • 781-631-6680  
or Charlie Burnham, 30 Southern Ave, Essex, MA 01921 • 978-768-7146

## September 4th Gloucester Schooner Festival • Gloucester, MA

Contact: Gloucester Harbormaster

## November 13th Annual Meeting

Best Western Merry Manor Inn

700 Main Street, South Portland, Maine

Contact: Caroline Phillips, Secretary 72 Molasses Hill Rd. Brookfield, MA 01506  
508-867-0503

# Dedication to Bill Danforth

In looking back through 43 years of yearbooks I found that a number of issues have been dedicated to people who have contributed to the Friendship Sloop Society. Some of these people I knew, or knew about, some of them were people I only learned of through the dedication of the yearbook. In the Sloop Society, where the focus is on sailing your boat, it is often difficult to get to know everyone and understand what different people bring to the group.



Although Bill Danforth's involvement with the Society ended just before my family and I joined with *Content*, in 1985, I got to know Bill. We were both located in the Boothbay area and Bill was involved in community activities, many of which revolved around the sea, as you might expect for a man named Danforth. When the Executive Committee decided to dedicate this issue of the yearbook to the memory of Bill I was tasked with the job; but dedications are not easy to write. A list of facts and accomplishments only captures what someone did, and from that perspective Bill was our Race Committee Chairman from 1963 to 1983. In the 1965 issue of "It's a Friendship", for example, Bill and his race committee boat, White Falcon, were featured on page 21 as part of a description of the Race Committee of the day. In trying to capture the essence of the person I turned to Roger Duncan and, as usual, Roger saved the day. He had written a short article on Bill for the Friendship Museum, reprinted here, that captures better than anything else why this yearbook is dedicated to Bill Danforth and why we should take time to remember people like Bill that make up the Society, despite our penchant for the solitary sailing of our own boat.

Richard Langton, Editor

# Remembering Bill Danforth

By  
Roger Duncan

For twenty years, from 1963 to 1983, Bill Danforth was Chairman of our Race Committee. He presided over three races each year for a unique group of sailors: some of long experience; some of very limited experience; some who knew the racing rules chapter and verse, many who had some idea of some of the rules and a few whose idea of "right of way" was "don't you hit my boat."

Bill's first concern was for our safety. I cannot remember any storms, but he would often call off a race or shorten a course if fog shut down. Then with radar antenna whirling, he would go in search of errant sloops.

Before every race, skippers would gather on the wharf below the porch of the Roberts' house in Friendship. There stood Bill and announced the course for the day, the precise time of the start and the weather prediction. We would all synchronize our watches with his and he would explain any confusion or misunderstanding of the racing rules such as the difference between port and starboard tacks, what you do if you hit a mark and the mysteries of buoy room.

As race time approached, Bill had twenty or thirty sloops scattered over Friendship's outer harbor, but Bill stuck firmly to his schedule, his cannoneer firing guns precisely in the proper order and his flagman displaying the proper flags. In the midst of all this order, a sloop luffed alongside: "What's the course?"

Within seconds of the starting gun, Bill had a group of perhaps a dozen sloops heading close-hauled for the line, each anxious to cross in the smoke of the gun close enough to White Falcon's stern to touch it. Later Bill floated a buoy 10 yards off his stern to define the line and save his paint. The sails of this first group obstructed his view of the few who had arrived at the line early and were running down it and of a scattering of others. Somehow Bill kept run of it all and watched it sort itself out in the next ten minutes.

Then there was Handicap Alley. A line of lobster buoys was anchored with the distances from the first proportional to the projected speed of each boat so the faster boats would sail farther and the first to finish would be the winner. With some sloops going out for their buoys, others were coming back, and other luffing for the pick-up. It was a stirring scene.

Protests? Bill left those to the skippers. In the unlikely event, he heard both skippers' stories, said "There's enough blame to go round." And appointed a committee to adjudicate the question. Very seldom was a sloop disqualified. And often in the cool of the later afternoon with a cool one in hand, the heat dissipated.

For twenty years Bill Danforth, from the bridge of White Falcon, ran our races. He was always there, usually good-natured, occasionally frustrated and ever watchful for our safety.

# Presenting the 2003 Winners...

## ★ New London "Windezvous" July 13,14

### Class A

1st Place *Natanya*

### Class B

1st Place *I Got Wings*

## ★ Southwest Harbor Rendezvous July 20

First to Finish: *Gladiator*

## ★ Rockland Homecoming Rendezvous and Regatta July 22-25

### 1st All Divisions - State of Maine Trophy - *William Rand*

#### Division I (<25')

1st Place-Herald Jones Trophy - *William Rand*

2nd Place-Bruno & Stillman Trophy - *Salatia*

3rd Place-Lash Brothers Trophy - *Celebration*

#### Division II (>25')

1st Place-Commodore's Trophy - *Chrissy*

2nd Place-Gordon Winslow Trophy - *Rights of Man*

3rd Place - Rockland Trophy - *Tannis*

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

1st Bald-headed Sloop - *Gladiator*

Class A (Original Sloops Built before 1920)

1st Place - Wilbur Morse Trophy - *Chrissy*

2nd Place - Charles Morse Trophy - *Gladiator*

3rd Place - Alex McLain Trophy - *Tern*

Rum Line Trophy- *Gladiator*

### Special Homecoming Trophies

Nickerson Trophy - youngest crew member - *Braman Cronin*

Chrissy Trophy - woman who keeps sloop, crew, and family together - *Penny Richards*

Cy Hamlin Award - Skipper's homecoming - *Bill Zuber - Dr. Joe Griffin - Mary Anne*

Gladiator Trophy - Sloop sailed the furthest - *Banshee and Gaivota*

Danforth Trophy - Sloop that finishes in the middle of the fleet - *Echo*

Stanley Cup - Owner/Builder/Restorer of Sloop - *Richard Dudman - Freedom*

Tannis Award - 7th overall in fleet - *Echo*

Spirit of Friendship Award - in the spirit of friendship - *Ted Walsh - Black Star*

Hazard to Navigation Award - *Bruce Lanning - Chicadee*

## ★ Marblehead Regatta - August 10.11

Ridgeway Trophy - *Schoodic*

### Division I (<25')

1st Runner Up - *Tern*

2nd Runner Up - *Phillip J. Nichols*

3rd Runner Up - *Venture*

### Division II (>25')

1st Runner Up - *Tannis*

## ★ Gloucester Schooner Festival - August 31 - September 1

1st Place: *Tannis*

2nd Place: *Flying Jib*

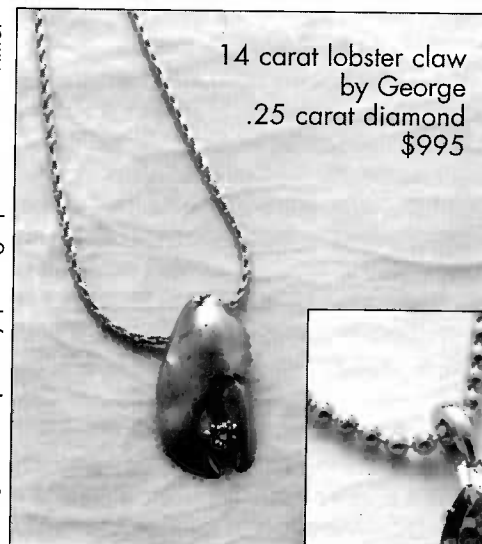
3rd Place: *Chrissy*

## Pendleton Memorial Scholarship Fund

This Fund was established in 1967 when Friendship sloops were racing in the town Friendship. It has provided scholarship assistance for 35 years to over 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. A donation of \$700 was received this year in memory of John T. Gould, who was instrumental in founding the Friendship Sloop Society and was an enthusiastic supporter of helping to educate the young people of Friendship. He died August 31, 2003. Scholarships of \$1000 were awarded to three new students: Laura R. Briggs attending Nyack College, Meile Calais Lichtman attending Marymount Manhattan College and Justin B. Overlock attending University of Maine. Three additional grants of \$400 for continuing education beyond the first year of college were made to: Timothy J. Ehle of Gordon College, Andrea York of the University of Southern Maine and Leslie D. York of Wellesley 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

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# Enduring Friendships

By Adrian Hooydonk

Years ago, when a good friend and colleague of mine asked me if I could do her a tremendous favor, little did I know where this would lead? I said "yes, of course", and had I known then what I know now, I would still have said, "yes of course", but perhaps a little faster. The favor had to do with me bringing my lobster boat from Rockland, Maine, to Friendship, Maine, so that my friend's aging father-in-law could visit his buddies on board Friendship sloops in Friendship Harbor.

Lobstering in Rockland was pretty lousy at that time of the year and having no idea what Friendship sloops were, but liking the sound "Friendship Sloop" I left Rockland that Friday and headed for Friendship - in you guessed it - pea soup fog. I arrived in Friendship around 9 P.M. and dropped the hook by the day-marker off Friendship Long Island amongst some other vessels that were anchored there. My friend had asked me to pick her and her father-in-law up at Wallace's Wharf around 9:30 AM Saturday, after the memorial service and before the parade of sloops.

After a great night's sleep I stuck my head out of the forward hatch to find myself surrounded by seven older style, lovely looking sailboats, swinging on their hooks, like ducks on a pond. It was a very pretty sight. I asked one of the sloop's captains, later identified as Bernie Mc Kenzie, if he knew where Wallace's Wharf was located. At around 9:10 I tied my boat up at Wallace's to get promptly told in no uncertain terms that I could not tie up there, and not to even think about setting any traps anywhere in "Friendship's" waters. This was their\*\$\$%^&^% dock, their%^&\*&^%\$# water their\*\*#@ (lobsters and so on. Luckily for me, I have broad shoulders and nothing much sticks to me. Also lucky for me, my guest arrived at about that same time which defused the situation. With the help of the loudmouth and some others we got the old gent aboard, planted him in the lawn chair and headed away from the dock and stood off just outside the channel when the parade of sloops started.

What a sight it was. There were 16 sloops in all, some with their cannons firing and fire being returned from shore. Many lobster boats were blowing their horns and it seemed as if the whole town had come out for this event. The sun just started to break through the fog, and there was enough of a breeze to make the sails draw and to make for a spectacular sight indeed. It was over all too soon; after which the Friendships sailed across the harbor, dropped their hooks and sails, and the socializing began.

I motored from sloop to sloop, tying up along side some of them, so that Ernest could visit with his sloop friends - Al Beck, Teddy Brown, Roger and Mrs. Duncan, Bruce Morang, and many more. The last sloop that Ernest asked me to go up to was # 53 "Eagle" with skipper Donald Huston. Since Ernest could not climb onto the Eagle, Captain Donald came onto my boat to join us for lunch and to visit with Ernest and Peggy.

When the time had come for us to take off, Captain Huston asked me if I would be interested in sailing to Nahant with him. Lobstering was lousy, the Eagle was a lovely boat, the Captain seemed to be a nice guy, and I could use a break, so sure, why not? I had no clue as to why it would take a whole week to sail to Nahant, as I had not been on a sail boat since I was 11 or 12 and went fishing on Dutch Botters. Little did I know that we would only make it as far as Portland, Maine that week. But what a week it was.

The following morning I headed to Friendship by truck and hitched a ride across the harbor aboard a lobster boat to the Eagle. Captain Huston showed me where to stow my gear and proceeded to cook a great breakfast, together with an awesome pot of coffee. Now in my book, anybody that can make a truly great cup of coffee automatically gets a gold star besides his or her name. The coffee, nice breakfast, and more stories made for a pleasant start of the day.

The fact that again it was a pea soup fog, and that the only navigation equipment on the boat consisted of an old book of charts, a compass and an antique looking fish finder, tied with twine behind one of the cabin portholes, did not seem to faze Captain Huston in the least. He attempted to show me the ropes, and there seemed to be a whole lot of them, and we, or I really should say he, set the sails. I pulled up the anchor

and off we went - destination Jewell Island off Portland. Now with a powerboat if you want to go someplace, you plot a course, start the engine and steer the course that you plotted. Piece of cake. On the Eagle, no such thing happened. No plotting, no starting of the engine, and no running on a plotted course, or at the least so it seemed to me. First left, then right, then left again and so on.

It did not take very long at all for me to realize that I no longer had any clue as to where I was or where we were headed. The Captain, however, was tucked quite comfortably in a little nook behind the wheel, puffing on a cigar stub telling stories. Not a care in the world. So calming was his attitude, sailing amongst the Muscongus Bay Devils, that I started to wonder if it was skill or insanity. Puffing on a cigar, another story, coming about, another story. You want some lunch? This boat sails herself. Don't worry about her. Yes, let's not worry about sailing through the Devils with no one on the wheel, in a pea soup fog. She will just sail herself, let's have lunch!

After lunch we headed her up the bay in search of blue fish. We sailed past Long Island, Hog Island, past Hockomock Point, where we bumped the same ledge that the "Spray" bumped, and headed back down the bay via Muscongus Sound, past Round Pond and on to New Harbor. It was a little after 7 when we dropped the hook in a little tiny cove, got the sails down and stowed and headed for the shore to have dinner, having been unsuccessful in hooking into the blue fish earlier in the day.

Day two of the trip started out with us waking up to a fog so thick that we could not see the shore on either side of us in the little cove in which we were anchored. Donald rummaged through his ice box for a while to come up with the fixings for another super breakfast, again including his award-winning pot of coffee, which he made in an old percolator style pot, bubbling away on the far corner of the shipmate wood stove. Between the wood smoke, bacon smoke, cigar smoke and the steam from the coffeepot, the cabin interior soon became as foggy as our outside surroundings. By lifting up the skylight and placing a crushed beer can between it and the skylight combing, the cabin smoke cleared out in no time and we enjoyed a great breakfast, along with some new stories to start the day.

I volunteered to do the breakfast dishes and promptly lost the top of the percolator pot over the side. There being very little water under the boat we could see the thing resting on the bottom smiling at us. Although Donald said that it was no big deal, and that he could get another pot when he got back home, it seemed to me that losing that top was more upsetting to him than sailing in the fog between the Devils. Having decided to spend the day in this little cove on account of the fog, I attempted to fish for the coffee pot top with a mackerel jig and after several attempts managed to hook it, much to the Captain's delight. The mackerel moved into the cove with the tide change and after catching a dozen or so I introduced Don to mackerel poached in seawater with a dash of lemon juice with a beer chaser, which is still among his favorites. Between mackerel, more stories and a few beers, Donald explained the layout and the origin of the Friendship to me and tried to explain as well the rigging to run it all. It always a great pleasure to me to talk with people who have a passion and knowledge about their passion, and who are willing to share that with others, even when they are, as was in my case, totally ignorant about the subject. Captain Huston sure falls into this category - Wise about his boat and that that surrounds his boat.

Tuesday morning came early with the fishing fleet heading out, as the fog had lifted some that night. Another great breakfast and coffee made the day's start an easy one. We raised the sails, brought up the anchor, and Captain Don sailed his little boat out of this tight and crowded harbor as if she were a toy boat. Puffing on a cigar stub, wearing his old derby hat and not a care in the world. He headed her down the bay with the wind coming over her starboard side. The slight list to port became more so, as she picked up speed. Breaking the water at her bow, she started to pick up more and more speed and clipped smartly down past Pemaquid Point and out into the Gulf of Maine. He would leave the wheel every so often to light his cigar stub - Remember "she will just sail herself". The rush of the water, the flutter of her sails, the lack of engine noise, the creaking of the rigging and the jaws of the boom and gaff. Just sailing herself into the Gulf of Maine, past Pumpkin Island, such peace and then, without any reason, a little past noon, screaming into a little cove at Damariscove Island, all the sails still up but no longer drawing, "Could you let go of the hook, Dutch?". Hook over, sails down, swinging on her anchor, time for lunch.



"So why are we anchored here for lunch Don?" "Weather coming," was his reply and sure enough, the wind and rain was not far behind. Lobster dinner that night aboard the Eagle was outstanding, even without the melted butter. Cooked on the shipmate and served with some cold beer and a continuing parade of stories that had me in stitches for most of the night. It made for a most pleasant evening inside that cozy cabin; while outside the front with the rain and wind blew itself out.

Wednesday morning brought some more fog but a favorable wind. So after breakfast we headed toward the bell buoy off Seguin Light enroute to Jewell Island. Other boating traffic must have decided to do the same thing that day and they all seemed to be headed for the same buoy. The Eagle proceeded along in the fog with the Captain blowing his foghorn every 2 minutes and the only returning horn being Seguin Light. As we neared the buoy, 12 other vessels came at us out of the fog, from every direction, with apparently no clue about the rules of the road, much to Donald's chagrin. I learned a whole new "seafarers" in the fog lingo that morning, but we made it past the buoy without being run over and continued on toward Jewell Island. Around 2 PM the fog lifted, the breeze and traffic increased and we had a wonderful sail to Jewell Island where we squeezed into the last spot with enough swing room to drop the hook. A sandwich was our supper as the icebox supplies started to dwindle down to the ration level. Beer and rum were still plentiful, so that by the time that we turned in, we felt no pain from hunger; although my sides were killing me from all the laughing.

Thursday after coffee and some oatmeal cookies we sailed over to Peaks Island to look up an old friend of Donald's and to have breakfast ashore. As we approached the float, the boom swung over the width of the float, nearly knocking down two fellows who just had gotten out of their skiff. The Eagle rounded up, I grabbed the mooring that was right off her port bow, and we dropped the sails and headed for shore in the skiff, to have our breakfast at the little place by the ferry terminal. After cleaning up in the bathroom "coffee through the nose from laughing", I went off to visit a friend of mine that owns a photo studio on Peaks while Donald went off in search of his pal. We met back at the dock around 1:30, got back to the Eagle and sailed over to Little Diamond where Don wanted to visit another friend. When Donald returned, we decided to spend the night right there on the mooring. We finished the liquid groceries that evening, of course with a side dish of stories, and that was that for Thursday.

Friday came on with a beautiful sunrise, not a bit of fog and a nice breeze. Coffee and oatmeal cookies for breakfast, sails up, anchors aweigh and a spectacular day sailing on Casco Bay. Past the islands, the old fort, and again past the island, we sailed all over the place the whole day till around 3 in the afternoon when we picked up a mooring at the Falmouth Yacht Club. We tidied up the boat and ourselves and went ashore to purchase groceries for the remainder of the trip to Nahant. Since I could not stay on any longer than the following day, we did not have to take in too many items - beer, rum and cigars would probably have been sufficient.

That evening we dined at the Falmouth Yacht Club. All very prim and proper, in our borrowed blazers, a slew of utensils and glasses surrounded by other diners in borrowed blazers. We enjoyed a great dinner, good atmosphere and another barrage of stories. I made the mistake of expressing my dismay to Donald over the fact that the club had left the star spangled banner flying after sunset, without having it lit up, and the general poor flag etiquette being shown so often. Well, after a few more drinks, and on our way back to the skiff float, Donald decided that we ought to do something about that. The cleat for the flag halyard was about 20 feet off the ground up on the pole, but that seemed to be a minor problem for two Coasties. So, with Donald's help, I shimmied up the pole to the cleat was and we proceeded to very ceremoniously lower and fold Old Glory, and placed it on the little bench at the foot of the flagpole. We headed back to the Eagle, had a nightcap, and again, slept like babes. The following morning, a crane crew was replacing the flag and having been back there in later years, it is now lit at night. Donald rowed me back to shore where we said our good byes and I hitched a ride back to my neck of the woods.

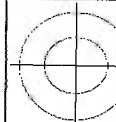
Talking about getting bit by a bug! The very next week I put my lobster boat and gear up for sale, for I had sailing Friendships on my mind. Ernest Wieglib wanted me to put the garboards back in his "Chrissy" so that we could sail her the following year. However, his son had different ideas about all that, so I started



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looking elsewhere. With the help of Bob Brooks, I found "Omaha" in Brookline New York. She was in terrible state of repair, with a broken keel and a tree growing up through her portside and into the cockpit. A deal was made - she was delivered to my house in Waldoboro the day before Christmas and was back in the water the very next July 1st but that is a whole other story.

It has taken me 8 years to get her to sail by herself and for me not to worry about her too much, as I make lunch. Sitting back and reflecting on my exposure to the "Friendships", it is truly amazing how many wonderful people that have come into my life since that week, just because of those lovely boats. Uncle Donald, who became a dear friend, as well as the best man at my wedding, and his sweetheart Dorothy. People from Nebraska, who just asked about her name "Omaha", came sailing with us the following day and have not only become our regular crew, but very dear and loving friends. The owner of the Eaton boat yard in Castine, Maine, who let us borrow his brand new pick-up truck to take our starter to Ellsworth to be repaired. When I asked him, why he did so for perfect strangers, he replied "it's a perfect boat; you must be all right". The Burnham's, who came all the way from Essex, Massachusetts to console us when one of our sons died, Joe and Fran Rockburn, the Cronin family, Nick and Eunis Kingsbury, just to name a few, and that in no way is a complete list of all the great folks that I have come to know since that day in Friendship.

Friendship, what a marvelous, wonderful name for these great boats. Many of the people that I met that first week are not with us any longer and "Omaha" is now up for sale as we are building a larger vessel. But ... the "Friendships" will Endure.

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# A Wedding and Two Funerals

By  
Bill Zuber

During the years that our Friendship Sloop GLADIATOR has been attempting to earn her keep, we have captured a variety of lost tourists who found themselves in Friendship. In running a day-sailing business, we have received some interesting requests. This one popped up from some folks who had sailed with us for several years, and who had summered in Friendship for eons. Question: "Can we see some new islands this year?" Answer: "I believe you have seen all 56 of the old ones, and they haven't replaced any over the winter."

Another more interesting question came from a shipmate that I had sailed with on several SEA Education Association voyages. Rex and I had become good friends, as we were two of the more "mature" members of the crew. Rex served as Chief Mate, and I was the Chief Engineer. It became apparent that Rex was quite taken with another crewmember, one of the Scientists aboard, who was quite a bit younger than he. At one point he asked me if I thought it was inappropriate for him to court this lady. I replied that if they both really loved each other and the course, speed, sea conditions and destination had been carefully considered, then the age difference should not be the deciding factor.

The next spring I got a phone call from Rex, asking if he could charter the GLADIATOR. "No need! Just come and go sailing!" His response: "Well, do you think Caroline would marry us?" "I bet she would, if you have the papers." Caroline had performed at least five marriages for my shipmates by this time, as she was a Notary Public in Maine. She was known as "Marrying Caroline" aboard the ships. So, on a bright, foggy summer day, the small cockpit of the Gladiator held a happy bride and groom, and their two attendants, Marrying Caroline and Captain Bill. No sooner had the congratulatory champagne been poured than a 30-foot Minke whale surfaced not five feet from the party. Over the side went some bubbly so he (she?) wouldn't feel slighted.

Another interesting call came from the Camden Chamber of Commerce, who had a gentleman requesting a "private charter" that afternoon. He asked if we might be able to accommodate a small funeral service. He and his daughter had come from New York State with his father's ashes. His father had spent much of his life as a merchant seaman aboard German passenger liners, and he wished to have his remains scattered upon the Atlantic Ocean. We arrived at a spot between Harbor and Wreck Islands, and the granddaughter cranked up the boom box to play German lieder songs. The son carefully opened the container and spread the ashes on the calm sea, and his father's favorite plant, a geranium, floated off with the current. Captain Bill gave the son a chart with an "x" on the spot to take home to his widowed mother in New York State.

Two years later, Caroline gets a phone call. "Do you think we could find the same spot where we put Dad? Mom died, and my brothers and I would like to put her in the same place." It was close to noon when all were aboard: three sons, Mom's ashes, my son Andy and me. No food? No, they weren't hungry. We cast off. No wind. Flat calm. Motor out to the spot. No one speaks a word since leaving the dock. The ashes are spread. A small wreath of flowers floats aft. One brother says: "Well, they are together again." Another brother says: "Yeah and its still calm out here!" Andy almost falls overboard laughing. Head into Port Clyde for lunch, as we are suddenly hungry.

## From Saxon's log

Tuesday 22 July  
Rockland Harbor  
Rain and fog

We arrived in Rockland last evening. There were many boats, many people, and many Cronins. Also lots of Children; I do better with children, they are more on my eye level. We went to some sort of party under a tent and I watched people ruin perfectly good meat by cooking it. There were lots of interesting smells. My master tried to learn people's names and figure out which people went with which boats. Everyone was very welcoming. I think I am the only dog or wolf here.

We slept on board the Black Star and woke to overcast. We went for a walk then to a gathering under the tent. Much talking. Something about racing. Paper envelopes were handed out. We have only been home one day in seven so we will take a rest day. Well almost.

Dinghy races; everything I have been taught: sit still, don't bump, steer straight, avoid collision—does not seem to apply. Very strange. If the grown-ups just took off the blindfold.....oh well, everybody seems to be having fun.

Wednesday 23 July  
More rain and fog with some sun in the afternoon

Today at the gathering under the tent my master offered to take four other people to go out with us in the "Parade of Sail." My job is to watch them carefully and to follow them if they leave the cockpit. We sailed around and passed the town dock in the pouring rain. Then we went back out into the harbor. I think we were going to watch the start of the race but the wind died and two of our guests had to get back so we headed in.

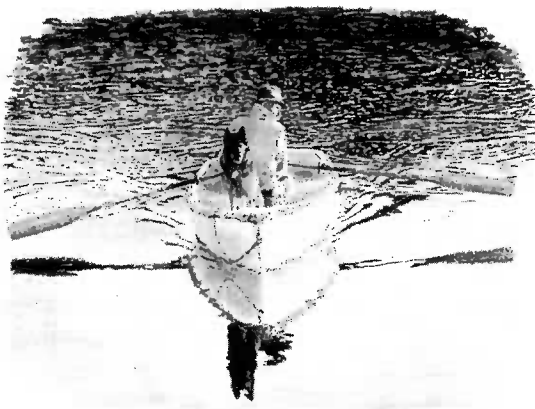
At the evening cookout my master did a short reading from the children's book about me and our boat. It was embarrassing for me but there were some little children who seemed to really like it.

We got invited aboard several boats. It was interesting to see what parts of each boat are the same as the Black Star and what parts are different. I am most interested in bunks.

Thursday 24 July  
More rain and fog

Really wet out so we decided to stay ashore and socialize. I am making friends with lots of children. In the afternoon everyone went under the tent again and, some sort of ceremony took place. One of the "Alpha" people would call out a person's name and he or she would go to the front of the tent and get something while everyone clapped. This is another of those human rituals that I don't understand. Then someone called my name! My master walked with me to the front of the tent and I got a bandana. I think they said for "most bewildered new member." Anyway it was fun and I hope we come back again.

Saxon, ship's wolf, "Black Star" #247



## Morang Award

Tom Berry and Mary Cronin won this award for the articles "The Season's Thief" and "The Challenge of Racing" published in the 2003 Yearbook. This 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.



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# The Heritage heritage, Part II

By  
Steve Dunipace

By the spring of 2003, the metamorphosis of Heritage's keel was complete. The skilled hands of a master craftsman had transformed what had only months prior been an amorphous truckload of white oak into precisely shaped and fitted components. These new works of art were purposefully assembled for a career of meaningful and significant service. Stainless steel ligaments united these newly carved masterpieces into a seemingly single unit. Stem, keel, and horn timber merged with dead wood, floor timbers, and framing to solidify Heritage's form and defend against would be forces from the sea. Last, but very far from least, came the task of reseating five thousands pounds of iron ballast beneath Heritage's keel; ballast whose original iron bolts had been set in 1962 and had spent forty years in salt water becoming very attached to their surroundings.

Not since 1962, when a first class stamp cost 4 cents had Heritage's ballast been separate from her keel bolts. A powerful sledgehammer and large quantities of sweat proved useless for removing these stubborn keel bolts, and it became obvious that more firepower was required. That not-so-obvious firepower came in the form of an arc welder. Most would assume, as did I, that a welder is infinitely useful for attaching two pieces of iron together while being of little use for getting them apart. I was wrong. It seems that something miraculous happens to oxidation when the current from a welder's cathode finds its way to the anode via a rusty bolt. By any name, it succeeded in convincing Heritage's former keel bolts that their subscription had expired. The old was removed and replaced with glistening new stainless steel. The reunification of keel and ballast was complete.

I returned to Maine for the summer of 2003. My first stop, in Newcastle, included a visit to Riverside Boat Company and an opportunity to witness first hand the products of Paul Bryant's labor. I clambered over, under, atop, and inside Heritage, now outside for the summer, and marveled at her newfound beauty. The results of her winter's work were nothing short of spectacular. I was also pleasantly surprised to discover an abundance of lingering beauty which Heritage had never lost; glistening remnants of her past glory which I had, up until now, overlooked for the distractions of her damaged and decrepit hull. Her emerald green paint shone as brilliantly as it had the day she left her mooring to meet her horrible fate on the rocks. The varnish of her bright transom still retained its mirror smooth finish protecting a proudly displayed and golden lettered "HERITAGE". Still far from restored, she stood as a confluence of two artisans; the beautiful products of the late Elmer Collemer's hands coming together with those of her talented resurrectionist.

Poking my head through a small gap between ribbands with little confidence I could get it back out, I began to peer around Heritage's inner recesses. I observed a considerable void, absent any the customary accommodations, comforts, or provisions of a boats interior; space that seemed without purpose and sadly vacant. That was not all that I saw, however. For looking aft within the hull of Heritage, I saw the space where a chart table would some day allow me to teach my children to navigate. A glance forward revealed more space and a future v-berth where children would exchange stories of a day under sail or perhaps even high-velocity pillows. Space amidships soon would become a dinner table, gimbaled for spill avoidance in an agitated sea but defenseless against the inattention of a four-year-old, where a parent's positive influence shared over macaroni and cheese would replace the questionable influence of Sponge Bob, Nintendo, and Pokemon.

Without cable television, video games, or cell phones, tortured and cut off from the world, my children would some day spend what I hoped would be the most memorable days of there lives trapped in this very space with no choice but to entertain their parent's best efforts to put meaning into their young lives. Heritage, in spite of her cost, contained limitless positive potential for my family.

As I reluctantly left Heritage that day to continue my journey down east to Friendship, I came upon a litany of her original parts damaged and discarded seemingly at random about the boatyard. Sadly no longer of use as structural components, these parts stored within them so many memories of the long proud history that had been Heritage's life up until now. Clearly evident in spite of age and deterioration were the craftsmanship and artistry of her original construction; artistry, which still effused from each and every element and seemed far too valuable to be abandoned and rotting on the ground. These hand-sculpted works of art not only provided testimony to a great vessel's past, but also celebrated the skill, dedication, and vision of their creator. I hope the day will come when Heritage's retired keel and horn timber will reside appropriately alongside Roman columns at San Simeon, but for now there exists a tiny summer cottage in Friendship, Maine with two priceless masterpieces adorning its flower garden. William Randolph Hearst never had it so good. The envy of all retired flowerbed dories, Heritage's horn timber is an undeniably worthy subject for a Wyeth painting.

Though Heritage was far from seaworthy that summer of 2003, I was not without access to the wonders of the Friendship Sloop. I once again had the good fortune to tend the sheets for Wayne Cronin and the Rights of Man. The 2003 Homecoming Regatta of the Friendship Sloop Society held again in Rockland, Maine was a smorgasbord of wind and weather, which proved to be an ideal classroom for this would be skipper. Heavy rain, high winds, and pea-soup fog alternated with hot and dry, dead calm, and severe clear. Headsails and topsails were set then struck, only to be set again at a frequency few dogs could hear. Boredom, ennui, and distraction transformed into excitement, elation, and momentary panic as the tempo flowed from the quiet calm of day-two's anchored start to the frenzied efforts of removing a lobster buoy from a rudder on day-three. It was on that third day of the regatta as well that I was afforded the opportunity to become a figure-head when, at a crowded mark rounding, the sloop Echo's bowsprit arrived squarely in our cockpit passing just above our heads and departing harmlessly aft. Very quick thinking by two skippers spared both boats from harm and saved me from impersonating a carved wooden mermaid. That explains the momentary panic. Such training cannot be purchased at any price and I reveled in the opportunity.

Just as my Friendship Sloop's restoration was progressing, so too was my education on these classic vessels. It was my sincere hope that both would be adequate to provide new competition for the Friendship Sloop Society's perennial favorites. My boat had been to the winner's circle many times including her first year of competition when she swept the now extinct class "C" and took home the Palawan Trophy in 1965. She, however, was no more capable of racing than she was of avoiding ledges without an experienced skipper at her helm. It would be up to me to make her once again competitive against the likes of Tannis and Rights of Man. Heritage had proven herself in the past. Now the responsibility for crossing the finish line ahead of Phoenix, Gladiator, and Chrissy, would rest squarely upon my inexperienced shoulders. Like a child on Christmas Eve, I anxiously awaited the opportunity to go head-to-head with my gracious mentors and enhance the excitement of what has always been an exceptional regatta. Regardless of success or failure, my life-long dream of competing at the helm of Heritage was coming within reach.

**Hadlock Award**

In 2003 this award was made to Don Huston in memory of Bill Hadlock, skipper of Heritage and Past Commodore, the award is presented at the Annual Meeting 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.

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**Omaha Award**

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# 40 Years of Crewing

By  
David Bell

In 1964 I was the pastor in Brewer and the Rev. Jerry Kinney was Director of the new Methodist Home in Rockland. Jerry invited me to crew on the Margin, #36, with him. We did all right, winning the Palawan Trophy for Class C that year.

My interest kindled, I found Phil Nichols building Surprise, #49 in his boat shop, just behind my folk's home in Round Pond. Phil asked Bruce Cunningham, his son Paul, my son Andy and me to crew for him. Phil believed in the old ways; we used a bucket, a wood stove and wind for power. One race we drifted into Friendship Harbor with the tide, about 9 PM, long after everyone else had gone to the hall for supper. Son Peter who had his first trip on Margin as a baby went with me in the 70s and we crewed on Downeaster, # 39 and Vida Mia, #15 among others.

Nancy and I were married in April of 1980. She said she liked the water so we went to Friendship and crewed on The Golden Anchor, # 171 and the next days on Minerva, # 101. David Hotelling, the owner, asked me to skipper as he was new to the boat. We placed 5th two days in a row and all were happy.

In 1981 Al Beck asked us aboard Phoenix, # 91 and that began a wonderful 11 years of crewing on Phoenix. Al asked if I would help, with Ted Brown, sail the boat from Kittery. Much of the way was in fog but we had a good time, arriving at the Bath Marine Museum after what Ted Brown called "pulling the boat up the Kennebec by the sheets". When the Becks moved to Vinalhaven, Ted and I would take the ferry and then together with Al the three of us would cruise to the races. Al introduced us to swimming at the Basin, sailing in the fog on Penobscot Bay and restful nights at Harbor Island or Poorhouse Cove. Come race day, Ann and Tad Beck, Bob Stein and Nancy Bell joined us for crew. What an honor it was for me to be asked to conduct services for Ted on *The Constitution*, in Boston Harbor, and for Al, at Philips Andover Academy.

In 1993 we were staying at the Newagen Inn and sailing out of the Boothbay Harbor Yacht Club. Nancy and I met Bob Jacobson and were invited aboard Perserance, # 83.

In 1994 we sailed on Resolute, # 123, with Charlie Burnham, and Banshee # 180, with the Wojciks. In 1995 the races were invited to Rockland and we crewed for Doug & Irene Amsbary on Departure, #156. I think that was the year Surprise sailed too close across our bow and we took off 10 feet of its boom.

In 1997 we again sailed with Bob Jacobson on Perseverance, #83. Bob put me on the helm as he instructed the crew and took care of the sails. In light to no air we were about to drift onto the breakwater when the committee boat said to "motor to the starting line". In light air the race was shortened to end off Owl's Head. By then the only thing moving us was the outgoing tide. Some boats drifted into the rocks, some outside the finish line but we had picked the middle and drifted past all but 4 boats to finish 5th overall.

In 1990 we joined Richard Stanley on Endeavor, # 196 and again in 2001 when the five of us went swimming in Penobscot Bay after a 30 knot gust of wind blew us over and the boat sank in about one minute. Thank God Ralph Stanley was watching our good progress in the race and motored his committee boat, 7 Girls, over to pull us out of the water. In 2002 we crewed on Sazerac, # 44, a boat we had watched in Round Pond Harbor in the early 60s.

Now it is 2004, my 40th and Nancy's 24th year. Who needs a crew this year? What wonderful memories we have. What good friends we have sailed with and shared stories with at the meals afterwards. How good it has been to see the Friendship Sloop Society grow and continue over the 40 years.

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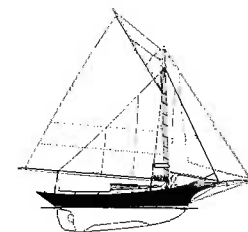
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Trades people, interested people, etc. No voting privileges. Names carried on the mailing list.

Extra Membership Deals are Available at \$1 each.

Society Burgees are available at \$20 for the small size and \$25 for the large size.

## Affiliation with Friendship Sloops:

☐ Owner(s) ☐ Former Owners ☐ Crew ☐ Family ☐ Friend(s) of Friendship Sloops

☐ Other (list) \_\_\_\_\_

Affiliated Friendship Sloop (if applicable) \_\_\_\_\_ Sail No. \_\_\_\_\_

Optional Contribution to the FSS General Fund \$ \_\_\_\_\_

Signature \_\_\_\_\_ Date: \_\_\_\_\_ Total Amt. Enclosed: \$ \_\_\_\_\_

Please Return with Remittance to:  
Bob Monk, Jr.  
Friendship Sloop Society  
3 School Hill Lane  
North Reading, MA 01864

I/We Hereby apply for Membership:

Name(s) \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_

Phone (Home) \_\_\_\_\_

Phone (Work) \_\_\_\_\_

## Seasonal Address:

Dates mail to be sent: \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_

Date of Application: \_\_\_\_\_

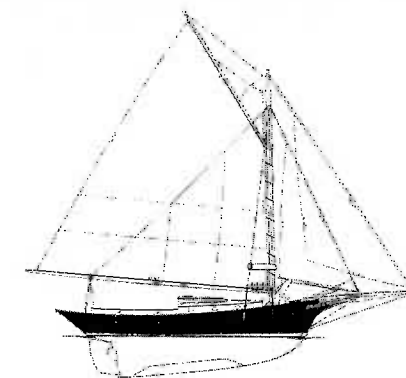
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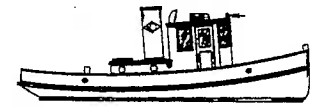


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The Crew of Goblin #39

An anchor is a hard  
thing to swallow  
**Roger and Mary Duncan**

Omaha  
Fair Winds

**Wood Friendships Last**  
  
Happy Sailing  
Richard and Lorraine

Come visit the  
Essex  
Shipbuilding Museum

WE TAKE WOODEN NICHOLS  
HAPPY SAILING ALL  
From the crew of The PJ Nichols

Come to Sailfest  
New London 7/04  
Ellie T.

**Remember the fog always  
lifts by 11 AM in Rockland  
See you there!**  
Crew of Queequeg

Friendships Forever  
Keep on Sailing  
Crew of Gladiator

*Fair Wind, My Friend*  
M, P, T, & K

## BULLETIN BOARD

# THE FRIENDSHIP SLOOP SOCIETY'S

Come to New London Sailfest  
Remember the Natanya Challenge  
Joes Hliva and Crew

Friendship Sloop Windezvous  
New London Sailfest 10-11 July  
Gigantic Fireworks - Good time

Friendships Add Richness  
And Worth to Life  
John & Carole Wojcik - *Banshee*



Happy Sails for the season  
Greg, Naomi, Seamus  
and Sea Dog

*In memory of Adra Toppin*  
*She always loved sailing a Friendship*  
The crew of *Compromise*  
Peter, Nancy, Andrew & Jason Toppin

Best Wishes for Good Cruising and  
Racing during the 2004 Season  
Corinthian Yacht Club

**FULL SPEED AHEAD**  
*Remember to shop at your F.S.S. Chandlery*  
Your friendly chandlers  
Bill & Kathy Whitney

Sazerac  
Aged 91 years

**BEST WISHES**  
from  
Mara E.

*Great Sailing in 2004*  
Sydney Leonard

**Happy Sailing!**  
From all of us at the  
Maine Sunshine Guides

## BULLETIN BOARD

# The Real Truth of Friendship's True Spirit

By Doug Amsbary

It's not often you get to poke fun at yourself, especially when done under the shroud of distant pen, so with that being said I will tell my story. Many of the newcomers in the Society probably don't know how (or why) the Spirit of Friendship Award came into being so let me explain.

During the first year of owning # 144 JOSIE (1986 I believe), I came to the Boothbay Regatta/Homecoming. As some of you may know JOSIE is a 25' Pemaquid and, in my experience as a designer, anyone claiming that it sleeps more than two people should reevaluate the interior volume of a Volkswagen Bug, which it closely resembles. My crew that first year consisted of two female friends (and good looking women I might add), which completed my circle of friends that had any sailing experience at all. All three of us camped out aboard JOSIE during race week. Little did I know the effect this would have on the multitude of assembled sloopers. I'm sure "who is this new guy anyway" must have been whispered to the person standing beside you. Other more suggestive thoughts must have been circulating around the fleet, of course without my knowledge.

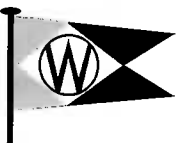
Bruce and Marcia Morang must have taken a shine to me as they plotted a suitable way to turn my circumstances into a warm way of welcoming me into the Society. One of the last awards presented that year was enshrined in a worn out brown paper bag that did not look threatening or embarrassing to anyone. When Marcia and Bruce awarded me, or perhaps bestowed upon me is a better description, the newly created "Spirit of Friendship Award", I was given the opportunity, and many would say honor, of unveiling the trophy. After reaching inside the bag what emerged can only be described as a ghastly weather-beaten gold painted plaster statue of a naked man and woman embraced in each others arms. But the words spoken by Bruce, "Marcia, didn't we give a whole dollar for this trophy?" and the reply "No Bruce, we only gave 50 cents." further devalued an already "priceless" trophy that shall never be far from my immediate thoughts. I will never forget that awards ceremony. Bruce and Marcia had taken the opportunity to welcome me into the Society with open arms.

**FRIENDSHIP SLOOPS REGISTERED 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
5	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 Gannett	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	33'	Judson Crouse	1939	Bob & Jane Lash, Orland ME	Bucks Harbor	ME
44	SAZERAC	25'	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 Collemmer	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'	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	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	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 lPat 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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Sail	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	176	LIBERTY	19'	Ahern (B5)/ Hoffman	1974	Tom Mehl, Saugus CA	Saugus	CA
92	PRISCILLA	25'	James Rockefeller/Basil Day	1975	Norman M. Sulock, Baldwinville NY	Oneida Lake	NY	177	DOLPHIN	25'	Newman (P13)/C. Chase	1977	Allan Robbins, East Falmouth, MA	Falmouth	MA
93	ANNA R.	25'	Kenneth Rich	1970	StuarAt L. Rich, Tenants Harbor ME	Rebuilding	ME	178	BANSHEE	25'	Newman (P12)/Wojoick	1978	John & Carole Wojoick, Norwell MA	Mattapoisett	MA
94	DIANA	25'	Newman (P03)/Rockefeller	1971	Ebenezer & Diana R. Gay, Rockland ME	Vinalhaven	ME	180	AURORA	19'	Ahern (B3)/Brownie	1975	Dale Young, Deer Isle ME	Deer Isle	ME
95	WESTWIND	40'	Charles A. Morse	1902	John & Diane Fassak, Mansfield MA	Rebuilding	MA	181	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	182	PERSEVERANCE	27'	Simms Yachts	1963	Denis & Kathy Paluch, Chicago IL	Chicago	IL
97	GANNET	27'	Unknown	1903	Tom Miller, New Boston NH	Potts Harbor	ME	184	OCEAN ROAR	27'	J. Philip Ham	1978	Les Taylor, Warren ME	Boothbay Harbor	ME
99	BUCCANEER	29'	Wilbur A. Morse	c1911	Tirochi Family, Johnston RI	Johnston	RI	185	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	186	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	187	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	189	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	191	KERVIN RIGGS	22'	Williams & Bouchard	1977	Bill & Dori Mebane, Woods Hole MA	Woods Hole	MA
104	COCKLE	28'	Elmer Collemer	1950	Rupert & Regina Hopkins, Miller Place NY	Mt. Sinai Harbor	NY	192	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	193	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	194	PRINCESS	26'	Wilbur A. Morse	1908	Joe Dubois & John Harro, Sarasota FL	Rebuilding	
107	MAGIC	22'	G. Cooper	1933	Eric Applegarth, Clairborne MD	Rebuilding		195	ENDEAVOR	25'	Ralph W. Stanley	1979	Betsey Holtzmann, Southwest Harbor ME	Southwest Harbor	ME
109	PETREL	31'	Philip J. Nichols	1971	Colin D. Pears, Kennebunkport ME	Rebuilding		196	NATANYA	31'	Newman (D11)/Davis	1978	Joe & Miriam Hliva, Greenwich CT	Greenwich	CT
112	SECRET	27'	Bruno & Stillman (14)	1971	Edward Good, Townsend MA	Salem Willows	MA	197	BAY LADY	31'	Newman (D12)/Lanning	1978	Captain Bill Campbell, Boothbay Harbor ME	Boothbay Harbor	ME
113	YANKEE PRIDE	30'	Bruno & Stillman (08)	1971	James J. & Margaret E. Graig, Keyport NJ	Keyport	NJ	198	WILD ROSE	31'	Newman (D13)/Liberation	1979	James Peck, Waverly PA	Sargentville	ME
114	HELEN BROOKS	30'	Bruno & Stillman (12)	1971	Khristyn Ramos & Karl Brunner	Southwest Harbor	ME	199	ESTELLA A.	34'	Robert E. McLain	1904	Mystic Seaport Museum, Mystic CT	Mystic Seaport	CT
115	GOOD FRIEND	30'	Bruno & Stillman (10)	1971	Harvey & Lee Goodfriend, Simsbury CT	Groton	CT	200	ENDEAVOR	31'	Newman (D08)/Genthner	1979	James Genthner, Fairhaven MA	Nantucket	MA
117	LEADING LIGHT	30'	Bruno & Stillman (12)	1971	John & Eve Crumpton , Oxford ME	South Freeport	ME	201	MARRIE ANNE	27'	Newman (D14)/Niedrach	1981	John & Carole Wojoick, Norwell MA	Rebuilding	MA
118	WENONAH	30'	Bruno & Stillman (16)	1971	Thomas L. Berry, Pasadena MD	Pasadena	MD	202	DAYSTAR	28'	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	204	LEGACY	31'	Richard E. Mosher	1989	Rich & Sally Mosher, Kalamazoo MI	Kalamazoo	MI
120	PERSISTENCE	30'	C. Simmons/J. Lichtman	1971	John Lichtman, Friendship ME	Building		205	LISA K	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	206	FRIEND SHIP	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	MA	208	THE SLOOP JOHN B	22'	Newman (D17)/Pettegrow	1981	Whistling Man Schoner Co. Burlington, VT	Burlington	VT
124	CALLIPYGOS	30'	Bruno & Stillman (17)	1971	Richard & Tina Sharabura, Toronto Ontario	Toronto	Ontario	209	ANSA	22'	Passamaquoddy/Oliva	1974	Al Perrin, Canandaigua NY	Canandaigua Lake	NY
125	TIGER LILY	25'	Al Paquette	1969	HolbrookO Family, Rochester MA	Mattapoisett	MA	210	ACHATES	22'	James D. Hamilton	1982	Stephen & Julie Sell, Landenberg PA	Earlville	MD
126	WHIM	20'	Chester Spear	1939	Jack Manley Northville NY	Rebuilding		211	AMIE	25'	McKie W. Roth Jr.	1980	Richard C. Leigh, Nashville TN	Charleston	SC
127	MARIA	21'	Charles A. Burnham	1971	Frank Friend, Essex MA	Rebuilding		212	AMIE	25'	Bob Holcomb (Alaska)	1978	Harvey & C.R.o Nobe, Newcastle WA	Seattle	WA
128	SCHOODIC	31'	E. Collemer/B. Lanning	1973	Allen & Madonna Browne, Cape Elizabeth ME	South Portland	ME	213	GAUVOTA	31'	Newman/ (D19)/Pettegrow	1982	Bill & Kathy Whitney, Needham MA	Cataumet	MA
129	GESELA 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	NARWHAL	25'	Newman (P06)/Newman	1972	James Rosenbaum, Milwaukee WI	Milwaukee	WI	216	OPHELIA'S ODYSSEY	33'	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	WILLIAM M. RAND	22'	Shoreline Boats	1972	Thomas Seales, So Portland ME	South Portland	ME
133	INDEPENDENCE	30'	Bruno & Stillman (21)	1973	Frederick G. Schwarzmann, Bernardsville NJ	Oxford	MD	218	YANKEE BELLE	23'	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	SORCERESS	31'	Paul G. Edwards	1983	Paul & Carolyn Edwards, Mattituck NY	Mattituck	NY
136	SQUIRREL	28'	Charles A. Morse	1920	Larry & Stephanie Moxon, Mystic CT	Mystic	CT	220	SEAL	22'	Newman (D20)/ Pettegrow	1984	Ruy Gutierrez, Auburn ME	Phippsburg	ME
137	AYSEHA	35'	McLain?	OLD	Larry Thomas, New Orleans LA	Lake Ponchartrain	LA	221	LADY JEANNE	16'	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	CORREGIDOR	25'	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	DAYLIGHT	19'	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	PHILLIP J. NICHOLS	28'	James Eyre Wainwright	1983	Bob Sr. & Jr. Monk, Burlington, MA	Salem MA	
142	AUDREY II	21'	Peter Archibald	1976	Ronald Shaw, Peaks Island, ME	Peaks Island	ME	225	DESIREE	31'	Philip J. Nichols	1981	Larry Plumer, Newbury MA	Newburyport	MA
143	FAIR AMERICAN	25'	Newman (P10)/Morris	1974	Francis P. McIntire, Santa Maria CA	Port St. Louis	CA	226	CELEBRATION	25'	Chris Sparrow/Larry Plumer	1993	Greg & Annette Merrill, Southbury CT	Bayville	ME
144	JOSIE	25'	Newman (P09)/Morris	1974	John Burke, Gloucester MA	Gloucester	MA	227	MERMAID	22'	Newman (P15)/Hodgdon	1980	Al & Louise Doucette, Mattapoisett MA	Mattapoisett	MA
145	YANKEE LADY	25'	Newman (D02)/Lanning	1974	John M. Ash, Ferndale PA	Chebeague Island	ME	228	CAPT'N GEORGE	30'	Ahern(10)/Fitzgerald	1990	Robb Darula Richmond RI	Mystic	CT
147	MARA E.	31'	Newman (D01)/Jones	1975	Barrie Abrams, Mamaroneck NY	Satans Toe	NY	229	HEGIRA	25'	Bruno & Stillman (09)	1970	David MacClain, Marlboro CT	Stonington	CT
148	SLOOP OUT OF WATER	38'	Norris Carter	1904	Joe Vinciguerra, Andover MA	Patio Gazebo	MA	230	SOLOMON GUNDY	22'	McKie W. Roth Jr.	1980	William C. Butcher, Suffield CT	Branford	CT
149	FIDDLER'S GREEN	25'	Roy O. Jenkins	1978	Dick Leighton, Bowdoinham ME	Yarmouth	ME	231	COMPROMISE	22'	M.W. Roth Jr./W.C. Butcher	1984	Peter & Nancy Toppin, Scituate MA	Scituate	MA
150	WOODCHIPS	25'	Deschenes & Willet/et al	TBL	Neil Allen, Orleans MA	Unfinished		232	PRINCESS PAT	22'	Ahern (08)/White	1979	Harry & Pat Armstrong, Winter Park FL	Titusville	FL
151	DEPARTURE	15'	W. Prescott Gannett	1936	Dr. Llewellyn Bigelow, Alexandria VA	Alexandria	VA	233	BEATRICE MORSE	22'	Harry Armstrong	1987	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	234	FINEST KIND	22'	M.W. Roth Jr./D.W. Owens	1985	Mike & Karen Looram, East Haddam CT	Noank	CT
153	ANGELUS	22'	Passamaquoddy/Collins	1975	Jim & Elaine Carter, Everett MA	Bass River	MA	235	CHRISTINE	19'	Sam Guild & Geoff Heath	1981	Robert D. Hamilton, Greenfield MA	Center Harbor	ME
154	MUSCONGUS	28'	Albion F. Morse	1909	Captain's Cove Seaport, Bridgeport CT	Bridgeport	CT	237	VIKING	22'	Ahern (B1)/Patten	1975	Steve Ulwick, Wakefield MA	Lynn	MA
155	QUEEQUEG	25'	Newman (P11)/Morris	1975	Rich & Beth Langton, Edgcomb ME	Boothbay Harbor	ME	238	CHEBACCO	30'	Ahern/Ulwick	1980	Mike & Jayne Ginn, Jupiter FL	Jupiter	FL
156	NAMASTE	31'	Newman (D03)/Morris	1975	Jerry & Penny Kriegle, Duxbury, MA	South Dartmouth	MA	239	RAVEN	26'	Bruno & Stillman(22)/Ginn	1987	Jeffrey C. Richards, Rockland ME	Rockland	ME
157	LIBERTY	31'	Newman (D04)/Salter	1970	David T. Shelby, Winnetka IL	Chicago	IL	240	BLUE SANDS	34'	Rodney Reed	1965	Walt Disney Theme Park, Japan	Ashore	Japan
159	PACIFIC CHILD	30'	Bruno & Stillman (03)	1969	Catherine Randak, Salt Lake City UT	San Diego	CA	241	TECUMSEH	36'	Boston Boat Company	TBL	David Frid, Oakville Ontario Canada	Oakville	Ontario
160	DEFIANCE	22'	McKie W. Roth Jr.	1973	Morgan L.À Hendry, Wilmington DE	Round Pond	ME	242	ERIN	30'	Charles A. Morse	1902	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	243	REBECCA AMES	30'	Ahern (05)/ Hersey	1979	John & Karla Ayer, Cutler FL	Cutler	FL
162	IRENE	38'	Charles A. Morse	1917	Harold Burnham, Essex MA	Rebuilding	MA	244	LA PALOMA	25'	Bruno & Stillman (18)	1971	John J. Caldbick, Seattle WA	Seattle	WA
164	VERA JEAN	30'	Charles A. Morse	1906	Dennis Mayhew, Niceville FL	Choctawhatchee Bay	FL	245	DAME-MARISCOTTA	19'	Unknown (BC, Canada)	1969	Rose & Hans-Peter Sinn, Huntington NY†	East Boothbay	ME
165	REUNION	25'	Clifford G. Niederer	1975	Mason E. lRici Stober III, Concord CA	Oakland	CA	246	BLACK STAR	35'	Ahern (B6)/Shelley	1983	Ted Walsh & Jeff Wilson-Charles, Conway NH	Portsmouth	NH
166	SCHOODIC	25'	Concordia Company	1967	Bob & Maria Barth/John Mayer	Kittery Point	ME	247	TIMBER	22'	Apprenticeshop	1989	Greg Hickey, West Hartford CT	South Lyme	CT
167	FREEDOM	28'	Ralph W. Stanley	1976	Richard Dudman, Ellsworth ME	Isleford	ME	248	BABY BLUE	25'	Rick Conant/Greg Fisher	1979	Scott & Sally Johnson, Waterville VT	Burlington	VT
168	LOON	30'	Newbert & Wallace/Jacob	1974	Edward Brennan, Newcastle ME	Round Pond	ME	249	BELFORD GRAY	29'	Newman (P18)/Pettegrow	1983	WoodenBoat School, Brooklin ME	Brooklin	ME
169	DEFIANCE	22'	Eric Dow	1976	Fran Daley West Newton MA	Winthrop	MA	250	BUCEPHALUS	19'	WoodenBoat School	1992	Alex Forbes, Tahoma CA	Rubicon Bay	CA
170	LADY OF THE WIND	31'	Newman (D05)/Morris	1976	James Halbkat Jr., Hilton Head Island SC	Hilton Head Island	SC	251	-NONE-	30'	Ralph W. Stanley	1986	J. Robert & Eff Sherman, Correa ME	Building	
171	RESOLUTE	31'	Newman (D06)/Morris	1976	Alan Leibowitz, Bilerica MA	Marblehead	MA	252	QUINTESSENCE	22'	Harry Quick/J.J. Sherman	TBL	William L. McCarthy, Riegelsville PA	Georgetown	MD
172	AMNESTY	25'	Jim Drake	1982	Jim Drake, Carlisle PA	Baltimore	MD	253	GENEVIEVE	25'	W. McCarthy & G. Richards	1989	Gary & Debbie Crowel, Summit NJ	Toms River	NJ
174	-NONE-	31'	Newman (D07)/unfinished	TBL	Arnie & Jill Standish, Brunswick ME	Unfinished	ME	254	TODDY B.	28'	Passamaquoddy (02)/Core	1972	LaMonte Krause of La Jolla, CA	San Diego	CA
175	EDEL WEISS	15'	David Major	1975	David Major, Putney VT	Friendship	ME	255			Emmet Jones	1982	Sam Nickerson	Lake Lanier	GA

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter	Owner(s)	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	Harpstwell	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 Binnacle 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'	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	Freemantle	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

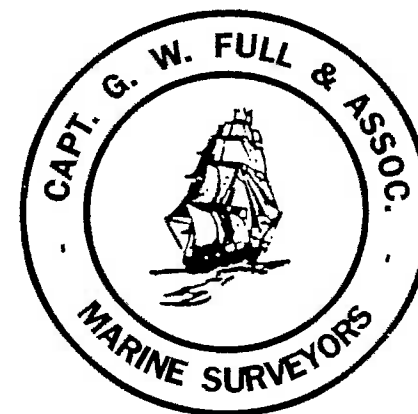
#### "LOST" REGISTERED SLOOPS (UNKNOWN STATUS AND/OR LOCATION)

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 Collemmer	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	CHLENE	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 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'	E.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. Ca'mille & 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	MALDE	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 Stonington, 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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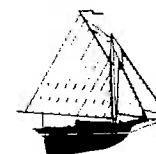
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