

FRIENDSHIP SLOOP DAYS

ROCKLAND, MAINE JULY 19 - 21, 2007





**WELCOMES
THE FRIENDSHIP SLOOP SOCIETY
TO ROCKLAND, MAINE
July 19-21**

Join the Friendship Sloop Society members for their 47th annual homecoming. The public is 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 Saturday just off the Rockland Breakwater (see next page for full schedule).

OTHER SUMMER EVENTS

July 4

Thomaston 4th of July
www.thomaston4thofjuly.com

July 14-15

North Atlantic Blues Festival
www.northatlanticbluesfestival.com

August 1-5

Maine Lobster Festival
www.maine lobster festival.com

*For more information on the area, contact the
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2007 Homecoming and Rendezvous

Schedule of Events in Rockland

Wednesday July 18

Sloops arrive in Rockland Harbor and tie up at the Public Landing (no charge). Moorings will probably be available on Tuesday afternoon at \$25 per night. Call the Harbormaster, Ed Glaser, or Assistant Harbor Master, Pete Thibodeau, on Channel 9. Tent, chairs and barbecue will be set up.

Thursday July 19

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

Friday July 20

| | |
|---------|----------------------------------|
| 9:00 AM | Skippers' Meeting under the tent |
| Noon | Race starts off the breakwater |
| 5:30 PM | BYO Barbecue under the tent |

Saturday July 21

| | |
|----------|-------------------------------------|
| 9:00 AM | Skippers' Meeting under the tent |
| 11:00 AM | Parade of Sloops off the breakwater |
| Noon | Race starts off the breakwater |
| 5:00 PM | Awards Dinner under the tent |

View Races at Breakwater

The races can best be viewed from the breakwater, beginning each day at about Noon. The start and finish occurs very close to the breakwater, giving the public an unparalleled opportunity to view the excitement of a sailing race. The Parade of Sloops, narrated over a loudspeaker, will also be held at the breakwater, at 11 AM on Saturday.

Sloops on Display at Public Landing

To view the sloops up close, and speak to their owners, come to the Public Landing any afternoon after the races (about 4:00 pm).

Cover: Sazerac, (Sail # 44) an original 35' Friendship sloop built in 1913 by Wilbur Morse and Captained by our current Commodore, Roger Lee, and his able bodied crew member, Gail O'Donnell, who you see in the cover photo. Gail and Roger live in Belfast, Maine

Friendship Sloop Society Officers 2007

(Also on the web at www.FSS.org)

| | | |
|--|-----------------------------------|---|
| Commodore | Roger Lee & Gail O'Donnell | 26 Park St., Belfast, ME 04915 |
| Vice-Commodore | Wayne & Kirsten Cronin | 525 Main St., Thomaston, ME 04861 |
| Secretary | Caroline Phillips | 164 Sturbridge Rd. Charlton, MA 01507 |
| Treasurer | Craig Merrill | P.O. Box 166, Butler, MD 21023 |
| Newsletter Editor & Webmaster | John Wojcik | 347 Lincoln St., Norwell, MA 02061 |
| Registrar | John Wojcik | 347 Lincoln St., Norwell, MA 02061 |
| Yearbook Editor | Rich & Beth Langton | 868 Cross Pt. Rd., Edgecomb, ME 04556 |
| Yearbook Editor Emeritus | Roger Duncan | P.O. Box 66, East Boothbay, ME 04554 |
| Publicity Chairpersons | Miff Lauriat & Marge Russakoff | 47 East Ridge Rd., Southwest Hbr. ME 04679 |
| Membership Chairman | Penny Richards | 15 Leland Road, North Reading MA 01864 |
| Scholarship Chairman | Bill Zuber | 35A Tideview Lane, Friendship, ME 04547 |
| Race Committee Chairman & Marblehead Regatta Chairman | David Graham | 7 Batchelder Rd., Marblehead, MA 01945 |
| New London Race Chairman | Greg Roth | 510 Montauk Ave., New London, CT 06320 |
| Southwest Harbor Race Chairman | Miff Lauriat | 47 East Ridge Rd., Southwest Hbr., ME 04679 |
| Friendship Day Chairpersons | Bill & Caroline Zuber | 35A Tideview Lane, Friendship, ME 04547 |
| Chandlery Chairpersons | Bill & Kathy Whitney | 75 Kingsbury St., Needham, MA 02192 |
| Rockland Trophy Chairman | Marcia Morang | 18 Commodore Drive, Sanford, ME 04073 |
| Original Sloops Chairman | Harold Burnham | 141 Main St., Essex, MA 01929 |
| Measurer | Dick Salter | 151 Bridge St., Manchester, MA 01944 |
| Inspector of Mast Wedges | Bill Whitney | 75 Kingsbury St., Needham, MA 02192 |
| Cannoneer | Richard Campbell | |
| Piper | Donald Duncan | Southport, ME 04576 |
| Commodore, Motor Boat Squadron | Jack Cronin | 164 Sturbridge Rd., Charlton, MA 01507 |

Honorary Members: Roger and Mary Duncan, Dorothy Gould, David Graham, Cyrus Hamlin, Marcia Morang, Governor John Reed and Carlton Simmons.

Commodore's Message

Come to Rockland in July for Friendship Sloop Days. It's the 47th annual celebration of that quintessential Maine sailing vessel, the Friendship Sloop. We promise you'll have a great time, whether you are a sloop owner, a sloop fancier, or just a little curious about a boat with such a funny name.

The sloops arrive in Rockland on Wednesday, July 18. That afternoon, and over the next three days, July 19, 20, and 21, you can come down to the Public Landing, and see these beautiful boats right up close. Over twenty five of them are expected to be tied up at the Public Landing. We'll have the welcome mat out. At Noon on July 19, 20, 21, most of the boats will compete in a race that starts and finishes just inside the Rockland Breakwater. And at 11:00 am on Saturday, July 21, there will be a Parade of Sloops at the Breakwater Lighthouse, complete with entertaining narration by our own Master of Sloop Trophies & Membership Chair, Penny Richards. Where else can you walk to the middle of a harbor, and be almost in the middle of a sailboat race? From Route 1, turn east on Waldo Ave at the Samoset Resort entrance, and then right on Samoset Road to reach the parking lot. From there, it's about a mile walk out to the lighthouse.



The Rockland homecoming will conclude with an Awards Dinner under the tent on Saturday evening. Our thanks to Gail O'Donnell and Kirsten Cronin for organizing what promises to be a wonderful time.

Special thanks go to our Yearbook Editors, Rich & Beth Langton, and our Vice Commodore team, Wayne & Kirsten Cronin, who sold the ads to make the Yearbook possible. And our warm thanks to the Rockland Harbor Master and his crew, who continue to be such gracious hosts to our fleet. Finally, a big thank you to our advertisers (listed in the index at the back). Their contributions help support the work of our Society. Please support them.

See you in Rockland,

Roger Lee & Gail O'Donnell



Sazerac

2007 Events of the Friendship Sloop Society

June 30th – July 3rd New London Rendezvous

New London, CT

Contact: Greg Roth, 510 Montauk Ave, New London, CT 06320 – 860-442-2747

July 14th Southwest Harbor Regatta

Southwest Harbor, ME

Followed by a 4-day cruise to Rockland

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

July 19th – 21st Homecoming Rendezvous and Regatta

Rockland, ME

Contact: Roger Lee 26 Park Street, Belfast, ME 04915 – 207-338-6837

or Wayne Cronin 525 Main Street, Thomaston, ME 04861 – 207-354-0467

August 11th Marblehead Regatta

Marblehead, MA

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

September 1st Gloucester Schooner Festival

Gloucester, MA

Contact: Gloucester Harbormaster

November 17th Annual Meeting

Best Western Merry Manor Inn

700 Main Street, South Portland, Maine

Contact: Caroline Phillips, Secretary

164 Sturbridge Rd. Charlton, MA 01507

508-867-0503

Sloop Society Webpage:

www.FSS.org

- - - We Dedicate This Yearbook - - -

Over the many years that the Society's yearbooks have been published, a majority of the editions have been dedicated to individuals who have given so very much to the Friendship Sloop Society. This year is no exception, for our honoree is another of the Society's many unsung heroes. Indeed, he is a gentleman's gentlemen; an individual with the patience of a diplomat; a tactician who can formulate meaningful substance from very little; a teacher who is always available to an enquiring open mind; and an extraordinary craftsman. Therefore, it is with the greatest of pleasure that we dedicate the 2007 Friendship Sloop Society Yearbook to - - - John M. Wojcik!



John Wojcik

Back in the days of yesteryear, John met Carole and together, they met *Banshee* - - - and then, they met the Society. By the time 1978 had rolled around, John, Carole and *Banshee* had become firmly entrenched as members of the Society. From their first day, they were heartily embraced by the Society, fully as much as *they* wrapped their arms around the Society. It was a perfect fit between all parties.



Banshee

As time went by John and Carole fine-tuned *Banshee* and became a fixture at the annual regatta in Maine. In her homeport of Mattapoisett, Massachusetts or during the annual cruise Down East, *Banshee* saw many improvements - - - while all three continued to grow within the Friendship Sloop Society. Fast forward from those early days to 1988; by then John Wojcik had completed his stewardship as Bill Zuber's Vice-Commodore and was given command of the Society during the fall annual meeting of that year. John Wojcik's two-year "watch" as our Commodore was filled with progress and accomplishment for the Society. Then in a heartbeat, it was the fall of 1990, and time for John's successor, Bill Rand, to take the reins.

The strong interest that John had developed in the Society was not to diminish for he almost immediately assumed the editorship of the FSS Newsletter. It has been a job in which both he and the newsletter have evolved. As the electronic age came more to the forefront, John, a longtime IBM employee, was ready and eager to take on the additional task of launching the Society's website. For those who have not had the pleasure of visiting this wonderful site, we invite you to explore www.fss.org – for it is one



***Banshee*, *Anna R* and *Salatia* at the starting line**

of the most historically complete, up-to-date and easy to use websites you will ever have the pleasure of using. Within the site, you can review every FSS Newsletter published since the fall of 1998 and if that were not enough, the viewer can readily observe *every* yearbook cover since the launch of the Society in 1961.

But your writer digresses - - - for this is about John Wojcik; who is the force behind the wonderful FSS newsletters and our fabulously interesting website. We are indeed so very fortunately that John, Carole, *Banshee* and the Society are truly inseparable.



Banshee: Note the water balloon punctuating 180 on the sail – one of the hazards to overcome during the Rockland Homecoming!!

Commodore, writer par excellence, webmaster, teacher, craftsman - these are the qualities that have spelled out so very loud and clear why we have chosen to dedicate our 2007 yearbook to this truly wonderful individual who has chosen to honor the Friendship Sloop Society with his continuing membership - - - our very own JOHN WOJCIK.

Waldo Burrow

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Presenting the 2006 Winners...

Southwest Harbor Rendezvous July 15th

First to Finish: *Gladiator* – by half a bowsprit in front of *Helen Brooks*

Rockland Homecoming Rendezvous and Regatta July 20th–22nd

1st All Divisions - State of Maine Trophy – *Tannis*

Division I (<25')

1st Place-Herald Jones Trophy – *Salatia*

2nd Place-Bruno & Stillman Trophy
– *William M. Rand*

3rd Place-Lash Brothers Trophy – *Echo*

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

Division II (>25')

1st Place-Commodore's Trophy – *Lady M*

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

3rd Place - Rockland Trophy – *Chrissy*
Liberty Trophy - *Chrissy*

Class A (Original Sloops Built before 1920)

1st Place - Wilbur Morse Trophy – *Chrissy*

2nd Place - Charles Morse Trophy - *Gladiator*

3rd Place - Alex McLain Trophy – *Sazerac*
Rum Line Trophy- *Sazerac*

Special Homecoming Trophies

Nickerson Trophy - youngest crew member – Ashleigh Cronin

Chrissy Trophy - woman who keeps sloop, crew, and family
together – Julie Merrill

Cy Hamlin Award - Skipper's homecoming – *Osprey*

Gladiator Trophy - Sloop sailed the furthest – *Banshee/ Gaviota*

Danforth Trophy - Sloop that finishes in the middle of the fleet -
Heritage

Stanley Cup – *Hieronymus*

Owner/Builder/Restorer of Sloop – Scott Martin – *Eden*

Tannis Award - 7th overall in fleet – *Gladiator*

Spirit of Friendship Award – in the spirit of friendship – Rich
and Beth Langton



**Our youngest crew
member, Ashleigh
Cronin, and her dad
Wayne**

Marblehead Regatta - August 13th & 14th

Friendship Sloop Division Winner

Ridgeway Trophy – *Tannis*

1st runner up – *Chrissy* • 2nd runner up – *Margaret M.*

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

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Gene Costanza

Roger Duncan, Member Emeritus

Marcia Morang

Bob Rex, Chairman Emeritus

Penny Richards

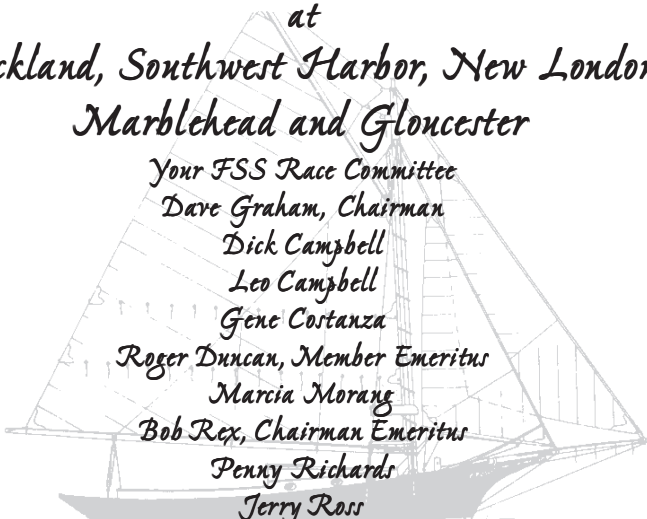
Jerry Ross

Dick Salter

Oddvar Solstad

Hugh Verry

Bill Zuber



MEMBERSHIP APPLICATION

Please Return with Remittance to:

Penny Richards
Friendship Sloop Society
15 Leland Road
North Reading, MA 01864

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Date of Application: _____

E-Mail Address: _____

Each Membership Receives: all Society Mailings, the Annual Yearbook, a Membership Card, one Membership Decal, and entry rights for participation in the Society Regattas and functions.

FULL MEMBERSHIP - \$30

Sloop owners and other interested parties and/or persons. A family-type membership. Full voting privileges, including husbands and wives.

COOPERATIVE MEMBER - \$20

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

Extra Membership Decals are available at \$2 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 Amount Enclosed: \$ _____

Pendleton Memorial Scholarship Fund

Named in memory of Commodore Bill Pendleton and his wife Beatrice, the Fund was established in 1967 when Friendship sloops were racing in the town Friendship. In 1983 the Friendship Sloop Society turned the fund into a trust, with townspeople being named as trustees. The income of the trust is to be used for the "residents of the Town of Friendship, Maine, in the form of a scholarship for those who are seeking to further their post high school education." It has provided scholarship assistance for 37 years to over 120 individuals, several of whom have received multiple year scholarships. The young people of the town of Friendship need your support. Tax deductible donations in any amount should be sent to the Pendleton Memorial Scholarship Fund, P.O. Box 279, Friendship, ME 04547

Hadlock Award

In 2006 this award was presented to Bill Cronin, 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.

Omaha Award

Wayne and Kirsten Cronin received this award in 2006, from Don and Dottie Huston who were recipients in 2005. The award is made in recognition of the sloop *Omaha*, built in 1901 by Norris Carter.



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FROM BUOY TO TRAP

What is a Friendship Sloop?

Betty Roberts, who served as the honorary secretary for the Friendship Sloop Society until her passing in 2006, wrote the following, which is abstracted from a more complete article that can be found on the Society website at www.FSS.

The Friendship Sloop had no real birth, but was gradually developed around 1880 from the fishing and lobstering needs of the men of Muscongus Bay on the Maine coast. It is certain some of these fishermen had seen a Gloucester fishing boat, and impressed with its lines, had incorporated some of its features into their own hull designs. These men did not build a “class boat” where every hull is the same length. From existing records we find that the original builders constructed sloops varying in length of 21' - 50'. Probably the average length would be about 30' - 40'. The basic design was scaled up or down depending on length, and followed a pre-set formula. They all had an elliptical stern, and most of them a clipper bow, and were gaffed rigged. The pre-set formula included such measurements as: the beam equaled one third the overall length, and the length of the mast should equal the length overall plus half the draft, etc.

Boat shops dotted the coastline of Bremen, Bremen Long Island, Morse Island, Cushing, Thomaston, and Friendship. In 1903 there were 22 sloops being built on the shores of Bremen Long Island alone. Many of the men went into the woods to cut their own wood, and hauled it to the saw mill with horses. The island builders floated their sawed planks (25'-36') suspended over two dories to get it to their offshore boat houses. Each builder had some little secret innovation which in his estimation made his model better than the others.

The usual procedure was for the fisherman to spend his winter building the sloop, fish with it all summer, sell her in the fall and start the process over again come winter. She was sold for what the builder had in it, usually \$350 - \$500. This schedule enabled him to have a boat to work from and something to keep him busy all winter.

There are many names that are remembered as builders: Carters, McLains, Collomores, Winchenbachs, Morses and others, but Wilbur Morse's name comes up as father of the Friendship Sloop because of the large number that come from his shop. It is said a sloop was launched every two or three months. Because of Wilbur's mass production and his shop being in Friendship, this great sloop acquired the name of the town he was building in.

The advent of motors and modern equipment around 1915 almost relegated this great craft to extinction, but her fine lines, her seaworthiness, and her great record have added “yachting” to her long list of uses. Many a yachtsman has been awed by the graceful lines of this sloop. Bernard MacKenzie of Scituate was one such sailor. He sailed his beautiful *Voyager* in a Boston Power Squadron race in 1960, and in the strong winds, won the race. This inspired him to have a Homecoming Race in Friendship. In 1961 fourteen Sloops sailed in a regatta, and the Friendship Sloop Society was born.

Messing About Trophy

Roger and Mary Duncan were presented this trophy by Dick Salter, Captain of *Messing About*, in honor of their contribution to the Friendship Sloop Society and the New England world of sailing.

Navigating the Worldwide Web

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, links to our yearbook advertisers and member websites as well as other interesting facts regarding the Sloop Society.

Our website also contains the newly revamped 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 our sloops.

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GOOD READING FOR A FOGGY DAY

By Roger Duncan



EASTWARD

Down East in a Friendship Sloop



COASTAL MAINE

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The joys of building a wooden schooner

To be published this summer:



AFLOAT AND ASHORE - A miscellany



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In memory of a friend, Lynn Thompson

by
Scott Martin

When the wind is right, I always like to bring my friendship sloop, *Eden*, under sail to the dock. That day, the wind was perfect and as I approached the dock, I noticed Lynn, a woman I had become friends with over the years, sitting in her wheelchair, fishing pole in hand, and enjoying one of her favorite pastimes. What personal courage she had - never letting the Parkinson's disease, that progressively was taking over her body, deter or deny her from enjoying the activities of life.

I knew she also loved sailing, but considering the limitations of her wheelchair, I was hesitant to ask, but pleased when she accepted my offer to go sailing at that very moment. Without any hesitation, she smiled, and replied, "Why not!" With the help of a nearby stranger, it wasn't too difficult to secure Lynn and her chair on the boat so she would be safe when the sloop heeled once we were underway.

Making my way through the moorings, I could see a significant fog bank forming off Schoodic and feel the breeze starting to pick up at a good clip. All things considered, I decided it would be best to sail on the lee side of the Porcupines. It was then that we had a moment in time, the type I did not need a camera for because I knew immediately the experience would always be ingrained in my heart. To this day, I can still picture the sun glistening off the tops of the waves, and hear the soothing sounds my sloop made as it cut through the water.

I decided to come about and head home after reaching the Hop due to the increasing density of the approaching fog. Lynn understood but was still disappointed since she had not had a nibble on her line, which had been trailing behind us the entire trip. Almost simultaneously, I pointed out a bald eagle perched on a ledge and Lynn screamed, "I got one! I've caught a fish!"

I smiled as I saw the excitement on her face as she struggled to reel in her catch. The energy on the boat only intensified when the eagle spotted the fish and started to attack. The scene was more exciting to me than one in any play I've ever seen. Then as if a curtain had been drawn, the fog came in and blocked out the entire event. The fog was so thick I was happy just to be able to see the next lobster buoy. It was with a sense of

Continued p. 14

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relief when I pulled *Eden* up to the dock.

* * *

Although I followed her journey and struggles with Parkinson's through mutual friends, I didn't see Lynn for over three years from the time of our last sailing. When word reached me that she wanted to see me, my initial reaction was one of fear. Would seeing her again tarnish the memory of our last time together? I wanted to remember her as she was that day on the sloop. I was afraid to see what Parkinson's had done to her.

It wasn't long afterwards, while I was picking flowers one beautiful morning, that a voice within me told me to take the flowers to Lynn. Thankfully I didn't procrastinate since I quickly found out that in the past few days she had been moved from a nursing home to the hospital. When I arrived at the hospital, I was informed that Lynn would not be with us much longer. The nurse told me her family had been there all day, but had left to go out to dinner. She encouraged me to visit Lynn, and supported me by offering to go into the room with me. Once in the room, I could see Lynn's struggle and hear her fight for each breath.

I gently touched her forehead and slowly stroked her hair, as I found myself telling her about our last sail together. Her breathing became calmer, less labored, and she became quite peaceful. Even though the nurse came to the bedside, I continued telling the story since it seemed to be helping Lynn with her fight.

Then nurse suddenly interrupted me by asking me to turn off the radio that had been quietly filling the room with classical music. Startled, I looked up and saw the nurse looking directly at me. With a loving smile and a gentle touch on my shoulder, she said, "You've just sailed her home to her maker."



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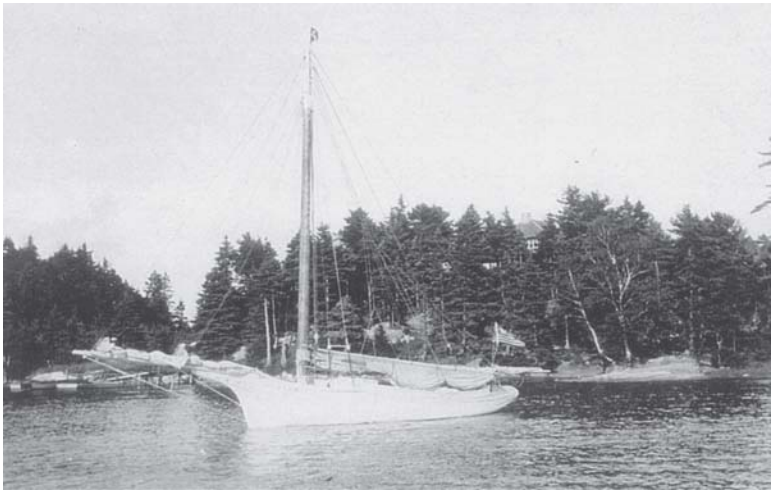
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The Friendship Sloop *Venus*

by
Arthur Johnson

Here is my grandfather's Friendship Sloop *Venus* at anchor in Castine, Maine, about 1924, on a cruise made with his son, my uncle, George Blake Johnson, and another gentleman. They sailed from Nahant with the dinghy strapped on the port rail, a rather



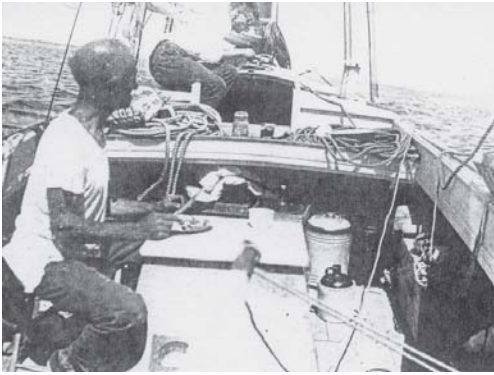
cumbersome looking arrangement, but it was better, they felt, than towing it. Uncle Blake writes, "We spent two nights in a couple of harbors on the way to Castine, Maine", without naming the places.

Venus was a sloop dating from the early days when the Friendship was principally a fishing vessel. She had the cross ship deck in front of the companionway, where the fisherman baited his traps and sorted his catch. It had a one-cylinder engine with the large flywheel. I can remember Fred Gove turning the flywheel with the retractable handle hoping it would not break his arm.



Left, above, rowing out to the *Venus* in the lapstrake dinghy which I enjoyed rowing in later years, and underway with the dinghy lashed on the port rail. In the left picture Bailey's Hill, Nahant, is in the background, and some dories with their masts ashore, at moorings. In the dinghy, I think Uncle Blake is rowing and grandpa is in the middle, with their guest, Freeman Allen, aft. In the right hand picture Uncle Blake has the tiller and grandpa rests against the dinghy.

Continued p. 16



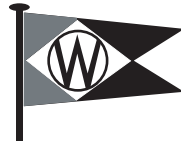
Freeman Allen, in his undershirt (!), eats a meal on the engine box, while Uncle Blake eats his on the hatch cover. Gear was stored under the work deck in front of the companionway. Some of the crew slept in the cockpit under a canvas stretched over the gaff, above. Uncle Blake describes how cousin Dorothy Blake welcomed them to Castine. On a visit to Castine years later, to visit cousin Dorothy, I told an old timer I was Arthur S. Johnson's grandson. He replied, "Yep, your grandfather is a great fella". Uncle Blake writes, "We made a fast and uneventful sail back home".

Continued p. 17

CLOCKS — LANTERNS — CHARTS — INSTRUMENTS — CANNONS

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--- The Tradition Continues ---



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More of *Venus* cruise, and Pleasure sailing at Nahant.



Freeman Allen, now fully dressed, and Uncle Blake take another meal. Their water supply seems to be in large glass jugs. The stays for the mast are set up with deadeyes. They used a box compass on the cockpit floor. What was the level of charts available then? There were lighthouses and channel buoys and fog signals, but otherwise navigation must have been pretty much guess work and local knowledge. The bow of the dinghy is visible at left.

For an afternoon sail, deck chairs were wedged into the cockpit beside the engine box. Grandpa's caption says that the people are cousin Edward Orlandini, his sisters, and others. I think that Grandma Johnson is in the chair on the port side.

I received a letter from Roger Duncan commenting on this paper about my grandfather's *Venus*. Roger Duncan, author of *Coastal Maine, A Maritime History*, (Countryman Press, Woodstock, Vermont, 1992) said, "These are echoes from way back! Yachting as it used to be done! I never knew why my father dressed in white flannels, a white shirt and a bow tie. Of course, to distinguish himself from the fishermen".



Regarding the *Venus*, he said she "is more my style, but she swings a monstrous mainsail". He wondered what it would have been like getting "into a breeze of wind with the dory lashed on the port rail. That must have been some Chinese fire drill".

My brother Frank thinks that they only carried the tender on deck in light air. It was a heavy boat and would have slowed progress unless a breeze was blowing at which time it could have been a help to steady the sloop.



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Alan Drinkwater

A Whale of a Story

by
Arieyeh J. Austin

So there I was. I am not sure even to this moment how I got there, surrounded by 5 foot seas and in 30 knots of wind. Upon reflection I think I would use the word ignorance, or perhaps even a deluded sense of reality. Use what ever phrase you wish, I knew we were in way over our heads. We had departed from Matia Island south of the Straights of Georgia, North of the San Juan Islands earlier that morning on our way to Stuart Island. We had been traveling North through the islands from Olympia, WA, for the past three weeks. Having reached Matia Island, it was now time to return home. Our boat, Friendship Sloop Society number 178, was a Jarvis Newman 25 footer, based on the pemaquid 2 lines. We had purchased her several years before from Mrs. Robinson, who had kept her in Maine. Having re-christened her, *Nesaru*, which means “Sky Spirit,” we had brought her from one coast to the other and were enjoying exploring the Puget Sound and all of its spectacular and hidden secrets.

We had departed at 8:30 A.M. The seas rolled and tumbled with the force of 15-20 knots of wind from the South / South West. *Nesaru* was holding a steady 7 knots, with all sails set at a close reach. We had no real difficulty reaching Stuart Island, benefiting greatly from the tide. It was upon reaching the view of protected and sheltered waters that all hell broke loose. As we began to lower the sails, drained from the high winds and rolling seas, Barb (my wife) yelled forward to me that she was having difficulty starting our inboard 13 HP Westerbeak engine. Now, a brief note should be made here as to the distribution of responsibility aboard our little vessel. I had been taught to sail on the Great Lakes of Michigan by my parents, most likely before I even knew how to walk. I understood the rigging of our boat and how to trim her sails properly, as well as how to navigate and chart a course. I also have gained a rude understanding of electrical issues, having installed AC power on *Nesaru* upon her purchase and refitting her with a new DC system. In contrast, my knowledge of diesel engines is comparable to our 2 year old daughters understanding of astrophysics. Barb, on the other hand, used to build and repair engines with her father when she was a child. Hence, as a dumbfounded look of, “Duhhh,” crossed my face at her comment, it would quickly be replaced by a look of utter fear as I began to evaluate our situation. As another wave broke over our railing and drenched me to the bone, I knew I could offer her no assistance.

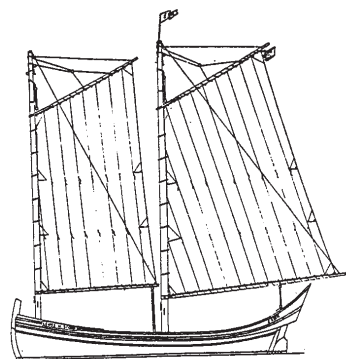
Given the prospect of drifting away from the island in these seas or doing something, we hastily heaved too and lowered the Jib and Main, leaving the Staysail up to counter the tide and keep us steady. The wind had increased from 15 to 20 knots, and I was having a difficult time keeping her steady. Barb, in the mean time, had hastily torn the engine cover off and was beginning to attack the engine with a ferocity that I can only describe as, “intense.” Other words do come to mind, but Barb gets to proof our log entries, and so I will leave it at that. As motor oil and fuel filters began to fly over my shoulder, and the bay and other vessels safe at moorage began to fade from view, I gazed uselessly over the rub rail of our little boat into the ocean foam. I could think of nothing else to do expect prepare flares, and I began to subconsciously sing, “... does

anyone know where the love of G-d goes when the waves turn the minutes to hours” Imagine my surprise when I realized I was actually singing the words to Gordon Lightfoot’s, “Wreck of the Edmond Fitzgerald” ... how fitting.

About the time I was ready to commit Harry Carry, I noticed something in the water moving rapidly toward us. At first I was puzzled. Thousands of small bubbles were making a bee line toward our starboard stern, approximately 100 meters out. I began to watch them intensely until they disappeared 30 meters from the boat. I do remember thinking how odd it was, but made nothing more of it than that. Barb continued to work on the engine, and the waves were rolling all around us. One or two more minutes passed by, and I noticed the same set of bubbles approaching our boat again at a more than rapid rate of speed. This time they started out at 100 meters, but unlike before they came to within 20 meters. They were about 6 meters wide, and moved at about 6 knots toward us, dissipating the further away they were from the boat. I yelled for Barb to come up and see this oddity. She did not respond, clearly signaled that her level of frustration over the engine was increasing. I turned back to the sea. Again, the bubbles began to race toward us on the starboard stern. This time they reached to within 10 feet before vanishing alongside *Nesaru*. On this last pass, however, something new entered this strange rhythm. The depth sounder alarm suddenly began to scream, and I noted that we were in 7 feet of water!

OK... 20-25 knots of wind, no engine, strange bubbles and 7 feet of water... I’d had enough. As Barb sticks her oil covered head out of the engine compartment and inquires as to why the depth sounder alarm is buzzing, I calmly (ya, right) scramble down the

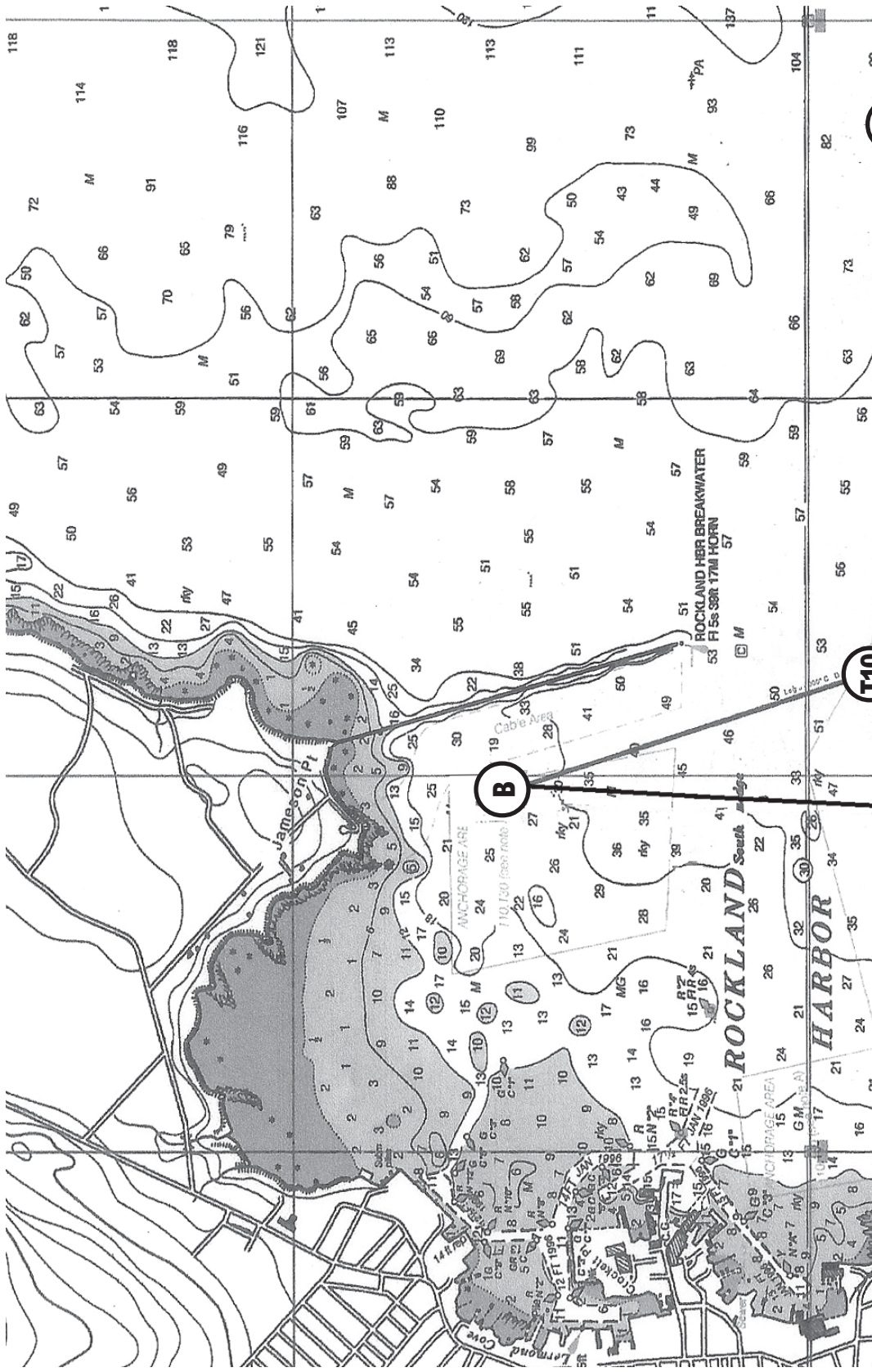
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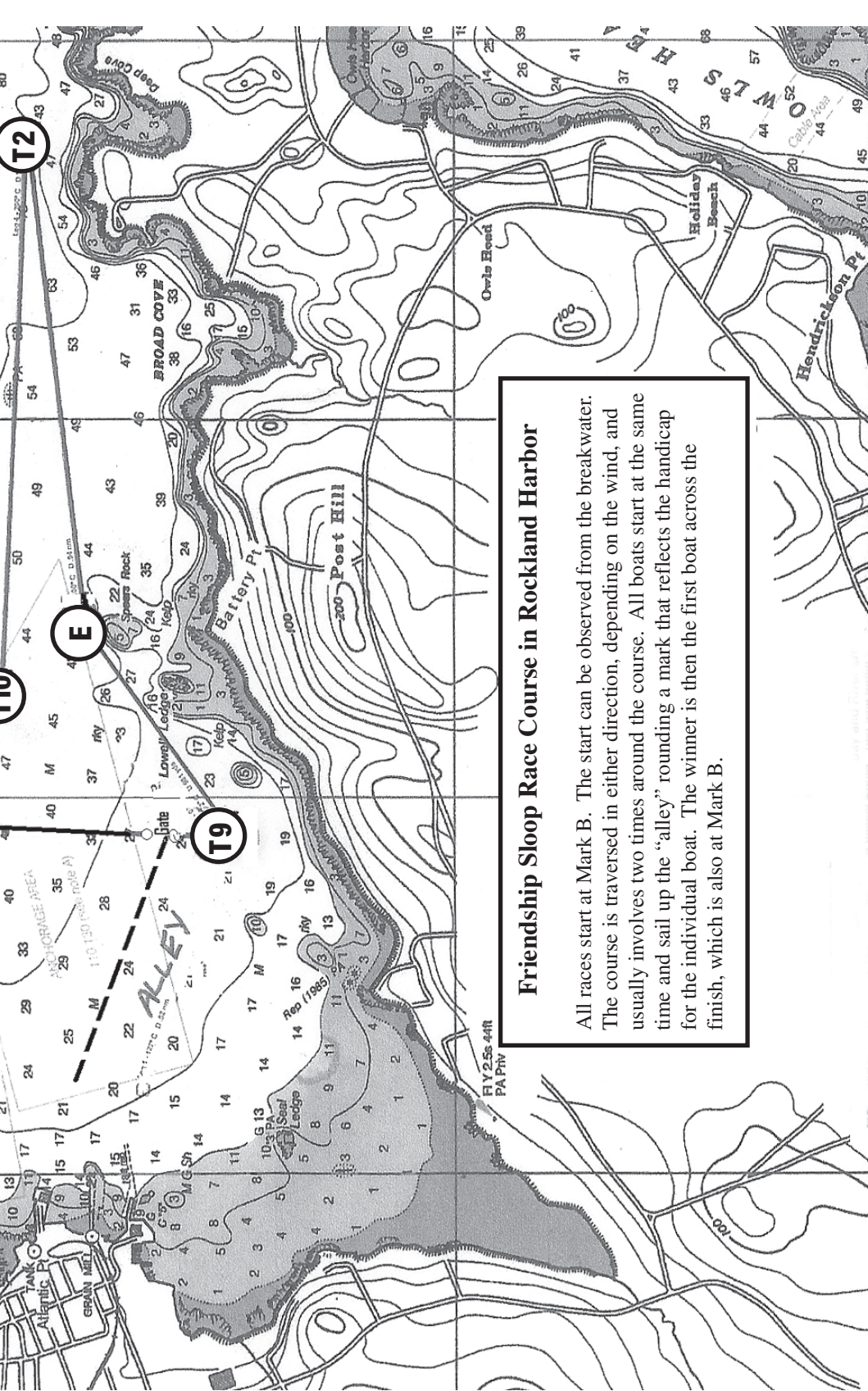


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companion way and rip out every chart we have. Convinced we are about to hit a shoal or uncharted reef, I find nothing to indicate that we were in 7 feet of water. Confused, I return to the deck. Barb is sitting in the cockpit looking intensely at the water, the oil stick still in her hand. The look on her face says it all as she turns to me and says, "What's with all the bubbles?" We both find ourselves drawn to the edge of the boat, like a jellyfish to a spring break swimmer. The bubbles continue to swarm around the boat, and every time they pass by us the depth sounder screams a foot or two less! What were we to do? I did not know what calamity was about to occur, but I did know that I had no interest in being part of it.

The last pass was our breaking point. As the bubbles moved toward our stern, I noted that the water beneath them was much darker than the surrounding ocean. The shape that was under this cluster of impending doom was at least twice as large as *Nesaru*. As it passed under our hull, the depth sounder screamed out at 1 foot. At that moment the entire hull jolted. We braced ourselves, in complete control, (in other words panic) as *Nesaru* spun 30 degrees to port. Jumping to the other side of the boat, we could see the dark shape racing away from us, bubbles in pursuit. We called harbor assist.

Several hours later, one mechanic, and \$150.00 poorer, we found ourselves in Roch Harbor on San Juan Island, in the Western part of the San Juan Islands. We were told that there had been air in our fuel lines, which had caused the engine to seize on us, most likely caused by the rough seas. This fazed us little, however, in contrast to what else we learned. The harbor master told us that there had been several sightings of a grey whale in the area throughout the day.... No, really, we thought? We had set out on our trip in the hopes of perhaps seeing an *Orca*. Several pods are known to frequent the waters we were in. However, nothing could have prepared our imaginations for the startling realization that a wild creature, twice the size of our boat, would ever, in reality, have hit us! It is not an experience we will be earnestly in search of again.



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Memories

by
Mary Cronin

Happy 70th birthday *TANNIS*! Although the Captain and 1st Mate are senior to you, their “hulls” will never look as great even with scraping, sanding, varnish and paint!

We thank you for your patience with us, your ability to cope with our lack of sailing knowledge and resisting us when we pushed you too hard.

And thanks for the memories.....

Our son, John, desperately trying to reach our mooring in a crowded anchorage with the sails down and the old cranky engine quits!

Our daughter, Shelley, amused by items floating by until she realizes the items are her clothing being thrown out gleefully from a forward port by her little brother!

Our daughter, Cindy, jumping overboard to fetch our race pick-up buoy after it fell overboard when we rounded our mark in handicap alley!

Our son, Tom, in a full leg cast from a knee operation, racing in his wheelchair down the steep hill by Al and Betty Roberts' house in Friendship!

Our son, Bill, at three years of age, removing all the labels in our canned goods locker making every meal a surprise!

Our daughter, Caroline, known for her perfect peanut butter and crackers until a friend discovered she was licking the edges clean!

Our son, Jeff, climbing aboard *Tannis* and hurriedly tying off the tender and the Captain noticing the tender had floated fifty yards away – Jeff had to swim for it!

Our son, Wayne, on a tack leaving Friendship while taking main topsail down (which got away from them), swung out over the water hanging onto the boom, caught his pants on a cleat, and the whole crew laughing as his pants slid down around his ankles!

We believe allowing and insisting on our children learning navigation, both manual and by Loran, teaching them to raise and lower sails, letting them trim sails, and how to anchor *Tannis* has kept them interested and familiar with all aspects of sailing. Rowing the tender is mandatory and crewing on other boats is encouraged. Wearing life jackets is just as important as brushing your teeth!



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Patience and a sense of humor are necessary since living together on a boat is very CLOSE quarters. Card games, checkers, chess and Scrabble are played often. Cleaning the tender and swabbing the decks are chore assignments. Sleeping arrangements are sometimes comical since some of our crew snore. One talks in his sleep and if you ask him questions, he answers them.

We attribute much of our enjoyment to the Friendship Sloop Society where we have made lasting friendships, and now our children and grandchildren are doing the same.

What a great way to bring up eight children!!



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The editors and sailors on Zuequeq

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Lady: Harvey F. Gamage's Friendship Sloop

by
John Barry

I developed a close relationship with *Lady*, the now-historic Friendship sloop that was under construction by the legendary boat builder Harvey F. Gamage at the time of his death, in 1976. This vessel changed my life when I was lucky enough to skipper her as a charter day sailor out of Rockland in 1978 and Boothbay Harbor in 1979. Here's how it all happened: Eben Whitcomb, owner of the dude schooner *Harvey Gamage*, had chartered *Lady* from Gamage's widow, Jennie. Eben hired me a few years earlier as a mate on his schooner during the winters in the Caribbean and summers in Maine. He asked me to commission her after she was launched at the Gamage Shipyard so I left the schooner to skipper *Lady* in a very minor league business deal during the summer of '78. At the time I was a 34-year-old bachelor, in love with sailing, who had blown off marriage and a boring desk job at Carolina Light & Power for the sea-going life. Being a mate on the *Gamage* and sailing the only Friendship sloop Gamage ever built was a dream come true.

In failing health, the old boat builder began the boat from a model and plans of his close friend, Win Lash of Friendship, Maine. He named her *Lady* after his German shepherd that was his loyal companion. During sea trials in the spring of '78, boating writer E. L. (Red) Boutilier followed in a power boat. We had reefed the main and



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staysail in gusty winds on the Damariscotta River. “*Lady* responded perfectly and showed signs of speed,” he wrote in the Rockland Courier-Gazette. “The owners anticipate that she should be as fast a sailor as two other stand-out Lash designs, *Rights of Man* and *Dirigo*.” In *Lady* we added ballast (window sashes in the bilge) and it wasn’t uncommon to be sailing on a broad reach with the long boom dragging in the water and picking up seaweed as we sailed along.

Lady is the first and only Friendship Sloop built by Harvey F. Gamage at his South Bristol shipyard. She is also the last construction he ever worked on. Although Harvey built many rugged fishing draggers, several great schooners, many mine sweepers and even a flotilla of John G. Alden yachts, he had yearned to build a Friendship Sloop.

The most eventful time for me was the Friendship Sloop Days in 1978. Mrs. Gamage and her grandchildren came aboard to participate in the Parade of Sloops. We came in second that year in the races, finishing just behind *Tannis*. We were bowsprit and bowsprit with *Tannis* as we sailed to the finish line.

We always had fun and some interesting moments. Once, sailing out of Rockland harbor on one of our typical 3-hour cruises (\$12 a head for adults; three times a day), my pocket caught a spoke of the galvanized Edson wheel. As I moved, the entire wheel and shaft popped out of the wheel box. My passengers thought I was providing some sort of entertainment. They were in hysterics looking at me with the wheel in my hands in mid air and with a very puzzled expression on my face. But *Lady* sailed along anyway, tracking perfectly out of the harbor toward the breakwater and lighthouse. Quick thinking on the part of my crew, Mark Howard, solved the problem. He quickly pulled off the top of the wheel box and had the whole rig seated home in no time.



Back in those days, Rockland was a big seaweed and fish processing port. It was not uncommon to have an oil slick in the harbor from these processing plants. Many times in the afternoon, while sailing back into the harbor, the smokey sou’westers could catch you by surprise with strong gusts coming across the harbor while the water went undisturbed. One afternoon a gust hit us unannounced, as we were sailing close-hauled. We took a knockdown with water pouring into the cockpit and giving passengers, crew and myself a little white-knuckle action. *Lady* quickly righted

Continued p. 30



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herself and sailed on, but not before washing one of our guest's knapsacks from the cockpit with all camera equipment and gear inside. Luckily, my crew retrieved the knapsack as it slid past us. We immediately came up into the wind, dropped the staysail, cranked up the engine and headed in. As we motor-sailed, a boy, apparently unfazed by the event, asked why I dropped the staysail and turned on the engine. I didn't want to go into an explanation of all the whys and wherefores, being shaken up over the safety of everyone. All I could think of was: "*Because I just wanted to do it, kid*", which was a pretty dumb explanation from a seasoned captain. (I still feel bad about that.)



That summer we sailed from the Black Pearl Dock. The following year I was fortunate enough to lease *Lady* from Mrs. Gamage. We day sailed from Boothbay Harbor by McSeagulls' Dock. My crew and I often bartered pizzas for evening sails from the staff at McSeagulls, which helped our rather meager cash flow. It seemed that Boothbay had more fog than Rockland that year. We sailed in the fog regardless, often when tour boats such as *Good Times* and *Balmy Days* stayed at the dock. As we sailed by Mouse and Burnt Islands in the fog we would come about or change course only when we noticed the fog getting darker; we were approaching land. We returned by compass course, thinking nothing of it.

Back then I slept aboard in my ragged day clothes (cut-off Levi shorts) with no shore power, but showers and a head were nearby. Dim light was provided by a gimbale



kerosene lamp. I lived on cold pizza and leftover snacks, but occasionally treated myself to dinner with sparse funds from the tip kit. I served iced tea to day sailing guests and occasionally flavored my sunset drink with a dash of vodka.

I will attend the Friendship Sloop Days in July and hope to have a chance to sail in the old *Lady*, or at least watch her race in the regatta. She is now *Lady M.*, owned by Thomas Martin of South Bristol.

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Pacific to Atlantic Friendship Style

by
Catherine Randak

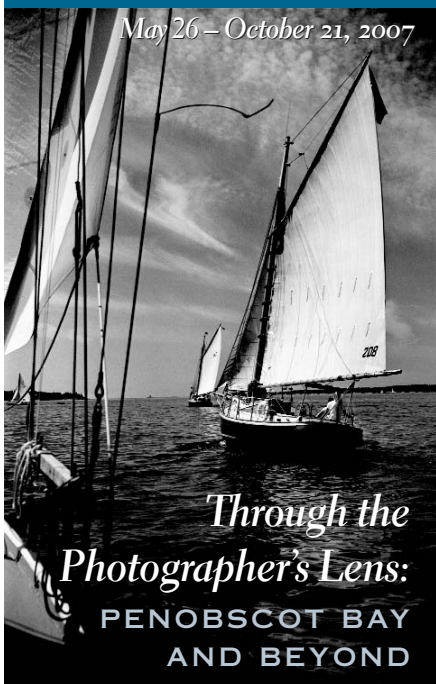
Last year's article entitled, "Atlantic to Pacific Friendship Style", ended with Peter and Nancy Toppan returning to Scituate and *Compromise* after a lovely two days sailing in San Diego Harbor on *Pacific Child*, during their family reunion. Having cemented a cross country friendship through Friendships, us west coasters made plans to go east. My family was conveniently having a reunion in Massachusetts in July, which my husband, Kendall, bravely agreed to attend. The bribe that worked for him was the opportunity to sail on *Compromise* in the Atlantic ocean. We left Williamstown and drove to the Toppan's home on July 6th. Two days later we were sailing and it also happened to be Peter's birthday weekend. We were privileged to be part of the Toppan family celebration.

The first day we got up and, after collecting food and supplies, headed for the water. The set-up in Scituate Harbor is marvelous; a friendly young lady comes and picks you up in a launch and drops you off at your boat. We boarded *Compromise* and, in short order, Peter and Nancy had their beautiful little sloop ready for sailing. It was immediately obvious to Kendall and me that the Toppans really know their Friendship sloop. After a number of expertly timed tacks, Peter had us reaching out of the harbor in fine style. It was so incredibly nice to be chauffeured around by our expert sailing hosts, as Kendall and I rarely get an opportunity to just sit and be passengers. The coastline around Scituate is gorgeous with many nooks and crannies, beautiful homes and interesting landscapes. We were struck by how many places there were to visit, just a short distance up and down the coast. Being southern California sailors, we are used to having two major destinations, a few desert islands aside: Ensenada 60 miles to the south {desert and barking dogs to port, open ocean to starboard}, Catalina 70 miles to the north {cities and honking cars to starboard, open ocean to port}. We had perfect wind and thoroughly enjoyed the day. Peter expertly sailed up to the mooring and we sat and basked in the late afternoon sun while waiting for the launch. We headed back home and were joined by Andrew, Jason and Joey and Joey's parents for a good old New England lobster dinner. The three "kids" gave Peter as good a birthday present as it gets - a day of photographing their Mom and Dad on *Compromise*. How lucky for us to be there!

Continued p. 32

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The next day was windy and sunny and the perfect temperature. We once again headed for the harbor, took the launch to the boat, slipped the mooring and weaved our way through the moored boats out past the breakwater and onto the ocean. Jason, Joey and Andrew had arranged for Joey's parents to take them out in their motorboat, and it wasn't too long before they spotted us. Andrew started clicking away, the wind cooperated and he got some incredible pictures. What a surprise to receive the Toppan's Christmas card with us in their boat!! We sailed for a couple more hours after the photography crew took off and again were enthralled with the scenery. As with all good things, they come to an end, and unfortunately this was no exception. Because of a very early flight Monday morning back to our home in Salt Lake City, Kendall and I had to drive to Manchester, NH Sunday night. After mooring *Compromise*, we reluctantly said our goodbyes and took off from the parking lot. We kept reflecting on the drive what a marvelous world it is that two sailors from Salt Lake City can meet two sailors from Massachusetts, sail one year in San Diego and the next year in Scituate. Although it sounds like an episode of "Lifestyles of the Rich and Famous", it's just another marvelous example of the good times and bonds shared within the Friendship sloop community. We look forward to more chapters of the Atlantic Pacific Friendship story.



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Dictator gets wet for her 100th Birthday!

by
Peter Chesney

“Dictator” was built in 1904 as a working lobster boat out of Stonington and spent several years in that capacity before being bought by my grandfather, Dr. Alan Chesney, in 1925 and converted to a pleasure craft. My father, Peter Chesney, was on her for the first time at 9 weeks, and I first stepped foot on her at six weeks of age. She stayed in the family until the early 1970’s, when my father sold her to Jarvis Newman after wood rot finally won the maintenance budget battle. Jarvis did a ground-up restoration, and kept her for a decade as his family’s boat, before selling her to a doctor in New York. The doctor let her fall apart and then virtually abandoned the boat. He unfortunately had allowed two at-berth sinkings. Jarvis eventually got her back on a salvage deal and I bought her back nearly 20 years after Dad’s sad sale. We are now in the midst of the 6th or 7th major restoration effort.

Dictator has been laid up since 1994 after breaking her 60 year-old mast during a qualifying run for Deer Isle’s Round-the-Island race. It turns out the mast was the least of the problems! The horn timber was completely gone and rotting fir deck beams destroyed an additional dozen oak ribs. I had two summers, of barely two weeks each, of actually sailing her. Then the deep rot from neglect (remember the two at-berth sinkings?) caught up with us and put her back on shore again.

Dictator is still far from ready for a sail but we had to do something for her big birthday! It just so happened that I was getting married in 2004 on Deer Isle to Bonnie Burnham. Since it was Dictator’s 100th Birthday, we of course brought her to the wedding. (My wife tells everybody she married a boat). I’ve been slowly rebuilding

Continued p. 34



**Charter the Commodore's
Friendship Sloop
Sazerac, built 1913**



Roger Lee

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<http://gailandroger.com/sazerac>

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her for the past 9 years and finally have a water tight hull again. Not much else. The plan in 2004 was to anchor off my cousin's house at Dunham's Point for the wedding reception, but bad weather scuttled that idea, so we settled for a truck ride to the front yard instead.

Still, it was the end of the *100th summer...* so in a great Don Quixote move, I fulfilled her 100th birthday pledge. We trucked her to Billings boat yard in Stonington and *Dictator* was slung back into Penobscot Bay for the first time in nearly 10 years! To the cheering crowds of ... well... four... (almost everybody is gone by October). Anyway, she had four long happy fog-filled days of salt water dockside before hauling her out for winter. I'm pleased to report she swelled up and stopped leaking in less than 2 hours. Not much else is right unfortunately...



I'm not giving up... it's just going to be a long haul. Any spare change goes to the boat. I'm in the film business in Los Angeles so it's tough because I never know ahead of time what my schedule or finances will be, and the restoration work ahead is massive and distant. This past summer, we put down the foundation of 8 inch spruce beams for a 36 x 24 foot boat barn and shop. Two years prior we finished the 11 x 22 foot attached work shed that now stores all the *Dictator* gear while she sits patiently along side under 2 x 4's and tarps.

The process continues. I'm going back to the original deck layout. The modern cruiser cabin is gone and I've been reproducing the cockpit by digitally reconstructing *Dictator*. By using old photos and hull measurements, I now have a 3-D digital *Dictator*.

Forensic boat building, I call it.

When people ask me why I won't let the old wood boat just return to the earth or something, I just tell them it's not a boat; it's a sick relative. You're not allowed to just bury them even if they're just really, (I mean really) ill. You have to do what you can to make them well again...as long as it takes.

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Phil Nichols

by
David Bell

Phil Nichols' boat shop hung over a big ledge outcropping and the water on the North shore of Round Pond, ME. I found it one day in 1964 while visiting my parents who had retired just a short walk away. Phil was a quiet man. Guess he accepted me because of my parents, and he had to pass their home on his way to his boat shop. As it happened, Phil was working that day and he welcomed me in to watch him adding to the sloop *Surprise*. Of course it had not been named then. Later Phil would tell me that he named it *Surprise* because he was surprised that he finished it. I guess I would have been also; on that day he was working with a hand saw on a 4 in. piece of oak for part of the rudder. I saw no power tools in the shop.

Phil finished the Friendship Sloop, the second he had built, and in July 1965 headed for the Friendship races. With no motor in *Surprise* Phil had the skiff tied along side with its outboard motor to make the trip. Bruce Cunningham and his son Paul were crew, along with myself and my son Andi. Both boys were about 8 years old at the time. They enjoyed swimming off the boat in Friendship harbor. The sailing was good, once the wind got above 15 knots. I recalled the joy of passing other boats outside Franklin Light as we moved through the swells while others spent their time bobbing up and down.

Phil was traditional in his building. We sailed standing in a big open cockpit with a tiller. Below we had a wood stove and a bucket. The wood stove did its job nicely for breakfast bacon and eggs. No fancy electric equipment, not even a compass. Of course Phil had sailed and fished these waters all his life, and he knew them like the back of his hand.

During one of the races in 1968 the wind died on the way home to Friendship and luckily the tide was coming, so we drifted in, reaching our mooring well after 9 PM. At the awards dinner in the Old Friendship Hall that year John Gould had a special award for Phil. With much ado John presented Phil a ship's compass, but, I am not sure it ever was mounted on the boat before Phil sold it that next year and started building *Secret*.

Bancroft Award

This year the Bancroft award goes to Bill Cronin. It 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.

Morang Award

Michael Gordon was presented this year's Morang Award for his contribution "The Memories They Left With Me" that was published in the 2006 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.

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 |
| 5 | CONTENT | 25' | Stuart M. Ford | 1961 | Noel March, Hampden ME | Rockland | 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 | Stephen & Diane O'Connell, Ellsworth 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 | Brian Clogh & Mary Ufitt, Little Deer Isle 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 | CHRISSY | 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 | WILBURA.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 | ALICE E | 30' | Unknown | 1899 | Karl Brunner & Kristen Ramos, Bass Harbor ME | Southwest Harbor | ME |
| 24 | TERN | 25' | Wilbur A. Morse | c1900 | Leo & Kelly Greene, Andover 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 | Russell Stone, Ivoryton CT | Plymouth | MA |
| 43 | GYPSY | 23' | Judson Crouse | 1939 | David Tabbutt, Portland 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 | Downeast Sailing Adventures, Bar Harbor ME | Bar 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 | Richard Rapalyea, Thomaston ME | Spruce Head Island | ME |
| 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 | Nate & Randy Jones, N. Brewick, ME | Muscongus Harbor | ME |
| 61 | WINDWARD | 25' | James S. Rockefeller | 1966 | Tim Sullivan, Gloucester MA | Gloucester | MA |
| 62 | COLUMBIA | 23' | Lester Chadbourn | c1950 | John & Kimberly Bundza, Barrington, NH | Great Bay | NH |
| 64 | AMICITA | 33' | Lash Brothers | 1965 | Jeff Pontiff, New Bedford MA | New Bedford | 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 | William & Shawn Poole, Fulton NY | Rebuilding | NY |
| 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 | William Anderson & Mary Aquith, Smithfield RI | Edgewood YC | RI |
| 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 Whritenour, St. Augustine FL | Cotuit | MA |
| 85 | HEIDILEE | 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 | Alexandra West, Vineyard Haven MA | Vineyard Haven | MA |
| 90 | SALATIA | 25' | Newman (P02)/Newman | 1969 | Miff Lauriat, Southwest Harbor ME | Southwest Harbor | ME |
| 91 | PHOENIX | 30' | Bruno & Stillman (04) | 1970 | Tad Beck, Hollywood CA | Carvers Harbor | ME |
| 92 | PRISCILLA | 25' | James Rockefeller/Basil Day | 1975 | Norman M. Sulock, Baldwinsville NY | Oneida Lake | NY |
| 93 | ANNA R. | 25' | Kenneth Rich | 1970 | Stuar Et L. Rich, Tenants Harbor ME | Rebuilding | ME |

| Sail | Name of Sloop | L.O.D. | Builder(s) | Launched | Owner(s) & Winter Address | Homeport | State |
|------|-----------------------|--------|--------------------------|----------|--|--------------------|-----------|
| 94 | EUPHORIA | 25' | Newman (P03)/Rockefeller | 1971 | Victor Triodella & Rebecca Brown, Freeport ME | S. Freeport | ME |
| 95 | WESTWIND | 40' | Charles A. Morse | 1902 | John & Diane Fassak, Mansfield MA | Rebuilding | MA |
| 96 | VOYAGER | 32' | Lash Brothers | 1965 | Capt. Fred Perrone, Plymouth MA | Plymouth | MA |
| 97 | INTEGRITY | 27' | Wilbur A. Morse | 1903 | Brian & Christine Wedge, Harpswell ME | Harpswell | ME |
| 98 | DEFIANCE | 30' | Bruno & Stillman (06) | 1970 | Bob Smith | Rio Dulce | Guatemala |
| 99 | BUCCANEER | 29' | Wilbur A. Morse | c1911 | Tirocchi Family, Johnston RI | Johnston | RI |
| 100 | CAPTAIN TOM | 26' | Bernard Backman | 1970 | John Sandusky, Mt. Sinai NY | Mt. Sinai Harbor | NY |
| 101 | GOOD HOPE | 30' | Bruno & Stillman (07) | 1971 | Barta & Lee Hathaway, Newburyport MA | Ipswich | MA |
| 102 | TODDY | 35' | Lubbe Vob (Germany) | 1972 | Mary L. Morden, Bad Axe MI | Lake Huron | MI |
| 103 | SOLASTER | 25' | Newman (P04)/Newman | 1970 | Newman & Gray, Cranberry Isle ME | Cranberry Isle | ME |
| 104 | COCKLE | 28' | Elmer Collemer | 1950 | Rupert & Regina Hopkins, Miller Place NY | Mt. Sinai Harbor | NY |
| 105 | LADY E | 30' | Bruno & Stillman (05) | 1971 | Mike Johnson | Annapolis | MD |
| 106 | HOLD TIGHT | 25' | Newman (P05)/Newman | 1970 | Alan Watkins, Weston MA | Gloucester | MA |
| 107 | MAGIC | 22' | Passamaquoddy (1) | 1970 | Eric Applegarth, Clairborne MD | Rebuilding | |
| 109 | PETREL | 31' | G. Cooper | 1933 | Colin D. Pears, Kennebunkport ME | Rebuilding | |
| 112 | SECRET | 27' | Philip J. Nichols | 1971 | Edward Good, S. Lancaster MA | Salem Willows | MA |
| 113 | YANKEE PRIDE | 30' | Bruno & Stillman (14) | 1971 | James J. & Margaret E. Graig, Keyport NJ | Keyport | NJ |
| 114 | HELEN BROOKS | 30' | Bruno & Stillman (08) | 1971 | Khristyn Ramos & Karl Brunner | Southwest Harbor | ME |
| 115 | GOOD FRIEND | 30' | Bruno & Stillman (12) | 1971 | Harvey & Lee Goodfriend, Simsbury CT | Groton | CT |
| 117 | LEADING LIGHT | 30' | Bruno & Stillman (10) | 1971 | John & Eve Crumpton, Oxford ME | South Freeport | ME |
| 118 | WENONAH | 30' | Bruno & Stillman (16) | 1971 | Thomas L. Berry, Washington DC | Pasadena | MD |
| 119 | VALHALLA | 30' | Bruno & Stillman (15) | 1971 | Paul & Sally Wolfe, Pittsburg PA | Ben Avon | PA |
| 120 | PERSISTENCE | 30' | C. Simmons/J. Lichtman | TBL | John Lichtman, Friendship ME | Building | |
| 122 | EDEN | 25' | Francis Nash & Ed Coffin | 1971 | Scott Martin, Bar Harbor ME | Bar Harbor | ME |
| 123 | RESOLUTE | 28' | Charles A. Burnham | 1973 | Charles A. Burnham, Essex MA | Essex | MA |
| 124 | CALLIPYGOUS | 30' | Bruno & Stillman (17) | 1971 | Richard & Tina Sharabura, Toronto Ontario | Toronto | Ontario |
| 125 | TIGER LILY | 25' | Al Paquette | 1969 | Holbrook Family, Rochester MA | Mattapoisett | MA |
| 126 | WHIM | 20' | Chester Spear | 1939 | Jack Manley Northville NY | Rebuilding | |
| 127 | MARIA | 21' | Charles A. Burnham | 1971 | Frank Friend, Essex MA | Rebuilding | |
| 128 | SCHOODIC | 31' | E. Collemer/B. Lanning | 1973 | David & Nancy Schandall, Lunenburg Nova Scotia | Lunenburg | NS |
| 129 | GISELA R. | 25' | Andrew P. Schafer | 1969 | James O'Hear, Sag Harbor NY | Noyack | NY |
| 130 | NARWHAL | 25' | Newman (P06)/Newman | 1972 | James Rosenbaum, Milwaukee WI | Milwaukee | WI |
| 131 | NOAHSARK | 29' | John Chase | 1972 | Paul Werner, Old Orchard Beach ME | Unknown | ME |
| 133 | INDEPENDENCE | 30' | Bruno & Stillman (21) | 1973 | Frederick G. Schwarzmann, Far Hills NJ | Oxford | MD |
| 134 | BEAR | 22' | Passamaquoddy/Collins | 1973 | Jim Horigan, Reading MA | Swampscott | MA |
| 136 | SQUIRREL | 28' | Charles A. Morse | 1920 | Larry & Stephanie Moxon, Mystic CT | Mystic | CT |
| 137 | AYSEHA | 35' | McLain? | OLD | Larry Thomas, New Orleans LA | Lake Ponchartrain | LA |
| 138 | PUA NOA II | 31' | Robert P. Gardner | 1973 | Francis L. Higginson, Islesboro ME | Islesboro | ME |
| 139 | OSPREY | 25' | Newman (P08)/Morris | 1973 | Steve Hughes, Kansas City MO | Southwest Harbor | |
| 141 | SEA DOG | 25' | James H. Hall | 1974 | Greg Grundtisch, Lancaster NY | Buffalo | NY |
| 142 | AUDREY II | 21' | Peter Archibold | 1976 | Ronald Shaw, Peaks Island, ME | Peaks Island | ME |
| 143 | FAIR AMERICAN | 25' | Newman (P10)/Morris | 1974 | Francis P. McIntire, Santa Maria CA | Port St. Louis | CA |
| 144 | DUFFER | 25' | Newman (P09)/Morris | 1974 | Jack & Gerna St. John | Boothbay Harbor | ME |
| 145 | YANKEE LADY | 31' | Newman (D02)/Lanning | 1974 | | ME | |
| 146 | FIDDLEHEAD | 25' | Newman (P01)/C. Chase | 1970 | Gregory Roth, New London, CT | New London | ME |
| 147 | MARA E. | 31' | Newman (D01)/Jones | 1974 | Barrie Abrams, Mamaroneck NY | Satans Toe | NY |
| 148 | SLOOP OUT OF WATER | 38' | Norris Carter | 1905 | Joe Vinciguerra, Andover MA | Patio Gazebo | MA |
| 149 | FIDDLER'S GREEN | 25' | Roy O. Jenkins | 1978 | Dick Leighton, Bowdoinham ME | Yarmouth | ME |
| 150 | WOODCHIPS | 25' | Deschenes & Willet/et al | TBL | Neil Allen, Orleans MA | Unfinished | |
| 151 | DEPARTURE | 15' | W. Prescott Gannett | 1936 | Dr. Llewellyn Bigelow, Alexandria VA | Alexandria | VA |
| 152 | MURPHY'S LAW | 32' | Kent F. Murphy | 1977 | Diahanne & Kevin Stirnweis, Chelsea MA | Marblehead | MA |
| 153 | ANGELUS | 22' | Passamaquoddy/Collins | 1975 | Jim & Elaine Carter, Everett MA | Bass River | MA |
| 154 | MUSCONGUS | 28' | Albion F. Morse | 1909 | Captain's Cove Seaport, Bridgeport CT | Bridgeport | CT |
| 155 | QUEEQUEG | 25' | Newman (P11)/Morris | 1975 | Rich & Beth Langton, Edgecomb ME | Boothbay Harbor | ME |
| 156 | NAMASTE | 31' | Newman (D03)/Morris | 1975 | Jerry & Penny Kriegl, Duxbury, MA | South Dartmouth | MA |
| 157 | LIBERTY | 31' | Newman (D04)/Salter | 1980 | Inland Seas Educ. Foundation, Suttons Bay | Suttons Bay | MI |
| 159 | PACIFIC CHILD | 30' | Bruno & Stillman (03) | 1969 | Catherine Randak, Salt Lake City UT | San Diego | CA |
| 160 | DEFIANCE | 22' | McKie W. Roth Jr. | 1973 | Morgan L. Hendry, Wilmington DE | Round Pond | ME |
| 161 | SUMMERWIND | 22' | Sam Guild & Bill Cannell | 1976 | Norman E. MacNeil, Woods Hill MA | Falmouth | MA |
| 162 | IRENE | 38' | Charles A. Morse | 1917 | Harold Burnham, Essex MA | Rebuilding | MA |
| 164 | VERA JEAN | 30' | Charles A. Morse | 1906 | Dennis Mayhew, Niceville FL | Choctawhatchee Bay | FL |
| 165 | REUNION | 25' | Clifford G. Niederer | 1975 | Mason E. "Ric" Stober III, Concord CA | Oakland | CA |
| 166 | SCHOODIC | 25' | Concordia Company | 1967 | Bob & Maria Barth/John Mayer | Kittery Point | ME |
| 167 | FREEDOM | 28' | Ralph W. Stanley | 1976 | Richard Dudman, Ellsworth ME | Isleford | ME |
| 168 | LOON | 30' | Newbert & Wallace/Jacob | 1974 | Karl Brunner & Kristen Ramos, Bass Harbor ME | Southwest Harbor | ME |
| 169 | DEFIANCE | 22' | Eric Dow | 1976 | Fran Daley West Newton MA | Winthrop | MA |
| 170 | LADY OF THE WIND | 31' | Newman (D05)/Morris | 1976 | Karl Brunner & Kristen Ramos, Bass Harbor ME | Southwest Harbor | ME |
| 171 | RESOLUTE | 31' | Newman (D06)/Morris | 1976 | Alan Leibouitz, Bilerica MA | Marblehead | MA |
| 172 | AMNESTY | 25' | Jim Drake | 1982 | Jim Drake, Carlisle PA | Baltimore | MD |
| 174 | JOSIE | 31' | Newman (D07) | 2004 | Mike Dulien, Costa Mesa CA | Gloucester | MA |
| 175 | EDEL WEISS | 15' | David Major | 1975 | David Major, Putney VT | Friendship | ME |
| 177 | LIBERTY | 19' | Ahern)B5) Hoffman | 1974 | Tom Mehl, Saugus CA | Saugus | CA |
| 178 | NESARU | 25' | Newman (P13)/C. Chase | 1977 | Arieyeh Austin, Tacoma WA | Olympia | WA |

| Sail | Name of Sloop | L.O.D. | Builder(s) | Launched | Owner(s) & Winter Address | Homeport | State |
|------|--------------------|--------|----------------------------|----------|--|------------------|---------|
| 180 | BANSHEE | 25' | Newman (P12)/Wojcik | 1978 | John & Carole Wojcik, Norwell MA | Mattapoisett | MA |
| 181 | AURORA | 19' | Ahern (B3)/Brownie | 1975 | Dale Young, Deer Isle ME | Deer Isle | ME |
| 182 | MUSCONGUS | 22' | Apprenticeshop | 1977 | Harry Oakley Jr., Old Lyme CT | Shelter Island | NY |
| 183 | TARA ANNE | 25' | Newman(P14)/Morris | 1978 | Michael Florio, Greenwich CT | unknown | |
| 184 | PERSEVERANCE | 27' | Simms Yachts | 1963 | Denis & Kathy Paluch, Chicago IL | Chicago | IL |
| 185 | OCEAN ROAR | 27' | J. Philip Ham | 1978 | Les Taylor, Warren ME | Boothbay Harbor | ME |
| 186 | RAGTIME ANNIE | 27' | Nick Apollonio | 1975 | Bartlett H. Stoodley Jr., Unity ME | Camden | ME |
| 187 | PEREGRINE | 27' | Ralph W. Stanley | 1977 | Paul & Carol Lidstrom, Whitefield NH | Southwest Harbor | ME |
| 189 | JABBER WOLKY | 31' | Newman (D09)/Nehrbass | 1981 | Dr. Brad Wilkinson, Center Harbor, ME | Center Harbor | ME |
| 191 | ANNABELLE | 22' | Apprenticeshop | 1978 | South Street Seaport, New York City NY | Museum Display | NY |
| 192 | KERVIN RIGGS | 22' | Williams & Bouchard | 1977 | Bill & Dori Mebane, Falmouth MA | Woods Hole | MA |
| 193 | LADY M. | 32' | Harvey Gamage | 1978 | Thomas Martin, South Bristol ME | South Bristol | ME |
| 194 | HUCKLEBERRYBEL | 25' | Clifford G. Niederer | 1977 | Brian & Mary Clare, Gloucester VA | Gloucester | VA |
| 195 | PRINCESS | 26' | Wilbur A. Morse | 1908 | Joe Dubois & John Harroir, Sarasota FL | Rebuilding | |
| 196 | ENDEAVOR | 25' | Ralph W. Stanley | 1979 | Betsey Holtzmann, Southwest Harbor ME | Southwest Harbor | ME |
| 197 | NATANYA | 31' | Newman (D11)/Davis | 1978 | Joe Hliva, Greenwich CT | Greenwich | CT |
| 198 | BAY LADY | 31' | Newman (D12)/Lanning | 1978 | Captain Bill Campbell, Boothbay Harbor ME | Boothbay Harbor | ME |
| 199 | WILD ROSE | 31' | Newman (D13)/Liberation | 1979 | James Peck, Waverly PA | Sargentville | ME |
| 200 | ESTELLA A. | 34' | Robert E. McLain | 1904 | Mystic Seaport Museum, Mystic CT | Mystic Seaport | CT |
| 201 | ENDEAVOR | 31' | Newman (D08)/Genthner | 1979 | James Genthner, Fairhaven MA | Nantucket | MA |
| 202 | ARRIVAL | 31' | Newman (D14)/Niedrach | 1981 | John & Carole Wojcik, Norwell MA | Rebuilding | MA |
| 204 | MARIE ANNE | 27' | Jason Davidson | 1977 | Diana Echeverria, Seattle WA | Seyern River | MD |
| 205 | DAYSTAR | 28' | Richard E. Mosher | 1989 | Rich & Sally Mosher, Kalamazoo MI | Kalamazoo | MI |
| 206 | GRANUAILE | 31' | Newman (D15)/Clarke | 1979 | Thomas Power | Salem | MA |
| 208 | LISA K | 31' | Newman (D16)/Lanning | 1981 | Jeff Cohen, Mamaroneck, NY | Mamaroneck | NY |
| 209 | FRIEND SHIP | 31' | Newman (D17)/Pettegrow | 1981 | Whistling Man Schoner Co. Burlington, VT | Burlington | VT |
| 210 | THE SLOOP JOHN B | 22' | Passamaquoddy/Oliva | 1974 | Al Perrin, Canandaigua NY | Canandaigua Lake | NY |
| 211 | ANSA | 22' | James D. Hamilton | 1982 | Atlantic Challenge | Rockport | ME |
| 212 | ACHATES | 22' | McKie W. Roth Jr. | 1980 | Richard C. Leigh, Nashville TN | Charleston | SC |
| 213 | AMIE | 25' | Bob Holcomb (Alaska) | 1978 | Harvey & C.R. z Nobe, Newcastle WA | Seattle | WA |
| 214 | GAIVOTA | 31' | Newman (D19)/Pettegrow | 1982 | Bill & Kathy Whitney, Needham MA | Caumet | MA |
| 215 | ELLEN ANNE | 22' | Passamaquoddy Yachts | 1968 | David Colinan, Lincoln RI | East Greenwich | RI |
| 216 | AMITY | 39' | W. Scott Carter | 1941 | John E. Nichols, Takely by Stortford, Herts., Eng. | Ipswich | UK |
| 217 | OPHELIA'S ODYSSEY | 33' | Shoreline Boats | 1972 | Thomas Searles, So Portland ME | South Portland | ME |
| 218 | WILLIAM M. RAND | 22' | John B. Rand | 1982 | John B. Rand, Raymond ME | Cundys Harbor | ME |
| 219 | YANKEE BELLE | 23' | Paul G. Edwards | 1983 | Jeffrey Sander, Sag Harbor | Sag Harbor | NY |
| 220 | SORCERESS | 31' | Newman (D20)/Pettegrow | 1984 | Ruy Gutierrez, Auburn ME | Phippsburg | ME |
| 221 | SEAL | 22' | Ahern (01)/Zink | 1984 | John & Debby Kerr, Milton MA | Squirrel Island | ME |
| 222 | LADY JEANNE | 16' | Richard L. McInnes | 1982 | Joe Dupere, Orono ME | Unknown | |
| 223 | CORREGIDOR | 25' | Newman (P17)/P. Chase | 1981 | Brian Flynn & Mary Clay, Brooklyn Heights NY | | |
| 224 | DAYLIGHT | 19' | James Eyre Wainwright | 1983 | | | |
| 225 | PHILLIP J. NICHOLS | 27' | Philip J. Nichols | 1981 | Bob & Dave Monk, N Reading MA | Salem | MA |
| 226 | DESIREE | 31' | Chris Sparrow/Larry Plumer | 1993 | Larry Plumer, Newbury MA | Newburyport | MA |
| 227 | CELEBRATION | 25' | Newman (P15)/Hodgdon | 1980 | Greg & Annette Merrill, Butler MD | Bayville | ME |
| 228 | MERMAID | 22' | Ahern (10)/Fitzgerald | 1990 | Al & Louise Doucette, Mattapoisett MA | Mattapoisett | MA |
| 229 | CAPT'N GEORGE | 30' | Bruno & Stillman (09) | 1970 | Robb Darula Richmond RI | Mystic | CT |
| 230 | HEGIRA | 25' | McKie W. Roth Jr. | 1980 | Laurie Raymond | Woods Hole | MA |
| 231 | SOLOMONGUNDY | 22' | M.W. Roth Jr/W.C. Butcher | 1984 | William C. Butcher, Suffield CT | Branford | CT |
| 232 | COMPROMISE | 22' | Ahern (08)/White | 1979 | Peter & Nancy Toppan, Scituate MA | Scituate | MA |
| 233 | PRINCESS PAT | 22' | Harry Armstrong | 1987 | Harry & Pat Armstrong, Winter Park FL | Titusville | FL |
| 234 | BEATRICE MORSE | 22' | M.W. Roth Jr/D.W. Owens | 1985 | D. William Owens III, Branford CT | Stony Creek | CT |
| 235 | FINEST KIND | 22' | Sam Guild & Geoff Heath | 1981 | Mike & Karen Loomam, East Haddam CT | Noank | CT |
| 237 | CHRISTINE | 19' | Ahern (B1)/Patten | 1975 | Vance Home, Topsham ME | Center Harbor | ME |
| 238 | VIKING | 22' | Ahern/Ulwick | 1980 | Steve Ulwick, Wakefield MA | Lynn | MA |
| 239 | CHEBACCO | 30' | Bruno & Stillman(22)/Ginn | 1987 | Mike & Jayne Ginn, Jupiter FL | Jupiter | FL |
| 240 | RAVEN | 26' | Rodney Reed | 1965 | Jeffrey C. Richards, Rockland ME | Rockland | ME |
| 241 | BLUE SANDS | 34' | Boston Boat Company | TBL | Walt Disney Theme Park, Japan | Ashore | Japan |
| 242 | TECUMSEH | 36' | Charles A. Morse | 1902 | David Frid, Oakville Ontario Canada | Oakville | Ontario |
| 243 | ERIN | 22' | Ahern (05)/Hersey | 1979 | Anne Del Borgo, Boothbay Harbor ME | Boothbay Harbor | ME |
| 244 | REBECCA AMES | 30' | Bruno & Stillman (18) | 1971 | John & Karla Ayer, Miami FL | Boca Raton | FL |
| 245 | LA PALOMA | 25' | Unknown (BC, Canada) | 1969 | John J. Caldbick, Seattle WA | Seattle | WA |
| 246 | DAME-MARISCOTTA | 19' | Ahern (B6)/Shelley | 1983 | Rose & Hans-Peter Sinn, Huntington NY | East Boothbay | ME |
| 247 | BLACK STAR | 35' | Apprenticeshop | 1989 | Ted Walsh & Jeff Wilson-Charles, Conway NH | Portsmouth | NH |
| 248 | TIMBER | 22' | Rick Conant/Greg Fisher | 1979 | Greg Hickey, West Hartford CT | South Lyme | CT |
| 249 | BABY BLUE | 25' | Newman (P18)/Pettegrow | 1983 | Scott & Sally Johnson, Waterville VT | Burlington | VT |
| 250 | BELFORD GRAY | 29' | Wooden Boat School | 1992 | Wooden Boat School, Brooklin ME | Brooklin | ME |
| 251 | BUCEPHALUS | 19' | Ralph W. Stanley | 1986 | Alex Forbes, Tahoma CA | Rubicon Bay | CA |
| 252 | -NONE- | 30' | Harry Quick/J. R. Sherman | TBL | J. Robert & Eff Sherman, Correa ME | Building | |
| 253 | IOLAR | 25' | W. McCarthy & G. Richards | 1989 | William L. McCarthy, Riegelsville PA | Georgetown | MD |
| 254 | WHISPER | 22' | Passamaquoddy (02)/Core | 1972 | Gary & Debbie Crowel, Summit NJ | Toms River | NJ |
| 255 | GENEVIEVE | 25' | Emmet Jones | 1982 | LaMonte Krause & Stacy Patterson, La Jolla CA | San Diego | CA |
| 257 | TODDY B. | 28' | Dave Westphal | 1992 | Sam Nickerson | Lake Lanier | GA |
| 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 | Harpeswell | ME |

| Sail | Name of Sloop | L.O.D. | Builder(s) | Launched | Owner(s) & Winter Address | Homeport | State |
|------|--------------------|--------|-------------------------|----------|---|------------------|-----------|
| 260 | NIMBLE | 25' | Nelson Cutter/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 | Stoncington | 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 | Roy & Shelagh McCaully, Wayland MA | Gloucester | MA |
| 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' | Joeseeph Bernier | 1980 | M. Dorsey Owings, Millington MD | Chester River | MD |
| 268 | PRYDWYN OF LAMORNA | 25' | Ralph Stanley | 1977 | Brian & Judy Cross, Lemming Australia | Fremantle | Australia |
| 269 | ACADIA | 28' | Ralph Stanley | 1998 | Adrian Edmondson, Richmond Surrey Eng. | 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 |
| 273 | SUMMERJOY | 19' | Ralph Stanley | 1989 | Bob and Cindy Robertson, Holden MA | Northeast Harbor | ME |
| 274 | SELKIE | 25' | James Lyons | 1977 | Brad Clinefelter, Nordland WA | Port Townsend | WA |
| 275 | VIKING | 28' | Wibur A. Morse | 1908 | Cordell Hutchins, Cape Porpoise ME | Cape Porpoise | ME |
| 277 | SARALEE | | Craig Gleason | 2005 | Craig & Saralee Gleason, Shalimar FL | Shalimar | FL |
| 278 | CYGNUS | 32' | John Elfrey | 1976 | Joe Maslan | Seattle | WA |
| 279 | HAND OF FRIENDSHIP | 22' | Tom Whitfield | 1990 | Michael & Phillip Morris | Mordialloc | Australia |

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

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

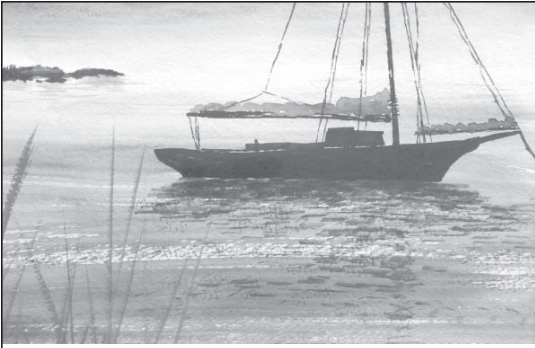
| Sail | Name(Former Name) | LOD | Builder | Launched | Comments |
|------|-------------------------|-----|---------------------|----------|---|
| 12 | FRIENDSHIP | 29' | Wilbur A. Morse | 1902 | Last Seen c1983 at Little Compton RI, ashore since 1968 |
| 30 | KIDNAPPED (Fly-A-Way) | 21' | Unknown | 1921 | Sunk off Hull MA in August 1965 squall, salvage confirmed |
| 33 | SUGGLER (PRESSURE) | 28' | Phillip J. Nichols | 1942 | Owned by North Kingston RI parties in 1983 |
| 51 | #NAME? | 32' | Wilber A. Morse | c1915 | No information since NJ registration with Society in 1965 |
| 56 | IOCASTE | 33' | Charles A. Morse | c1907 | Sold in 1992 to unidentified parties |
| 63 | KHOCHAB | 28' | Speers | 1953 | Sold to Unknown Parties c1998 |
| 77 | BEAGLE (SEA QUEEN) | 28' | Charles A. Morse | 1905 | Sold May 1970 to an unnamed Staten Island party |
| 81 | REGARDLESS (Friendship) | 39' | Fred Dion | 1963 | Repaired 1979 at Manatee Pocket FL enroute to Caribbean |
| 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 |
| 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) | LOD | Builder | Launched | Comments |
|------|--------------------------|-----|-------------------------|----------|--|
| 3 | FINNETTE (RIGHT BOWER) | 40' | Wilber 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' | Wilber 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 Waldboro ME |
| 48 | CHANNEL FEVER | 33' | E.A. Provener | 1939 | Destroyed Oct. 1985 at Rockport ME |
| 60 | OLD SALT | 32' | Robert A. McLain & Son | 1902 | Broken up in CT, 2004 |
| 72 | TEMPTRESS (RESULT) | 33' | Phillip J. Nichols | 1934 | Destroyed Fall 1987 at Westerly RI |
| 76 | PACKET | 26' | Charles A. Morse | 1925 | Destroyed Fall 1980 at Vineyard Haven MA |
| 78 | EMMIE B. | 37' | Reginald Wilcox | 1958 | Burned 1974 at Southport ME |
| 79 | NIMBUS | 30' | A.T. Chenault III | 1954 | Destroyed c1979 at Slidell LA after Hurricane. Camille & Betsy |
| 108 | LOON | 35' | Charles A. Morse | c1907 | Destroyed at 1972 at Standford CT |
| 111 | AMOS SWAN | 26' | Wilbur A. Morse | c1910 | Blown ashore Nov. 1980 at Camden ME |
| 116 | TINQUA | 30' | Bruno & Stillman | 1971 | Lost Rudder & Wrecked 1977 on Whaleback Ledge ME |
| 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 |

ADVERTISER INDEX

| Boat Builders | | Page |
|---|---|--------------|
| Atlantic Challenge | Rockland, ME | 25 |
| Blue Jacket Ship Crafters | Searsport, ME | 8 |
| Burnham Boat Building & Design | Essex, MA | 19 |
| Cronin Marine | Charlton, MA | Inside Back |
| Ralph W. Stanley, Inc. | Southwest Harbor, ME | 13 |
| Redd's Pond Boatworks | Marblehead, MA | 25 |
| WoodenBoat School | Brooklin, ME | 8 |
| Charters & Cruises | | |
| Balmy Days Cruises | Boothbay Harbor, ME | 23 |
| Down East Windjammer | Bar Harbor, ME | Back Cover |
| Monhegan Boat Line | Port Clyde, ME | 32 |
| Roger Lee, <i>Sazerac</i> | Islesboro, ME | 33 |
| Marine | | |
| Crocker's Boat Yard | Manchester-by-the-Sea, MA | 23 |
| Drinkwater Boat Transport, Inc. | Rockland, ME | 17 |
| Epifanes Yacht Coatings | Thomaston, ME | 32 |
| Friendship Trap Co. | Friendship, ME | 10 |
| G. W. Full & Associates | Orleans, MA | 28 |
| Hamilton Marine | Rockland, Searsport, Portland, SW Harbor, ME .. | 23 |
| Marine Restoration | Orleans, MA | 24 |
| Newman Marine Brokerage | Southwest Harbor, ME | 29 |
| Parker's Boat Yard | Cataumt, MA | 24 |
| Prock Marine Company | Rockland, ME | 6 |
| R&W Rope Warehouse | New Bedford, MA | 14 |
| Sailmakers | | |
| Nathaniel S. Wilson Sailmaker | East Boothbay, ME | 25 |
| Museums | | |
| Farnsworth Museum | Rockland, ME | 33 |
| Maine Maritime Museum | Bath, ME | 12 |
| Penobscot Marine Museum | Searsport, ME | 31 |
| Lodging | | |
| Harbor Hill Bed & Breakfast | Friendship, ME | 10 |
| Restaurants | | |
| Bramhall's Lobster Wharf | Friendship, ME | 30 |
| Retail | | |
| F. L. Woods | Marblehead, MA | 16 |
| Friendship Village Hardware | Friendship, ME | 30 |
| H. Swanson Gallery | Lincolnville Beach, ME | 22 |
| House of Logan | Boothbay Harbor, ME | 34 |
| Modern Memoirs | | Inside Back |
| Roger F. Duncan Books | East Boothbay, ME | 12 |
| Other | | |
| Finch & Rose, Historic Preservation | Beverly, MA | 6 |
| FSS Race Committee | Rockland, ME | 8 |
| FSS Members Bulletin Board | Rockland, ME | 26-27 |
| Kenniston Machine | Rockland, ME | 6 |
| Kirsten Transcribes | Thomaston, ME | 23 |
| Penobscot Bay Regional Chamber | Rockland, ME | Inside Front |



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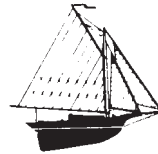


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