

2011 Friendship Sloop Days

Rockland, Maine
July 21st ~ 23rd





Vice Commodore Bill Whitney and crew on Gaivota #214



WELCOMES
THE FRIENDSHIP SLOOP SOCIETY
TO ROCKLAND, MAINE
JULY 21, 22 AND 23RD

Join the Friendship Sloop Society members for their 51st 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).

August 3-7
Maine Lobster Festival
www.maine lobster festival.com

*For more information on the area, contact the
Penobscot Bay Regional Chamber of Commerce
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1-800-562-2529 or 207-596-0376
info@therealmaine.com • www.therealmaine.com*

Cover: *Compromise*, #232, owned by Peter and Nancy Toppan, our Friendship Sloop Society Commodores for 2011-2012. Homeport is Scituate, MA.

2011 Homecoming and Rendezvous Schedule of Events in Rockland

Wednesday July 20

Sloops arrive in Rockland Harbor and tie up at the Public Landing (no charge). Moorings will probably be available on Tuesday afternoon at \$20 per night. Call the Harbormaster on Channel 9. Tent, chairs and barbecue will be set up. Safety briefing and welcome at 5:30 PM.

Thursday July 21

9:00 AM Skippers' Meeting, with coffee and donuts under the tent
Noon Race starts off the breakwater
4:30 PM Rowboat races - all ages welcome to participate
6:00 PM BYO Barbecue under the tent

Friday July 22

9:00 AM Skippers' Meeting, with coffee and donuts under the tent
Noon Races starts off the breakwater
4:00 PM Sloops on public display at the dock
5:00 PM Dinner on your own, but grills will be available for BBQ

Saturday July 23

9:00 AM Skippers' Meeting, with coffee and donuts under the tent
11:30 AM Parade of Sloops
Noon Race starts off breakwater
5:30 PM Awards Ceremony and Public Dinner under the tent



Gail O. under sail

Friendship Sloop Society Officers 2011

Commodores	Peter & Nancy Toppan	26 Thomas Clapp Rd, Scituate, MA 02066
Vice-Commodores	Bill & Kathy Whitney	75 Kingsbury St., Needham, MA 02492
Recording Secretary	Kirsten Cronin	525 Main St. Thomaston, ME 04861
Treasurer	Greg 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
Membership Chairman	Carole Wojcik	347 Lincoln St., Norwell, MA 02061
Publicity Chairman	Nate Jones	P.O. Box 2207, Portland, ME 04106
Scholarship & Friendship Day Chairpersons	Bill & Caroline Zuber	P.O. Box 279, Friendship, ME 04547
Race Committee Chairman & Marblehead Regatta Chairman	David Graham	7 Batchelder Rd., Marblehead, MA 01945
Southwest Harbor Race Chairman	Miff Lauriat	47 East Ridge Rd., Southwest Hbr., ME 04679
Chandlery Chairperson	Caroline Phillips	164 Sturbridge Rd., Charlton, MA 01507
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 02492
Cannoneer	Richard Campbell	
Piper	Donald Duncan	Southport, ME 04576
Commodore, Motor Boat Squadron	Jack Cronin	164 Sturbridge Rd., Charlton, MA 01507

Honorary Members: Mary Duncan, David Graham, Cyrus Hamlin, Marcia Morang



Commodore's Message

Here we are, surrounded by 50th milestones. Last year's 50th Regatta was a wonderful celebration of 50 years of Homecomings. Thanks to all of you whose extra efforts made it such a special event.

This year is the 50th Anniversary of the Friendship Sloop Society that grew from that first race. Our Society's history is rich with stories of special people, boats and events. The Society today is building on that legacy as we look forward to the next 50 years. It is up to all of us to set the stage for the future. We need everyone's help to make that happen. Please join us for one, or more, of the Regattas this summer and come to the Annual Meeting in November. As we reminisce about special moments, please consider submitting your stories to the yearbook for next year's edition.

The events for 2011 are ready to go. In July, we look forward to seeing those of you who were in Rockland last year along with some new boats and crews. The city of Rockland and the Harbor Master and his staff have been gracious hosts to the Society for many years. The Society thanks everyone in Rockland for going out of their way to make our stay there truly memorable.

We want to thank Rich & Beth Langton, Yearbook Editors, for their excellent work over several years to produce outstanding yearbooks. Special appreciation goes to Kirsten & Wayne Cronin who are continuing to accomplish so much to keep our advertising strong and growing. The advertisers are listed at the back of the yearbook. Please give them your support.

Whether you are sloop owners, friends of Friendships, or just learning about the Society, there is always more information available about the Society and its activities at www.fss.org.

Looking forward,
Peter & Nancy Toppan

2011 Schedule of Events

Friendship Sloop Society

July 16th Southwest Harbor Rendezvous

Southwest Harbor, ME

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

July 19th Pulpit Harbor Rendezvous

July 21st – 23rd Homecoming Rendezvous and Races

Rockland, ME

Contact: Peter & Nancy Toppan
26 Thomas Clapp Road Scituate, MA 02066
781-545-9099 or Commodore@fss.org

August 13th & 14th Marblehead Classic Boat Regatta

Marblehead, MA

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

September 3rd Gloucester Schooner Festival

Gloucester, MA

Contact: Gloucester Harbormaster

November 12th Annual Meeting

Best Western Merry Manor Inn

700 Main Street, South Portland, Maine

Contact: Kirsten Cronin, 525 Maine Street,
Thomaston, ME – 207-354-0467

Sloop Society Webpage:

www.FSS.org

- - - *We Dedicate This Yearbook* - - -

Confident – Self-assuring – Kindly – Able-bodied – a Statesman & a Teacher - - - These are but a few of the truly wonderful qualities relating to the individual for whom we are dedicating your 2011 Friendship Sloop Society yearbook. If we added “Designer and Builder of Fine Wooden Boats”, the identity of the individual would instantly come to surface. Therefore and without any further ado, we are delighted to announce that it was during the depth of late winter when a decision was unanimously made to dedicate this yearbook to the one and only - - - Ralph W. Stanley!!!



A case can readily be made that Ralph Stanley has, over the years, been a strong backbone of the Friendship Sloop Society and of what the Society is all about. A designer and a builder of all that is held so very dearly and meaningfully to the Society membership, Ralph long ago became someone we have all come to admire and appreciate.

Many may not realize that Ralph was born on Mount Desert Island and is descended from a long line of Mainers and mariners, who first settled on the Island around 1760. Indeed, Ralph’s roots can be traced back to the “Mayflower” and to William Brewster of that very wooden sailing vessel.

But it is of the man himself that has brought us to the dedication of this yearbook.

Ralph learned early on how to properly design and build boats; not doing so by apprenticing himself to other builders but by keenly observing and using boats he had made of wood. Eventually, his craftsmanship was to be extended far and wide along the East Coast and beyond - - to the United Kingdom and to Italy.

Ralph Stanley has become one-of-a-kind, in that before he retired, Ralph was one of the few remaining professional boat-builders solely engaged in the construction of boats, primarily using wood. “Building wooden boats is like climbing a still-growing tree where you never get to the top,” exclaimed Ralph a few years back. “I still keep finding new ways of doing things and new things to do. When you always try to improve; you’re always going to find better ways to improve.” We are indeed fortunate that Ralph’s son, Richard, is carrying on with that noble tradition!

In retirement, Ralph remains a dedicated historian. At least some part of his every day is dedicated toward uncovering new data relating to the history of wooden boat-building and to his beloved Mount Desert Island. If that were not enough, Ralph is deeply devoted to the genealogy of his family and of those who have long ago established deep-rooted connections to the Island and the Coast of Maine we all love so very much! Fortunately, Ralph is equally devoted to sharing his research with children and adults - and with museums by the score within New England.

For these reasons and many more, we are delighted in dedicating this yearbook to our very own - - - Ralph Stanley.

50 years of Leadership

No organization can continue to exist without dedicated leadership. The Friendship Sloop Society is no exception. We have been blessed over the past fifty years by having truly remarkable people as members, committee members, organizers and leaders. Rarely do we know the full extent of what they accomplish for our society, and more rarely do we thank them for all their efforts on our behalf. It doesn't matter whether you call them presidents or commodores. They have been our leadership and we want to say thank you for all you have given us.

Presidents and Commodores:

1961-1963	Bernard MacKenzie	(Deceased)	<i>VOYAGER</i>
1964	Richard Swanson	(Deceased)	<i>JOLLY BUCCANEER</i>
1965-1968	Roger Duncan	(Deceased)	<i>EASTWARD</i>
1966-1967	Robert Lash	(Deceased)	<i>GYPSY</i>
1969-1970	George B. Morrill, Jr.	(Deceased)	<i>SAZERAC</i>
1971-1972	William H. Pendleton	(Deceased)	<i>BLACKJACK</i>
1973-1974	Frederick S. (Ted) Brown	(Deceased)	<i>VIDA MIA</i>
1975-1976	Henry O. White		<i>SARAH MEAD</i>
1977-1978	John D. Cronin		<i>TANNIS</i>
1979-1990	Donald Huston		<i>EAGLE</i>
1981-1982	Alfred E. Beck	(Deceased)	<i>PHOENIX</i>
1983-1984	William K. Hadlock	(Deceased)	<i>HERITAGE</i>
1985-1986	Richard H. Salter		<i>LIBERTY</i>
1987-1988	William H. Zuber		<i>GLADIATOR</i>
1989-1990	John M. Wojcik		<i>BANSHEE</i>
1991-1992	William M. Rand, Jr.	(Deceased)	<i>WILLIAM M. RAND</i>
1993-1994	James & Andrea Wilson		<i>OLD BALDY</i>
1995-1996	Rich & Beth Langton		<i>CONTENT</i>
1997-1998	Larry & Debbie Plumer		<i>DESIREE</i>
1999-2000	Tad Beck		<i>PHOENIX</i>
2001-2002	Paul Haley		<i>TERN</i>
2003-2004	John Rand		<i>WILLIAM M. RAND</i>
2005-2006	Charles Burnham		<i>RESOLUTE</i>
2007-2008	Roger Lee		<i>SAZERAC</i>
2009-2010	Wayne & Kirsten Cronin		<i>RIGHTS OF MAN</i>
2011-2012	Peter & Nancy Toppan		<i>COMPROMISE</i>



Echo #54 in a light breeze

Presenting the 2010 Winners...

Southwest Harbor Rendezvous July 17th

First of 12 to Finish: *Helen Brooks*

Rockland Homecoming Rendezvous and Regatta July 22nd-24th

1st All Divisions - State of Maine Trophy – *Lady M*

Division I (less than 25 feet)

1st Place-Herald Jones Trophy – *Celebration*

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

3rd Place-Lash Brothers Trophy – *Eden*

1st Pemaquid Sloop-Jarvis Newman Trophy – *Celebration*

Division II (greater than 25 feet)

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

2nd Place-Gordon Winslow Trophy – *Hieronymus*

3rd Place - Rockland Trophy – *Mary Anne*

Liberty Trophy - *Mary Anne*

Class A (Original Sloops Built before 1920)

1st Place - Wilbur Morse Trophy – *Morning Star*

2nd Place - Charles Morse Trophy – *Gail O*

3rd Place - Alex McLain Trophy – *Gladiator*

Rum Line Trophy- *Gladiator*

Special Homecoming Trophies

Nickerson Trophy - youngest crew member – Donovan Yoder (13 days old)

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

Caroline Zuber

Cy Hamlin Award - Skipper's homecoming – *Content* – Noel March

Gladiator Trophy - Sloop sailed the furthest – *Tecumseh* (Toronto)

with honorable mention to *Wenonah* (Pasadena, MD)

Danforth Trophy - Sloop that finishes in the middle of the fleet – *Morning Star*

R.W. Stanley Cup – *Heritage*

Owner/Builder/Restorer of Sloop – Noel March

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

Spirit of Friendship Award – in the spirit of friendship – Miff Lauriat

Marblehead Regatta - August 9th

Friendship Sloop Division Winner

Lincoln Ridgeway Trophy – Not Awarded

*Best Wishes for Great Racing
During 2011*

At

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

Your 2011 FSS Race Committee

Dave Graham, Chairman

Dick Campbell

Leo Campbell

Marcia Morang - Trophies

Rod Pierce

Phil Pratt

Bob Rex, Chairman Emeritus

Penny Richards - Trophies

Jerry Ross

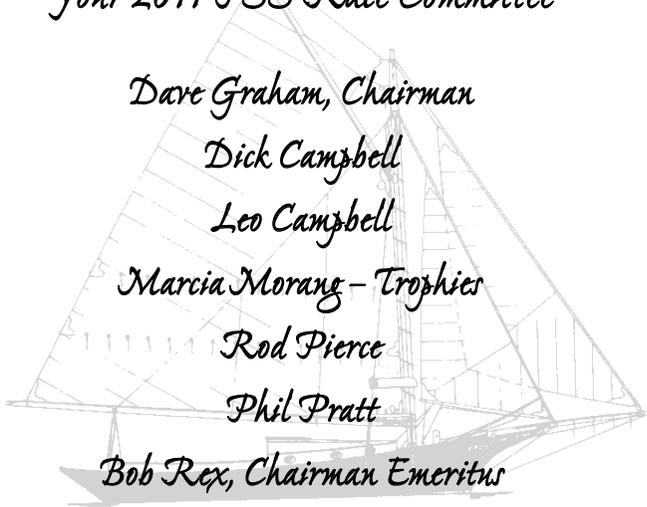
Dick Salter

John Shelby

Hugh Verry

Jim Wilson

Bill Zuber



MEMBERSHIP APPLICATION

Please Return with Remittance to:
Carole Wojcik
Friendship Sloop Society
347 Lincoln Street
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A FULL MEMBERSHIP SUPPORTS YOUR SOCIETY

I/We Hereby apply for Membership:

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FULL MEMBERSHIP - \$30

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COOPERATIVE MEMBER - \$20

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Society Burgees are available at \$23
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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 financial assistance over the years to numerous students, several of whom have received multiple year scholarships. In 2010 scholarships totaling \$4,300 were awarded to ten students, four were recent graduates of Medomak Valley High School and six received continuing educational support. 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 2010 this was not presented, but it is given in memory of Bill Hadlock, skipper of *Heritage* and Past Commodore.

Bancroft Award

This year the Bancroft award goes to Dick Salter. It is made in memory of Winthrop Bancroft, owner of *Elicia III* and an early and enthusiastic member of our Society. The award might recognize an unusual voyage, the building of a sloop, a model, a poem, a painting - some contribution to the Friendship tradition.



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Morang Award

Ted Walsh was presented this year's Morang Award for his contribution *Good Crew* that was published in the 2010 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.

Omaha Award

The award is made in recognition of the sloop *Omaha*, built in 1901 by Norris Carter, but it was not awarded in 2010.

Messing About Trophy

Laurie Raymond and Rusty Strange of the sloop *Hegira* 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.



Seven Girls, committee boat

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Friendship Sloop Days - The 50th Year of Racing

By Judy Heininger

50th Anniversary Friendship Sloop Days, in Rockland, Maine 2010, and my first time in attendance at the annual gathering. It was wonderful, breathtaking, marvelous, remarkable, amazing, exciting...etched-in-stone memorable!

I'll start my story with the sail down West Penobscot Bay that Tuesday afternoon, bound for Pulpit Harbor. We were in fine company, with the schooner **Mary Day** headed down the bay near us and **Eden** scudding along the shore of North Haven. She moved along light and smart, and we thought the boys were making a fine show of it. (I hadn't met **Eden** or the boys yet, but that was about to change!) I sailed the Maine waters as crew on the schooner **J&E Rigin** in the 1980's but it had been 25 years, and I was very excited and happy to be headed to Pulpit, a place of more than one adventure for me. Can you imagine my stunned awe, shall we say, as we entered the harbor that had more than 65 boats anchored or moored there? There wouldn't have been more than 15 boats, tops, in that harbor, on a Friday evening no less, back then. It was nonetheless quite a thrill for me, with even my old schooner anchored there as well as so many Friendships. We decided to borrow a mooring, and slept quite well. We forgot to lash the halyards, so I got up in the middle of that moonless night, and was rewarded with the crispy clear star-filled sky that always makes the grumbling thoughts fade quickly.

We motored to Rockland the next morning, and did the cruise ship shuffle along with everyone else. So many people to meet and so many wonderful sloops! The Cronins did a great job, even included an unscheduled "fireworks display", was that Wednesday night? We went below decks early that night, with the wiser folks high and dry at a nearby restaurant. As we nodded off, we heard the impressive "POW!" as the strain of the cruise ship broke a dock I-plate, managed to say "Wow, wonder what that was?" then drifted off to sleep hearing strange underwater gurglings I could only imagine were being generated by the cruise ship. We apologize for sleeping through the rearranging of the docking lines that night; thank you to everyone who helped! We weren't ignoring you, honest!

There is so much to say about Thursday. I could start with another "Wow!" Our race crew that day was my 81 year old Dad, my 76 year old Mom, and my 84 year old aunt, as well as a friend from NY, who is an apprentice at the Apprentice Shop in Rockland. As planned, we kept to the back of the fleet initially, and took some stunning pictures of the first leg of the race. We had quite a few "ooohs" and "ahhhs" on board as we watched sloop after sloop execute some impressive jibes around the leeward mark. Things changed quite quickly when we got down to the first buoy, as I expect it did for a few others. In tending to the main sheet, at the last second I noticed there wasn't a stopper knot at the bitter end and quickly handed it to my aunt (what was I thinking?!). Upon jibing, I gingerly managed the main sheet, with it just smokin' around the quarter bit. To this day I am grateful that I stayed on top of it, grabbed the end out of Muriel's hands, and took 2 wraps just as we got to the end of the line. I've had nightmares ever thus of my dear aunt getting yanked out of the cockpit. She's not a sailor, was having a

Continued p. 13

ball, and would have had no idea what happened. (An aside, she has admired, actually, adored Friendship sloops ever since we rented a camp in Friendship when I was a kid, in the '60's.)

Back to rounding that mark... As many of you recall, the next leg of the race was handicap alley. We came around that mark to a wall of Friendships headed straight at us, bound for the alley. I counted 5 boats side by side, in that spankin' northerly, and there probably were more to weather, all going in exactly the opposite direction of us. Ted first headed below everyone (as we were on a port tack), but thought the leeward boat indicated going below us, so he then aimed to go between that one, **Peregrine**, and the next boat to weather. But that was a judgment made in a second, and in the next second **Peregrine** was headed up, all this with the boats sailing like race horses, and distances closing fast! Bless Ted for holding his course, and bless **Peregrine** for heading down, is all I can say. We threaded that needle, although our main boom did rake a bit of their rigging. That turned out to be just the beginning of too much excitement for **Peregrine**. When Ted spoke with Paul that evening and apologized, Paul had said so much happened afterwards that it was the least of his troubles. We did sail a bit more that day, but opted out of the remainder of the race, to the crew's relief. Meanwhile, Eden was playing hide and seek with a ledge, **Peregrine** was clawing off a lee shore with an engine that wouldn't start while trying to fish a crewmember out of the water (**Rights of Man** graciously abandoned a favorable position in the race to pick Holly up out of the water), someone on **Tannis** was stuffing socks into geysers below decks, and everyone was wondering if they would make it back to the dock. I am confident there were numerous other wide-eyed moments for others as well.

You may have gathered, at this point, that while I am a sailor, I am not a racer, never have been and never care to be. I do have to say the gin and tonic I had that evening tasted especially good; perhaps this effect is part of the appeal of racing? I salute all of the racing folks in the crowd, hats off to you for all of your fun, it certainly is an exciting game! I've had my fun with rock and ice climbing, whitewater kayaking, and blue-water sailing. And while I do look forward to coastal cruising on **Black Star**, I think I lean more towards the "feet up, binoculars at the ready" hubbub so well promoted by "Maine Boats, Homes and Harbors" contributor Peter Bass.

Continued p. 14



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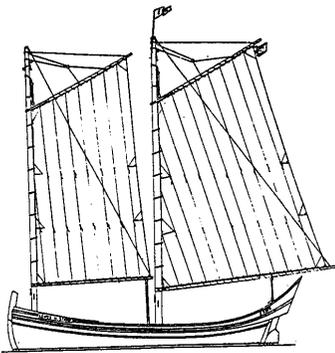


And they're off...

Friday we joined **Echo** and **Hegira** for a lovely sail in a perfect southwesterly up the Mussel Ridge to Birch Island. **Gaivota** had left ahead of everyone for the same destination...something about a beer on the beach! We arrived a bit late, and only had a brief walk on the beach before returning to the boat to get back to Rockland. It was a much appreciated alternative to racing for us, and we'll be looking to do more of that at future gatherings.

Saturday commenced rainy and somewhat foggy, but the parade of sail progressed quite nicely. The rain stopped, the fog lightened up and there was a nice light breeze,

Continued p. 15



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so people who still had some energy or fresh crew could set lowers and uppers. Our most exciting moment on this day was as we approached the breakwater, with boats all around (and probably a ferry approaching), in one very intense instant we realized we were in the line of fire of Charlie Burnham's cannon! I think Ted, Saxon, and I all would have popped an artery if that cannon had gone off. Fortunately we saw the situation in time and spun a slow 360 to get us out of that close proximity! We had a wonderful time at the awards dinner. My parents are "retired" racers, so they felt quite at home at the dinner, having attended a plethora of awards dinners in years past.

So, I've added this amazing gathering to my duffle of fond memories. It was such a pleasure to attend, to meet so many people, and to see so many wonderful sloops. After nearly forgetting our dingy, we sailed away (okay, we motored) on Sunday, in a delightful pocket of sunshine that lasted just long enough for us to pick up a mooring in Rockport before the fog closed in again. Fair winds and fair tides to all, hope to see you all next summer for the next memorable Friendship Sloop gathering in Rockland!



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To Maine and Back

Friendship Sloop Society's 50th Homecoming

By Tom Berry

In 1997 I piled my wife and kids in the car and drove to Rockland, ME, for the Friendship Sloop Society's annual homecoming. **Wenonah**, my Bruno & Stillman sloop, remained tethered to her pier at home off the Chesapeake Bay. This was really a "Tom" vacation, as my wife has no interest in boats (her loss, no?) and my kids were along for some historical, cultural and nautical formation in their young lives. Despite our different agendas, we all had a good time for three wonderful days. They were three days I never forgot and vowed to repeat...with **Wenonah**.

It took 13 years and a little prod from my friend, Dick Emmett, but that pledge was finally realized last year, not without some anxiety and a race against the clock, though. My wife and I had gone to La Paz, Baja California Sur, Mexico, for the last ten days of May. When we arrived home, I suddenly realized that I had but 5 weeks to prepare **Wenonah** for her passage North to Maine. I spent 6 days a week for the next 5 weeks readying her for going offshore, adding safety features not necessary on the Bay, sanding and varnishing, installing equipment I'd done without, all amidst plenty of worrying and sleepless nights. By the time we departed on July 9 with some work unfinished, I was mentally and physically exhausted, states I erroneously thought I'd leave ashore once underway.

Wenonah's log that day read: "Boring day motoring up Bay to Chesapeake City." That translates to "no wind." Little did we know at the time that that would be the norm to Maine and back. Nor did we know that other factors would cause continued anxiety.

We motored to Cape May, NJ, in the planned two days to pick up our fourth crew member. Unfortunately, said crew's car had broken down in Delaware, forcing us to stay overnight in Cape May until her arrival late the next day, so late that we spent another night in Cape May. Now a day behind schedule, and it should be mentioned that I'd fortuitously built in three days for these circumstances, we set off early the morning after Mary's arrival, intending to pull an overnight to Montauk or Block Island to make up for that lost day. When we entered the Atlantic waters it was the first time I'd taken **Wenonah** outside the Chesapeake. I was impressed with the way she handled these unfamiliar waters, allowing me to relax a bit.

As we were about to bite into a delicious salmon wrap, Cathy and I heard a strange noise. The exhaust/cooling water hose was leaking at the through-hull in the transom. Not tons of water, but enough to force a detour to Atlantic City, the nearest port. Ironically, I'd just commented that I'd seen it and didn't need to go there! So, one night later, another lost day, hundreds of dollars lighter (most going to the deserving mechanic, but still too much to The Donald), we departed Atlantic City to continue our overnight to New York or Rhode Island. Late that afternoon while motorsailing in large swells, I noticed that the main's boom lacing was chafing in several places and would need replacing very soon. Crank up the anxiety level. Then the radar reflector came down into the water astern of us. We caught its halyard in time and hauled the reflector back aboard. Another spike

Continued p. 17

in the anxiety meter. Then the starboard navigation light went out, a short of some sort that I never could fully rectify (What's anxiety?), but one that was always corrected before sunset and managed to stay on every night thereafter.

The next morning, shortly before my 0800 watch, with a squall approaching from astern, I was called up on deck. I saw the staysail flogging about, its tack having broken free, ordered the helmsman to come about into the wind, hanked my harness tether on to a jackline and went forward, followed by faithful Mary who handed me lashings and controlled the halyard while I, on my belly, riding up and over large swells with the bowsprit spearing each trough, wrestled the staysail and lashed it to the boom, then lashed the whole mess to the samson post. In the course of cleaning up, the roller-furled jib accidentally unfurled and the sheets became a knotted, twisted mess. We furled it as best we could at the moment. Montauk couldn't come soon enough! We arrived at 2015, three minutes before sunset, tied up **Wenonah** and headed for dinner.

I now felt really pressed, having lost two of the three extra days I'd built into our schedule. So, I was up at 0545 the next morning, paid our slip fee, retied the staysail tack, re-secured the jib and untangled its sheets and bought new boom lacing. Dick and I re-laced the mainsail and rigged the new spreader halyard and radar reflector, a simple job that took too much time. When we got underway at 1045 with wind on the nose, we were looking at another day of motoring. My already low spirits were hitting their nadir. Several agonizing hours later, off Block Island, I got used to the pounding, somehow accepted the time constraints and ultimately considered the bad as part of the venture. We'd get there when we got there, I finally considered. Since my mind had now been straightened, we engaged in a healthy discussion that included a bit of current (as in water) research and unanimously opted to continue through the night again (to make up for our lost days) and press on for Marblehead, MA. We arrived at Cape Cod Canal half an hour early for that favorable current, motored in circles waiting, then continued through the canal in daylight and actually got to sail for about three hours before motoring on to Marblehead for the night.

Mary and Cathy, who'd been with us from the start, left us in Marblehead the next morning. Dick and I sailed out of Marblehead and headed for Rockport, MA. After several attempts to anchor in Sandy Bay, fetching nothing but rocks on each attempt, we finally anchored in 34' of water with 100' of chain and 35' of rope. The anchor dragged! The windlass, my back, was now burning. I pulled up the anchor and snagged a lobster pot in the process. I queried two nearby skippers and they both assured us that the bottom was "sandy," ergo, Sandy Bay. Funny, I felt the anchor drag over nothing but rock, solid rock. "OK, Dick, one more try," said I. The anchor bit, it held and we went ashore for dinner and an elixir to assuage my aching back. Rum is a universally handy medicine.

Our adventures weren't over! With little to no wind, we motored to Biddeford Pool, ME, arriving late afternoon. Faithfully following the channel marks, we unintentionally ran onto a pile of rocks near marker #9. Naturally, the tide had just changed and was, naturally, ebbing, setting us into scramble mode. We could do nothing as the pressure mounted. All tricks failed us. But a fellow boater anchored nearby came over in his 3hp powered inflatable. I almost shooed him away, but he became our salvation when he, on his own, nuzzled up to **Wenonah's** bow and pushed it just enough that she was floating again. I was so ecstatic that I grabbed the wheel from Dick, threw the Volvo into gear and

Continued p. 18

headed in the direction our Samaritan was pointing. We profusely thanked the gentleman, who would accept nothing in consideration for his good deed, grabbed a mooring and once again went ashore for dinner. Alas, proper mental elixirs were not available. The next morning I hired a diver to check my love's keel and rudder. All was well.

That pretty much ended our "fun" until we motored into Rockland three days later.

We felt like royalty when we arrived at 1225 on July 21. Jack and Mary Cronin came out to greet us in their lobster boat. Kirsten Cronin met us at the end of the pier when we approached, advising us to stand by until the cruise ship dropped its mooring lines so we could proceed to our berth. Wayne Cronin told us where to go, literally, not figuratively! A host of Friendshippers were eager to help us tie up and welcome us. Welcomes, handshakes, questions, beers, they were all part of the joyous mix. Thus began three wonderful days filled with old friends, new friends and Friendships, all making fine memories. They were the best three days of my summer of '10 and they came to a close all too quickly.

Ah, but we didn't leave Rockland without one more anxious moment. A steady rain had **Wenonah's** bilge pump working overtime and it awoke me. A sink coupling below the water line had broken and water was back-flowing into the boat's bilge. Bill Zuber came to the rescue and we had the right parts in a minute at the hardware store. Back to **Wenonah** and a few hours later (a boat job is always a task), the problem was corrected.

Dick and I spent another two weeks in Maine before heading south for the Chesapeake. We had the same lack of wind, but none of the dilemmas we encountered on the way North.

Wenonah and I have been a team for 19 years, all good years. We've had lots of memories together, mostly good ones, fun ones. We've had the pleasure of sailing with some fine folks, including my family when they've been available to join us. We've enjoyed lengthy solo sails with my faithful dogs, the best being our most recent, Dulce. I'm most grateful that we went to Maine for the 50th Homecoming last summer. I'd like to say that we'll be back together. But that won't happen; last year was too much for both of us. I was mentally and physically fried when we tied up at home; **Wenonah** worse for her wear. Worse, and my eyes begin to tear, is the fact that **Wenonah** and I will no longer be a team. We will be parting company too soon. My wife and I have just returned from a winter in La Paz, Baja California Sur, Mexico, and decided that we want to live there full-time. We've committed to that plan by purchasing a house there. And as much as I want to deny it, it's not practical to ship **Wenonah** across the US and 850 miles down the Baja. Plus the sun's rays would not do her any favors, increasing her wear and tear and my already high maintenance costs. Slips there are at Annapolis rates - high. I'll miss her and I hope she'll miss me. Thanks for the memories, love, especially the 1,515 mile "sail" to Rockland and back. What a hoot, huh?



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The Burden of Duty

By Bill Whitney, The Venerable Inspector of Mast Wedges

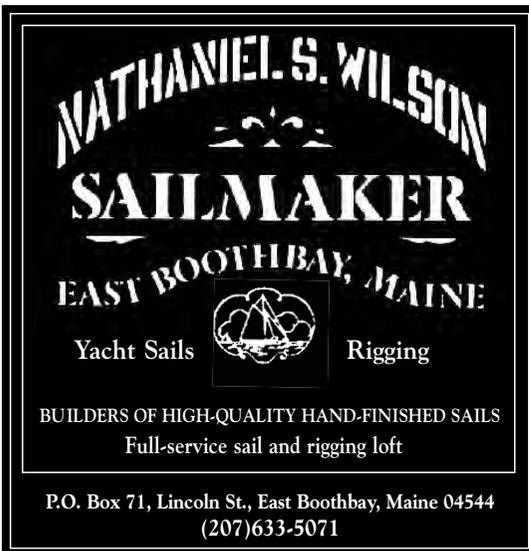
My friends, there is trouble in River City. Well, Rockland Maine to be a little more accurate. The long hiatus between mast wedge inspections has lulled the Friendship Fleet into a state of complacency. And now, freshly robed in the official "T" shirt of the Friendship Sloop Society Inspector of Mast Wedges, was the perfect time for the inspector to strike and conduct the requisite inspections! Armed with my 3X5 spiral notepad and freshly sharpened #2 pencils I reconnoitered the pier for unsuspecting targets of opportunity. Little did I suspect what lay ahead.

Word travels fast throughout the fleet. Many of these skippers and crews knew they were in trouble even before I requested to board their boats. Evidence of rapid clean-up was obvious. Scurrying crews were observed stashing dish towels, shoveling out beer cans and hiding the good liquor. Some, who will remain nameless, took this opportunity to plan various forms of devious behavior in an attempt to deter or distract this Inspector from his appointed rounds.

The general lack of knowledge of the purpose, function, and specifications concerning the humble mast wedge demonstrated by persons (who will remain anonymous) was totally shocking. How was it possible for experienced group sloop owners (also referred to as a group of Sloopers) to be so utterly unaware of the absolutely pivotal role played by the mast wedge? To not comprehend the detailed specifications and highly specialized knowledge needed to correctly place them into service? Thank goodness the Society had the forehandedness to include the position of Inspector of Mast Wedges in the constitution.

There are occasions when, however painful or burdensome, duty compels us to communicate negative events in the hope that all can learn from the experience. In this particular case I have the sad duty to report the results of the "Official 2010 Mast Wedge Inspection".

Continued p. 22

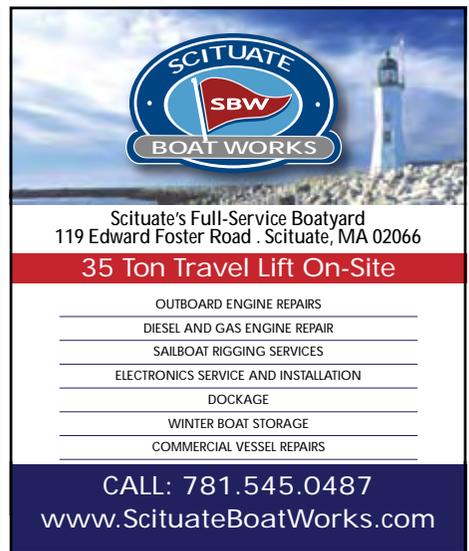


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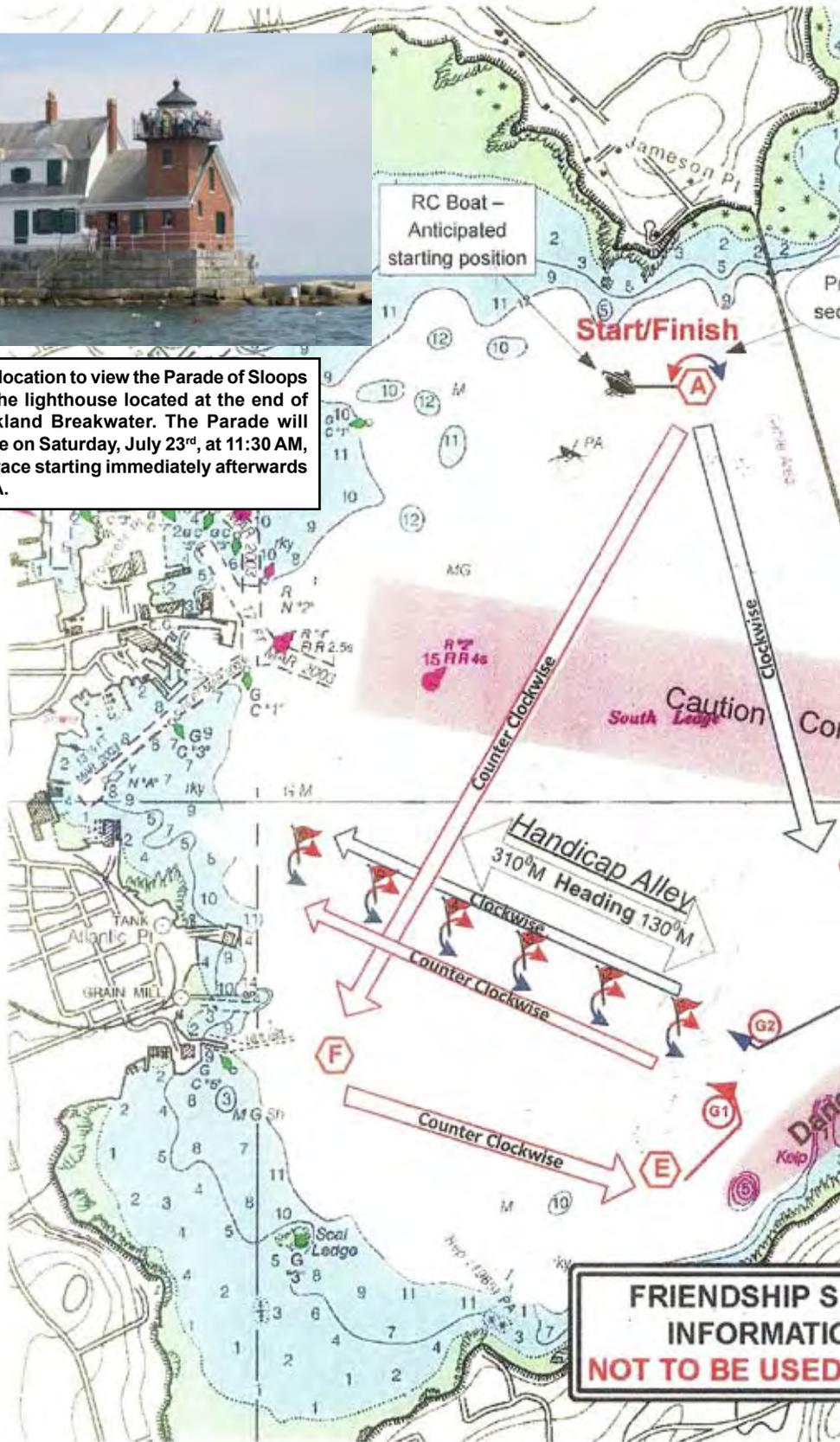
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The best location to view the Parade of Sloops is from the lighthouse located at the end of the Rockland Breakwater. The Parade will take place on Saturday, July 23rd, at 11:30 AM, with the race starting immediately afterwards at Mark A.

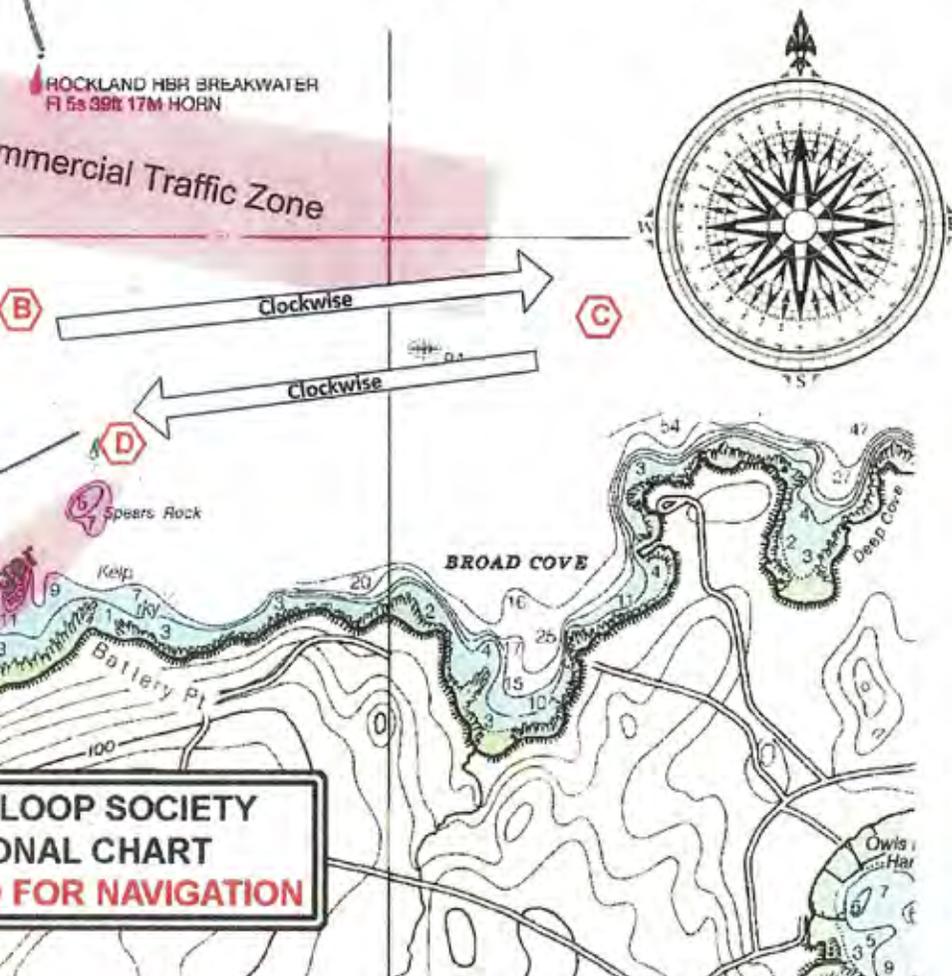


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Friendship Sloop Race Course in Rockland Harbor

All races start at Mark A. The start can be observed from the breakwater. The course is traversed in either direction, depending on the wind, and usually involves two times around the course. All boats start at the same time and sail up the "alley" rounding a mark that reflects the handicap for the individual boat. The winner is then the first boat across the finish, which is also at Mark A.

Mark	Latitude	Longitude
A	44-06.45N	069-04.95W
B	44-05.87N	069-04.72W
C	44-05.83N	069-03.68W
D	44-05.70N	069-04.55W
E	44-05.52N	069-05.12W
F	44-05.64N	069-05.85W
G1	44-05.53N	069-04.89W
G2	44-05.55N	069-04.85W



Infractions noted during the mast wedge inspection include:

1. *Failure to spell the vessels name correctly. Note: This skipper has over 20 years' experience on this vessel.*
2. *Purposeful attempt to delay the inspection by prolonged introductions to all 9 persons on the boat.*
3. *Excess frivolity during the inspection.*
4. *Failure of the crew to respond to request for access to the mast area. Suspect overindulgence of inebriating beverage(s). (They were wasted!)*
5. *Insufficient quantities of above mentioned beverage offered to the inspector. Highly suspect a poor attempt at bribery in this case.*
6. *Poor quality of liquor offered as a bribe.*
7. *Owner/operator did not know where the mast wedges were stored.*
8. *Inability of the owner to define the purpose of the mast wedges.*
9. *Owner unable to tell the inspector how many mast wedges were in use on his vessel.*
10. *Unnecessary gaps between the mast wedges.*
11. *Wedges were not shaped to conform to the curvature of the mast. This is the same as putting a square peg (wedge) in to a round (mast) hole!*
12. *The wedges were too short.*
13. *The wedges were too long.*
14. *The captain of the vessel did not know what material the WOODEN mast wedges were made from.*
15. *There was absolutely no attempt to bribe or distract the inspector.*
16. *Taking the inspection all too seriously.*
17. *The crew was totally oblivious to the ongoing inspection, even when the inspector asked them to move the beer so it wouldn't spill on the berth.*
18. *Use of ladies undergarments to distract the inspector. No. They weren't being worn at the time. They were hanging in the V berth next to the socks.*
19. *Excess eagerness to be the next boat inspected. This makes the Inspector very suspicious!!*
20. *Blatant attempt to coerce information concerning the inspection process and applicable specifications in effect for the mast wedge.*

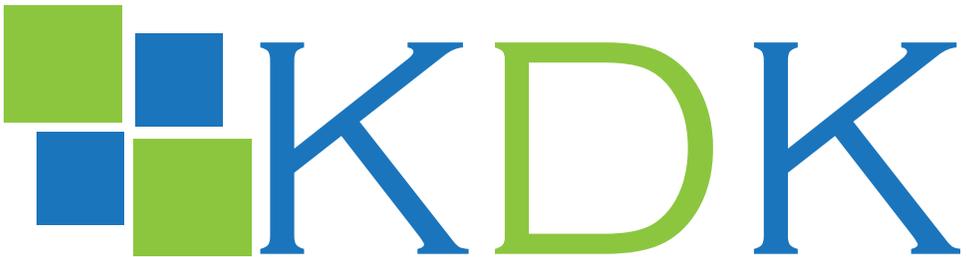
The list goes on and on. But I must add a footnote here. My notes from this point forward are difficult to comprehend. For that matter I'm not sure what language I may have been writing at the time. I think everyone passed the inspection. I'm told that all boats left with the same mast they arrived with. Ah, first hand proof that the wedges were capable of performing their designed function. Unfortunately by the time the inspection sequence was winding down the functioning of your inspector, having succumbed to the liquid bribery offered by now by every skipper, was somewhat limited.

Be prepared! This year there will be a new list of Friendships that will be subjected to the assiduous inspection of their mast wedges!

A Fitting Tribute



In honor of the 50th, not only did Maine Governor John Baldacci issue a proclamation naming Friendship Sloop Day, but also, the family of the late Nona March, our society's first "official spotter", donated a plaque on behalf of the Friendship Sloop Society to gift to the Town of Friendship for all of their community support during the early years of the Society and to make note of the generations of fishing and boatbuilding families of the town from which our favorite of all sloops derived their name. Shown receiving these tributes at the Friendship Town Office in January 2011 are Capt. Bill Zuber (Gladiator), Selectman and boat builder Wesley Lash, Selectman Liz Dinsmore, Andy Zuber (Gladiator), Noel March (Content), Mimi March Zwick (Content) and Selectman Earl Bachelder. In front are Andy's sons, Ben & Liam Zuber.



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Fiberglass Friendship pioneer returns to roots — with wood

By Emerson Whitney

This story first appeared in the April 14, 2011 edition of the Mount Desert Islander. All rights reserved.

Famed Friendship sloop champion Jarvis Newman of Southwest Harbor has begun refurbishing the original wooden 25-foot Friendship sloop that launched his career in the fiberglass boatbuilding industry.

Old Baldy, a Pemaquid model built in 1965 by Jim Rockefeller of Bald Mountain Boat Works, has been drydocked in a New Hampshire barn for the last 10 years, changing hands several times before landing back with Mr. Newman.

In 1965, Mr. Rockefeller introduced Mr. Newman to the original owners of **Old Baldy**, who inquired about winter storage and service.

“The story goes like this: I said, ‘Let’s do it this way. I will haul your boat, maintain it for you, winterize it, completely repaint it – which it didn’t even need,’” Mr. Newman added. “If I can use it to make a mold.”

The owners happily agreed and the first ever fiberglass mold of a Friendship sloop was made.

“Forty years later, I’ve got her back in my shop,” Mr. Newman said. “I’ve been inquiring about this boat for years. Friends of mine owned her and then all of a sudden it’s up for



“Proof that one need not die to necessarily go to heaven” – Dick Salter, Captain of Old Baldy - sailing off Southwest Harbor, ME in 1975.

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sale. I went down to New Hampshire, looked at it, and bought it immediately.”

Friendship sloops sport a single, gaff-rigged mast with prominent bowsprit. The design originated around the town of Friendship, Maine in the 1880s. The vessels were the workhorses of the lobster fishing fleet, as they could be handled easily by one man who sailed up to a lobster buoy, pointed the bow into the wind, and hauled a trap by hand.

Speaking on the phone while on

Continued p. 25

vacation in Maryland, Mr. Newman, 75, looks forward to returning to his shop to continue the repair work on **Old Baldy**. “I like having something to do,” Mr. Newman said. “After only having her for a short time, we’re just about two-thirds of the way done fixing her up. I come into the shop and work 10 hours a day, seven days a week from 8:30 a.m. to 6 p.m. everyday. I love to do it.”

Already Mr. Newman has cleaned the engine compartment, repainted the cabin, refinished the masts, and repaired and re-epoxied the deck. “She’ll be like new when we’re done,” Mr. Newman said. “People laugh when they hear my name connected with wood. I’m a glass person, but I have lots of experience with all kinds of boats. I am not anti-wood.”

Mr. Newman has enlisted the help of his daughter, Kathe Walton, and Dave Harkins a “superb painter,” as Mr. Newman refers to him, on several of **Old Baldy’s** restoration projects. “I love her. I think the whole story is amazing – the way **Old Baldy** has come back into dad’s hands after all these years,” Ms. Walton said. “She needs some work but not too much. And in the tradition of Friendships, she’s what I like to call a stout B.M.W. – a big Maine woman.” Ms. Walton points to **Old Baldy’s** keel, “this is 2,000 pounds of lead. She could hit a granite wave and be just fine.”

A vintage photo of **Old Baldy** emerging from its mold has a place of pride in the storefront of Newman Marine, the family boat brokerage business in Southwest Harbor. The photo is a clipping from *National Fisherman* magazine, which featured Mr. Newman’s mold and first fiberglass Friendship on its cover in 1968.

Mr. Newman has sold 18 Pemaquid model, 25-foot Friendships before expanding to the larger sized 31-foot Dictator class.

Mr. Newman also began producing powerboats from wooden form, the first, a 32-foot Newman designed by Ralph Stanley, plus a 36-foot Newman designed by Bunker and Ellis, and a 38-foot and 46-foot Newman powerboat designed by Loyal Lowell, of which Mr. Newman has sold hundreds.

“**Old Baldy** has some real Down East heritage, I’m just the nerd that made a mold out of it,” Mr. Newman said. “Coincidentally, Jim Rockefeller who is strictly a wood man, owns a Newman 32. I was very glad to put some fiberglass in his fleet and he was happy to add a wooden boat to mine.”

Mr. Newman plans to launch **Old Baldy** in Southwest Harbor sometime in the early summer.



Jarvis Newman of Southwest Harbor, Maine, who pioneered making Friendship sloops out of fiberglass, works in his shop to restore an original wooden Friendship christened Old Baldy. The vessel was used to create a mold for the first Newman fiberglass sloops.

Tecumseh's Voyage Home

By Dave and Kim Frid

The Gladiator Trophy, awarded to the sloop that sails the furthest to Homecoming, is very apropos – the most beautiful bronze sextant in an elegant mahogany box. After many years of dreaming of having a genuine celestial navigation instrument, and with equally dream-like notions of being able to use one to find our way about the watery earth, we found ourselves in Rockland, Maine, for the 50th - with one in our hands but, we have to admit, no clue as to how to use it - or truly how we managed to get to Rockland, with or without the stars.

The story of this Friendship starts many years before, but let's just back up a year or so – **Tecumseh**, being inland in fresh water for a number of years, needed to get some salt in her ribs, and we decided to get to the 50th. We were in Toronto on the 'Great Ontario Sea' and the voyage began in October '09 out the Erie Canal and Hudson to NY, to Cape May, the Chesapeake, the Carolinas and South. Yes, we *were* going the wrong way, but as true sailors (without a sextant), we were in it for the voyage, not the agenda.

Actually, it was heading on winter and we had planned a brief snowbird excursion into the Keys before the Friendship Sloop Society reunion. **Tecumseh** had been this way before - she has a past life in the Miami River in the 50s that is a little sordid or, at least a bit blurry (a story for another log entry). Kim and I decided to give the old girl a winter down south free of her usual snow cover and bubblers, to hang out in Marathon until late April when we would point her spirit north for the journey to Rockland.

The great circuitous voyage encompassed glorious days of sailing in the azure blue Gulf Stream and equally memorable tumultuous nights in a cold gray sea - a couple of impromptu haul outs in wooden boat-friendly Georgetown and Oxford, Maryland for repairs – many dusk to dawn days of motoring in the ever-changing Inter Coastal Water-way always the constant deciphering of mother nature's ways of the wind and tilt of the tides. By days end rarely did the penciled plan match the penned log. Lots of adventure, strife and joy along the way but mostly the latter, aboard an always sea-worthy vessel – a Friendship Sloop.

Many times we would struggle to set a sail or the next reef hove-to in an ocean-driven spray, while a modern production boat passed us by, roller reefing in the headsail from within a full enclosure. But often later it would be **Tecumseh's** turn to pass the vessel, now plugged into a dock as dusk

Continued p. 27



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approached, for as the tortoise knows, persistence and grace wins the race.

We made it to the wonderful 50th reunion just in the nick of time – actually missing the first day due to an inconvenient truth called “work” – and loved the surreal experience of actually being in the presence of so many other Friendships – a true homecoming for expat



Good luck, dolphins

Tecumseh. The total experience of the 50th was truly inspiring, knowing that so many traditional sailors cherish and enjoy the heritage and ability of these elegant and timeless sailing vessels.

But we had no time to hang out with our new Friends, and set off immediately to retrace our wake back to New York, then north up the Hudson and Canal to Lake Ontario before the snow would fly. The trophy accompanied us, but it spent its days tucked below in a safe, dry corner of the bunk, obviously more the royal guest aboard than a working deck hand - a crime for sure that the crew of a century old vessel rely so dearly on the alchemy of the microchip for her safe steerage.

The year-long voyage was the best of times for Kim and me, and of course **Tecumseh** – it encompassed all that is sailing in a very compressed, intense twelve months, while we enjoyed the aid and camaraderie at every juncture from like-minded sailors.

We want to thank all the Sloop Society members who helped us at every turn and especially Tom Berry, the Cronins, Don and Ann of “Tupelo Honey” the Wojicks, Dick Slater and ...more - Friendship, what a fortuitous moniker for a group of sailors and boats!

Although we still possess no celestial nav talents, I know that the Gladiator trophy will be guiding us home to Rockland again this year, if only to pass it on to the next sailor in need of directional guidance – or inspiration.

Here is to the next half century.

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A 'Hand of Friendship' From Down Under

By Michael Morris

"G'day mate, nice boat, what is it?"

Since buying our Friendship sloop, the **Hand of Friendship**, we have often been asked this question for Friendship's are not common in Australia. In fact there are only three we know of.

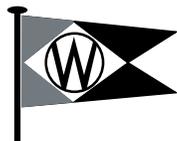
Our love affair began in late November 2005. I would go down to Mordialloc Creek from work and eat my lunch while looking at the many wooden fishing boats. On one particular day I saw a new boat moored in the pens at the slipway with a 'FOR SALE' sign hanging from her side. I was taken in by her beautiful lines, and as an ex-tall ship crewman (S.T.V Alma Doepel) I was attracted to her unique clipper bow and elliptical stern.

Out of interest, rather than actively enquiring, I rang the slipway to find out the price and was surprised to hear it was not as much as I thought for such a beautiful boat. Thus began the quest to talk my father, Phillip, into going halves with me. He was initially hesitant as he was more a fisherman, but it took him only one visit before he too was interested. What sealed our fate was meeting the owner/shipwright, Tom Whitefield, who had taken the plans from Chapelle's book of American Small Sailing Craft. Tom and I recognised each other from our tall ship days and thus he was happy to see his beloved sloop go to someone with the same passion.

Continued p. 29

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My father and I spent the summer sailing before deciding to restore her for our first wooden boat festival in Geelong (March 2007). Tom had not been able to keep up the maintenance for medical reasons, however it turned out to be needing only cosmetic work and simple repairs as he had built her so well. Dad and I basically stripped down everything to bare wood above the gunwale and repainted the lot with copious coats of varnish and deck oil. As we worked in our pen on the creek many people would stop and chat to us as they walked along the path and ask us about the boat. Dad joked that it was better to work with the two of us onboard, one to talk to the passersby as the other worked uninterrupted. Either way we had a lot of fun and met some interesting people. All this took part as I courted my future wife, who I am sure thought the smell of varnish, turps, and deck oil was my poor attempt at cologne.

The Geelong Wooden Boat Festival came and we barely won the race to finish all the work and get there. We must have amused a lot of people as we had very little idea how to re-rig, and the mast went up and down a number of times before we were happy. We then sat down with a cold drink and drew a sketch of the rigging plan; something we agreed we should have done before taking it apart. Our learning curve continued.

Being that we are powered traditionally, with oars and sail, we received quite a bit of attention as we rowed out to our pen, declining all offers of powered assistance. An onlooker yelled out “Why don’t you get a motor”, Dad yelled back “We have got one, it’s a 2 stroke” and he proceeded to count each stroke of the oars. The emotional high of being at our first wooden boat show gave us more than enough strength.

The day of the Parade of Sail came and as would have it the wind blew....hard. We hesitantly decided to go out with a double reef. We were towed out to the start and sailed in the parade. We only did a few laps as we dragged the boom in the water the whole way and dad was beginning to think he would see fish out the porthole on the lee side. That afternoon many people came up and commented on our boat and asked us about her heritage as we were the only ‘Friendship’ at the festival. They were quite interested in its American past as a fishing boat, which was quite similar to the local ‘Couta’ boats of Port Phillip Bay.

Continued p. 30



Dad and me with our prize for the Parade of Sail at the 2007 Geelong Wooden Boat festival.

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That night was the gala dinner and when they announced the **Hand of Friendship** as the winner of the Parade of Sail, Dad and I both nearly dropped our drinks. It was a great thrill to be recognized at our first festival.



In the past 6 years we have gone to many more Wooden Boat festivals. We have won the “Concourse D’elgance” at Geelong again in 2010 and have been mentioned in the ‘Australian Yachting Magazine’ as well as the ‘Club Marine’ magazine. At festivals Dad often invites excited young children aboard who are dressed as pirates to have their photos taken by their parents who often stay for a chat aboard. My wife jokes that we have the most photographed boat in Port Phillip Bay. If you also include all the people who take pictures of us as we row or sail in and out of Mordialloc creek and past the piers, she may well be closer to the truth than she realises.

HoF, as she has become known in our family, has become a major part of our lives. She is where I took the photos for my engagement invitations, and where many pleasurable and relaxing sails with my father have taken place. She is now an integral part of our family, one who has even affected the location of where my parents bought a house when they moved.

Continued p. 31

Captain Don’s love for the ocean and passion for sailing dates back to when he was 12 years old and he and his family took sailing lessons together at the Sandy Bay Yacht Club in Rockport, MA home of the motif #1. After graduating from Canton High School in 1977, Captain Don was a commercial fisherman in Gloucester, MA for over 5 years. After which, he worked some land based jobs all the while sailing up and down the east coast on many different vessels during his summers. He earned his captains license in 2005.

In 2009, he started the company

Come Sail Away Now

after restoring a 31’ 12 passenger Friendship Sloop, replica of the 1904 Dictator sailboat; a traditional New England ship used by lobstermen in the late 19th century; which he appropriately named the Tupelo Honey. His goal is to provide an unfettered relaxation that only the sea can provide. Captain Don calls this “tasting the sweet life” and shares this experience with all of his customers.

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After all the time we have owned 'HoF' however, the most common question by passersby remains, "G'day mate, nice boat, what is it?"

To which we proudly reply "She is a Friendship sloop!"



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1974 Friendship Sloop Gang in the cockpit of Dictator – Sue Newman, Alice & Dick Salter, Bill & Maggie Johnston – all former owners of Friendship Sloops

THE FRIENDSHIP SLOOP SOCIETY'S BULLETIN BOARD

<p>Congratulations to Harold Burnham on the launch of the schooner <i>Ardelle</i> and good luck to the F. S. S. in Rockland</p>	<p>Looking forward to the next 50 years. Pete & Nancy Toppan Compromise</p>
<p>Celebrating a Great Crew!</p>	<p>Fairwinds to All FROM THE GRAND OLDE LADY OF THE FLEET IN HER 44TH YEAR WITH THE SOCIETY, AND 109 YEARS YOUNG!</p>

Rebuttal from the crew described in "Good Crew"

*(Capt. Ted Walsh was the recipient of the Morang Award in 2010,
as author of "Good Crew", for the best story published in the yearbook)*

By Murray Hamlet

I feel I need to speak for everyone who has been invited to go sailing and has had less than a positive experience. It usually starts with a benign comment to your office mate about his 8 by 10 glossy of a sailboat. "Nice boat" you say "is it yours"? The subsequent hours of conversation extolling the joys of sailing will often end with an invitation to "go sailing", but there are some things you need to know.

First is that there is a unique foreign language for sailing, and you need to know the anatomy and physiology of a sailboat. When the captain yells at me to "mend the sheet" I grab a needle and thread and look for the bedding. Considering that the boat is named for a significant female in his life, if you are asked to "take the helm" its equivalent to getting a free shot at his girlfriend/wife. Not wise. Under no circumstances should you attempt to be useful or helpful. Your manhood, lineage, and intellect will be brought up in very terse terms. My advice is to cower in a corner and look bewildered. You might also consider throwing up a couple of times as it may result in some sympathy, but more likely will be perceived as weakness and carry over into the workplace.

The second point is that in any male/female relationship there is often a significant dichotomy between expectations and realities. The same holds for friendships. The old sea theorem "if you want to shed a wife take her sailing" is quite true. Hamlet's postulate "ditto friends". Why is that?

My theory is that when "the captain" buys a sailboat and steps on the deck there is a force field emanating from there to his brain that transforms him from a pleasant, courteous caring individual into a raving tyrant. I call it the Bligh syndrome. No-one has the insight, foresight, and clairvoyance he has. With this clarity there is no way anything you will do is right, timely or helpful. I'm sure there is some historical safety issue and things tend to happen quickly on a sailboat but again, back to the corner. Since you don't know the language you are relegated to being always wrong and a "best guess sailor". Not a pleasant day. Sail at your own risk.

Now the dingy. If I had an architect and I told him to design a small boat to restock a moored sailboat and he brought me a dingy I would fire him on the spot. I would point out that it will not

Continued p. 34

track well and will spin like a top. It looks like a beach ball cut in half, pinched in the middle with oarlocks. Add a seat above the waterline and it is completely unstable. I would suggest he try balancing on a beach ball in his pool and find a new profession. And wipe the smug look off your face, because I would wager that if you own one you or your guest have taken a header or two. Whoever designed the dingy had an immense sense of humor. I would suggest it was a drylander who had had a bad sailing experience.

I don't think Ted, the Captain of **Black Star**, gave me enough credit for my "dingy day". It occurred on the channel side of the boat so no-one on shore could see me. Too bad! We all have had one of those moments when we slightly exceed our skill level and know this is not going to end well. Driving, skiing, biking, and boating. This is going to hurt or I may die. In that instant I had to grab the dingy tie- up line with my right hand and hanging in a 6 mph tide grab the oars, a cooler, my glasses, my hat, and a small tote with one hand and my legs. Holding all that with one hand, with my legs I turned the submerged dingy bottom up. I climbed up on it and proceeded to throw everything up on the deck. Once I got out of the water I tried to determine what I lost. Nothing...Great, no-one has to know. However, the submerged dingy could not be righted in that current. Fortunately a young couple was going by and I flagged them down. Their comment was "There has to be a story here". When I got done with the saga and they quit howling, we were able to refloat the dingy. No blood, no foul, but the story made it to the dock and the rest is history and legend.

And now the wolf, Saxon, that is a constant canine companion of Captain Walsh on **Black Star**. I have known Saxon for about 12 years. From the start she decided that I can't be trusted and should be given wide birth. She circles me 30 feet away, tail down and nose to the ground grumbling and occasionally emitting a woof. This is a typical wolf stalk and I don't think she considers me to be a prey animal, just dangerous. Smart dog. When I was a child my naturalist uncle taught me, "no touch, no talk, and no eye contact with wild animals and some people". That has been our relationship until we found ourselves trapped on a sailboat. She soon discovered

Continued p. 35



"TANNIS"

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that I was the galley slave and the source of chicken and other tidbits. I made her a soft bed in a dark safe space where stuff did not fall on her. Things changed. She no-longer growled at me and would tolerate an occasional scratch; good progress for a wolf and a veterinarian. Today we have both aged and memories fade and she growls and barks but at a closer range. Her hearing is gone and her vision cloudy, but that nose tells her that I am still not to be trusted. I'll sneak an occasional scratch and leave it at that.

Rest assured, if you invite me to go sailing you can expect me to do nothing that resembles help and will do my best to sit in a corner and sip scotch. If things get dicey I will retreat to the galley where I know the anatomy, physiology and language quite well thank you. I will adopt the Bligh complex and tell you to "get out of my galley", a rite I acquire as the galley slave. Food and drink will appear, but don't complain or you may find yourself overboard hanging onto the aforementioned dingy line.

Oh, the garbage. I threw it in the back of a pickup at the gas station. He'll never know, or he will blame his wife. And, by the way, the lobsters were excellent.

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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	1901	Stephen & Diane O'Connell, Bucksport ME	Belfast	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 Ufutt, Little Deer Isle ME	Rockland Harbor	ME
14	SADIE M.	30'	Wilbur Morse 2nd	1946	Richard Stanley, Southwest Harbor, ME	Southwest Harbor	ME
15	VIDA MIA	30'	Edward L. Stevens	1942	George & Cindy Loos, Cape May Courthouse	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	Edward Zimmerman, Bar Harbor, ME	Bar Harbor	ME
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	ALICE E	30'	Unknown	1899	Karl Brunner, Southwest Hrbr 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, Charlton MA	Rebuilding	MA
32	NOMAD	33'	Wilbur A. Morse	1906	Tom Ash, North Weymouth MA	Rebuilding	MA
33	SMUGGLER	28'	Phillip J. Nichols	1942	Mike Mulrooney, West Kingston RI	Rebuilding	
34	PAL O' MINE	27'	W. Prescott Gannett	1947	James B.L. Lane, West Newbury 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	Christopher James Eckelt, Carlisle PA	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	Ivoryton	CT
43	GYPSY	23'	Judson Crouse	1939	Holly Taylor-Lash, Orland, ME	Bucks Harbor	ME
44	GAIL O	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	Jarvis Newman, Southwest Harbor, ME	Southwest Harbor	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, Auburn, ME	Muscongus Harbor	ME
61	WINDWARD	25'	James S. Rockefeller	1966	Douglass Parsons	Rebuilding	
62	COLUMBIA	23'	Lester Chadbourne	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, Topsham ME	Southwest Harbor	ME
69	COAST O' MAINE	30'	Vernell Smith	1967	William & Shawn Poole, Fulton NY	Fairhaven	NY
70	WINGS OF THE MORNING	30'	Roger Morse	1967	Rodney Flora & Jill Schoof, SW Harbor ME	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	Chris Gerardi, Voorheesville, NY	Rebuilding	
75	OMAHA	35'	Norris Carter	1901	Adrian Hooydonk, Spruce Head ME	Spruce Head Island	ME
80	DOWN EAST	35'	Fred Buck & "Skip" Adams	1941	William Anderson & Donna Grant, Pomfret Ctr CT	Edgewood YC	RI
82	MORNING STAR	28'	Albion F. Morse	1912	Tery McClinch, Southport, CT	Southport	ME
83	PERSEVERANCE	30'	Bruno & Stillman (01)	1969	David & Lauren Niebuhr, Bradenton, FL	Bradenton	FL
84	PHILIA	22'	McKie W. Roth Jr.	1969	Betty & Al Whritenour, St. Augustine FL	Cotuit	MA
85	HEIDI LEE	38'	Jeremy D. Maxwell	1974	Matthew & Heidi Gabrielowitz, 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, New York, NY	Carvers Harbor	ME
92	PRISCILLA	25'	James Rockefeller/Basil Day	1975	Charles Geis, Perryville, MD	Perryville	MD
93	ANNA R.	25'	Kenneth Rich	1970	Sarah McLean, Ontario, CN	Rockland	ME
94	EUPHORIA	25'	Newman (P03)/Rockefeller	1971	Victor Trodella, Yarmouth, ME	S. Freeport	ME

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport	State
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	Kent & Pauline Mack, Chesapeake, VA	Chesapeake	VA
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	Matthew Vandavelde, La Salle, MI	La Salle	MI
101	GOOD HOPE	30'	Bruno & Stillman (07)	1971	Barta & Lee Hathaway, Ipswich MA	Ipswich	MA
102	TODDY	35'	Lubbe Vob (Germany)	1972	Mary L. Morden, Bad Axe MI	Caseville	MI
103	SOLASTER	25'	Newman (P04)/Newman	1970	Chris Davis, Harborside, 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, York, PA	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, Princeton, 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	Karl Brunner, Southwest Harbor, ME	Southwest Harbor	ME
115	ZEPHYROS	30'	Bruno & Stillman (12)	1971	Chronis Kalivas, East Dennis, MA	Sesuit Harbor	MA
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, Pasadena MD	Pasadena	MD
119	VALHALLA	30'	Bruno & Stillman (15)	1971	Bayfront Center for Maritime Studies, Erie PA	Erie	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	CALLIPPYGOUS	30'	Bruno & Stillman (17)	1971	Richard & Tina Sharabura, Toronto Ontario	Toronto	Ontario
125	TIGER LILY	25'	Al Paquette	1969	Holbrook Family, Rochester MA	Mattapoissett	MA
126	WHIM	20'	Chester Spear	1939	Jack Manley Northville NY	Rebuilding	
127	MARIA	21'	Charles A. Burnham	1971	Alden & Perry Burnham, Essex, MA	Essex	MA
128	SCHOODIC	31'	E. Collemer/B. Lanning	1973	David & Nancy Schandall, Lunenburg Nova Scotia	Lunenburg	NS
129	GESELA R.	25'	Andrew P. Schafer	1969	James O'Hear, Sag Harbor NY	Noyack	NY
130	NARWHAL	25'	Newman (P06)/Newman	1972	Kevin Murphy, Chicago IL	Chicago	IL
131	NOAHSARK	29'	John Chase	1972	Paul Werner, Old Orchard Beach ME	Unknown	ME
133	INDEPENDENCE	30'	Bruno & Stillman (21)	1973	Frederick G. Schwarzmann, Ponte Verda Beach, FL	Rockport	ME
134	VOYAGER	22'	Passamaquoddy/Collins	1973	Charles Meyer, Hingham, MA	Fore River	MA
137	AYSEHA	35'	McLain?	OLD	Larry Thomas, New Orleans LA	Lake Ponchartrain	LA
138	GYPSY SONG	31'	Robert P. Gardner	1973	Shawn & Donna Teague, Kennebunk, ME	Portland	ME
139	OSPREY	25'	Newman (P08)/ Morris	1973	Steve Hughes, Kansas City MO	Southwest Harbor	ME
141	SEA DOG	25'	James H. Hall	1974	Walter M. Hines, Rolling Prairie, IN	Rebuilding	
142	AUDREY II	21'	Peter Archibold	1976	John Moran, Tiverton RI	Tiverton	RI
143	FAIR AMERICAN	25'	Newman (P10)/Morris	1974	Jim Light, Rolando Beach, CA	Oxnard	CA
144	PETREL	25'	Newman (P09)/Morris	1974	Bill Lundquist, Boxford, MA	Cataumet	j
145	SABRINA	21'	Newman (D02)/Lanning	1974	Don Zappone, South Portland ME	South Portland	ME
146	FIDDLEHEAD	35'	Newman (P01)/C. Chase	1970	Gregory Roth, New London, CT	New London	CT
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	OLLIE M	32'	Kent F. Murphy	1977	Aaron Snider, Gloucester MA	Gloucester	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 Kriegel, Duxbury, MA	South Dartmouth	MA
157	LIBERTY	31'	Newman (D04)/Salter	1980	Inland Seas Education Foundation, SUTTONS BAY	Suttons Bay	MI
159	PACIFIC CHILD	30'	Bruno & Stillman (03)	1969	The DH Farm	South Colby	WA
160	DEFIANCE	22'	McKie W. Roth Jr.	1973	Morgan L. Hendry, Wilmington DE	Round Pond	ME
161	JENNY	22'	Sam Guild & Bill Cannell	1976	Tim Clark, Rockport, ME	Rockport	ME
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	Phineas & Joanna Sprague, Jr., Portland, ME	Portland	ME
167	FREEDOM	28'	Ralph W. Stanley	1976	Earl Collier, Jr., Newton, MA	Isleford	ME
168	LOON	30'	Newbert & Wallace/Jacob	1974	Bruce Brown	Rebuilding	
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, Southwest Harbor ME	Southwest Harbor	ME
171	RESOLUTE	31'	Newman (D06)/Morris	1976	Alan Leibovitz, Bilerica MA	Marblehead	MA
172	AMNESTY	25'	Jim Drake	1982	Jim Lartin-Drake, Carlisle PA	Baltimore	MD
174	JOSIE	31'	Newman (D07)	2004	Mike Dullen, 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, Carthage, NY	Schumant Harbor	NY
180	BANSHEE	25'	Newman (P12)/Wojcik	1978	John & Carole Wojcik, Norwell MA	Mattapoissett	MA
181	AURORA	19'	Ahern (B3)/Brownie	1975	Dale Young, Deer Isle ME	Deer Isle	ME

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport	State
182	MUSCONGUS	22'	Apprenticeshop	1977	Donald Verrecchia, Woburn, MA	Unknown	
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 Joyner, Nantucket, MA	Nantucket	MA
193	LADY M.	32'	Harvey Gamage	1978	Martin Thomas, South Bristol ME	South Bristol	ME
194	HUCKLEBERRY BEL	25'	Clifford G. Niederer	1977	Brian & Mary Clare, Gloucester VA	Gloucester	VA
196	ENDEAVOR	25'	Ralph W. Stanley	1979	Betsy 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	Alan & Phylis Greenfield, Deer Isle, ME	Deer Isle	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, Nantucket MA	Nantucket	MA
202	ARRIVAL	31'	Newman (D14)/Niedrach	1981	John & Carole Wojcik, Norwell MA	Rebuilding	MA
204	MARIE ANNE	27'	Jason Davidson, Echeverria	1977	Diana Echeverria, Seattle WA	Seattle	WA
205	DAYSTAR	28'	Richard E. Mosher	1989	Rich & Sally Mosher, The Villages FL	Kalamazoo	MI
206	KUMATAGE	31'	Newman (D15)/Chase	1979	James Salmon, Center Conway, NH	Falmouth	ME
208	TUPELO HONEY	31'	Newman (D16)/Lanning	1981	Donald Benoit, Foxboro, MA	Charlestown	MA
209	FRIEND SHIP	31'	Newman (D17)/Pettegrew	1981	Whistling Man Schooner Co. Burlington, VT	Burlington	VT
210	THE SLOOP JOHN B	22'	Passamaquoddy/Oliva	1974	Russ Perrin, Canandaigua NY	Canandaigua Lake	NY
211	WAKEAG	22'	James D. Hamilton	1982	Dean & Robin Parker, Belfast, ME	Islesboro	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. Nobe, Newcastle WA	Seattle	WA
214	GAIVOTA	31'	Newman (D19)/Pettegrew	1982	Bill & Kathy Whitney, Needham MA	Cataumet	MA
215	ELLEN ANNE	22'	Passamaquoddy Yachts	1968	David Colinan, Lincoln RI	East Greenwich	RI
216	AMITY	39'	W. Scott Carter	1941	John F. Nichols, Takely by Stortford, Herts., Eng.	Ipswich	UK
217	OPHELIA'S ODYSSEY	33'	Shoreline Boats	1972	Shane Dowland, Bass Harbor, ME	Southwest Harbor	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)/Pettegrew	1984	Ruy Gutierrez, Phippsburg, 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	Robert Tupper, Standish, ME	Unknown	
223	CORREGIDOR	25'	Newman (P17)/P. Chase	1981	Brian Flynn, Brooklyn Heights NY		CT
224	DAYLIGHT	19'	James Eyre Wainwright	1983	James Eyre Wainwright, Gig Harbor, WA	Gig Harbor	WA
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, Mattapoisset MA	Mattapoisset	MA
229	CAPT'N GEORGE	30'	Bruno & Stillman (09)	1970	Robb Darula Mystic CT	Mystic	CT
230	HEGIRA	25'	McKie W. Roth Jr.	1980	Laurie Raymond, Falmouth MA	Woods Hole	MA
231	SOLOMON GUNDY	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 Looram, Langley, VA	Whidbey Island	WA
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	Robert Norwood/Anne Del Borgo, Orr's Isl., ME	Orr's Island	ME
244	WINDEMERE	30'	Bruno & Stillman (18)	1971	Steve & Ginny McColl, Lucedale, MS	Lucedale	MS
245	LA PALOMA	25'	Unknown (BC, Canada)	1969	John J. Caldbeck, 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)/Pettegrew	1983	Scott & Sally Johnson, Waterville VT	Burlington	VT
250	BELFORD GRAY	29'	WoodenBoat School	1992	WoodenBoat School, Brooklin ME	Brooklin	ME
251	BUCEPHALUS	19'	Ralph W. Stanley	1986	Alex Forbes, Felton CA	Rubicon Bay	CA
252	-NONE-	30'	Harry Quick/J.R. Sherman	TBL	Jeff Prosser, Gouldsboro, ME	Building	
253	IOLAR	25'	W. McCarthy & G. Richards	1989	William L. McCarthy, Riegelsville PA	Georgetown	MD
254	QUINTESENCE	22'	Passamaquoddy (02)/Core	1972	Gary & Debbie Crowel, Pine Beach 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	DUCHESS	28'	Steve Merrill/R. Shepard	1992	Christopher Preston, Wellesley Hills, MA	Boston	MA
260	NIMBLE	25'	Nelson Cutler/Kim Smith	1994	Christopher Zimmer, Halifax NS	Halifax	NS
261	BLUENOSE	19'	David Holmes	1974	Charly Holmes, Annapolis MD	Annapolis	MD
262	I GOT WINGS	22'	Ahern (04)/Almedia	1980	James "Binnacle" Wright, Preston CT	Stonington	CT

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport	State
263	RALPH W. STANLEY 21'		Ralph Stanley	1995	Anne Franchetti, Seal Cove ME	Olbia, Sardinia	Italy
264	MARGRET F	24'	Dave & Loretta Westphal	1998	Roy & Shelagh McCauly, 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'	Joseph Bernier	1980	Rick Smith, North Easton, MA	Unknown	
268	PRYDWYN OF LAMORNA	25'	Unknown	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	36'	Ralph Stanley	2003	Sean & Tamara McCarthy, E Hampton NY	Coeles Harbor	NY
273	SUMMERJOY	19'	Ralph Stanley	1989	Donn Costanzo, Greenport, NY	Greenport	NY
274	SELKIE	25'	James Lyons	1977	Brad Clinfelter, Nordland WA	Port Townsend	WA
275	VIKING	28'	Wibur A. Morse	1908	Cordell Hutchins, Cape Porpoise ME	Cape Porpoise	ME
277	SARALEE	21'	Craig Gleason	2005	Craig & Saralee Gleason, Phoenix AZ	Shalimar	FL
278	CYGNUS	32'	John Elfrey	1976	Joe Maslan, Seattle WA	Seattle	WA
279	HAND OF FRIENDSHIP	22'	Tom Whitfield	1990	Michael & Phillip Morris Chelsea Victoria Australia	Mordialloc	Australia
280	RETTA	24'4"	David Westphal	2008	David & Loretta Westphal, Key Largo FL	Key Largo	FL
281	SUSIE B	22'10"	Robert Barker	2008	Robert Barker, Easton PA	East Hampton	NY

"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
41	SNAFU	35'			Disposition Unknown
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	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 Lynn Bedford MA
11	SHULAMITE	24,	W. Prescott Gannet	1938	Went ashore in Rockland, ME, disposition unknown
17	JOLLY BUCCANEER	45'	Eugene McLain	1906	Sunk 1972 at Melborne FL, destroyed c1978
20	MURRE (MOSES SWANN)	30'	Morse	c1910	Wrecked Oct. 1974 at Guilford CT, Destroyed c1978
26	VIRGINNA M. (SWAN)	28'	Morse	1917	Destroyed c1982 at Waterford CT
27	SARAH E.	25'	Bob McKean & Sid Carter	1939	Lost in roof cave-in at Havre de Grace MD
28	BOUNTY	22'	W. Prescott Gannet	1932	Destroyed Spring 1984 at Rockport ME
29	SUSAN (OCEAN BELLE)	41'	Charles A. Morse	1902	Wrecked Christmas Eve 1977 at Hillsboro Inlet FL
36	MARGIN	25'	Unknown	OLD	Destroyed c1985 at Waldoboro ME
48	CHANNEL FEVER	33'	F.A. Provener	1939	Destroyed Oct. 1985 at Rockport ME
55	RIGHT BOWER	47'	Wilbur A. Morse	1915	Destroyed c1968 at Stonington, CT
60	OLD SALT	32'	Robert A. McLain & Son	1902	Broken up in CT, 2004
68	ROBIN L	25'	James H Hall	1967	Destroyed in a fire - reported December, 2010
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
136	SQUIRREL	28'	Charles A Morse	1920	Destroyed in a storm c1995
158	EVA R.	33'	Edward Robinson	1906	Sunk Hur. David 1979; destroyed c1983 at Port Chester NY
162	IRENE	38'	Charles A. Morse	1917	Destroyed 2010 at Essex, MA
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
195	PRINCESS	26'	Wilbur A. Morse	1908	Broken up in the Bradenton, FL area
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 Hircanice 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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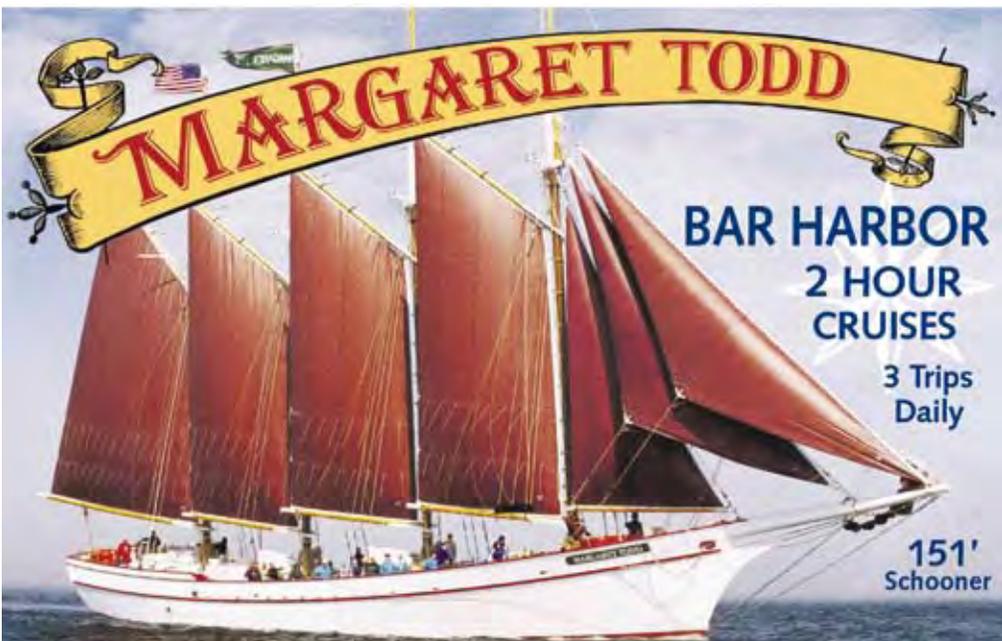
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