



Friendship Sloops

Sailing New England 2012



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

2012 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 \$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 19

10:00 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 20

10:00 AM	Skippers' Meeting, with coffee and donuts under the tent
Noon	Races start 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 21

10:00 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



Friendship Sloop Society Officers 2012

Commodores	Peter & Nancy Toppan	26 Thomas Clapp Rd., Scituate, MA 02066
Vice-Commodores	Bill & Kathy Whitney	75 Kingsbury St., Needham, MA 02492
Recording Secretary	Nancy Toppan	26 Thomas Clapp Rd., Scituate, MA 02066
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 Editors	Rich & Beth Langton	868 Cross Pt. Rd., Edgecomb, ME 04556
Membership Chairman	Carole Wojcik	347 Lincoln St., Norwell, MA 02061
Publicity Chairman	(Position open)	
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
Historian	Ralph Stanley	P.O. Box 458, Southwest Hbr., ME 04679

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

Visit our Web Page at www.FSS.org

Commodores' Message

As our almost non-existent New England winter fades into memory and spring yields some rain for our thirsty lawns and gardens, our thoughts turn to the most important season of all: ***Sailing Season***. There are some folks who call it Summer, but we know better. Between now and October, the goal is to sail as much as possible: on your own, or with friends; close to home, or off on an adventure.

Whatever your plans for the ***Sailing Season***, please include joining us at the Homecoming Regatta in Rockland. As you make your way to Rockland, you can join the Southwest Harbor Rendezvous and the Pulpit Harbor Rendezvous while you travel Downeast. Your August port of call could be the Classic Boat Regatta in Marblehead. Think of the opportunities to join other Friendships up and down the New England coast during this ***Sailing Season***!

For some of us, joining the fleet in Rockland is achieved by car. We look forward to seeing everyone who does travel overland to help us celebrate the annual Homecoming. There will be ample opportunities to crew on the boats in the fleet, and plenty of chances to visit with each other, catch up on the latest boat news and see the local attractions.

As always, the Society thanks the city of Rockland for being a gracious host, and especially thanks to the Harbor Master and his crew for taking excellent care of us and our boats each and every year. It truly is a pleasure to “come home” to Rockland in July.

Another very special “thank you” goes to Rich & Beth Langton, our intrepid Yearbook Editors. Without their special talents and boundless energy, you would not have this wonderful publication in your hands. This snapshot of the Society, its boats and its members, comes together because of Rich & Beth’s work.

Another important part of the publication of the yearbook is the advertisers. Please take a look at the listing on the back page and support our advertisers. Mention that you saw their ad in the yearbook when you are in a store, or use a service. They appreciate hearing from us.

For anyone interested in more information about the Friendship Sloop Society and its activities, please visit the Society at www.fss.org.

Enjoy your ***Sailing Season***,
Peter & Nancy Toppan

2012 Schedule of Events

Friendship Sloop Society

July 14th Southwest Harbor Rendezvous

Southwest Harbor, ME

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

July 17th Pulpit Harbor Rendezvous

July 19th – 21st Homecoming Rendezvous and Races

Rockland, ME

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

August 11th & 12th Marblehead Classic Boat 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 10th Annual Meeting

Best Western Merry Manor Inn

700 Main Street, South Portland, Maine

Contact: Peter & Nancy Toppan, 26 Thomas Clapp Rd.,
Scituate, MA 02066 – 781-545-9099

Sloop Society Webpage:

www.FSS.org

We Dedicate This Yearbook of 2012

Since we began dedicating our yearbooks some time ago, we have established the practice of selecting an individual who, among others, has not been shy; who has been in the forefront of the Society and who has been held in high esteem by the Society's membership

While we have retained these traits in our deliberations for dedicating this year's version of the yearbook, we have waived ever so slightly by considering a gal who was born in 1937; a gal who has aged magnificently and who has still managed to retain most of her curves.

Recently, however, her age began to show, with a slight sag here, a bit of a wrinkle there and an occasional tuck wherever necessary. However, the time had come when it was required of her to undergo some major surgery - - just as almost all aging folks occasionally have to do.

Without getting too personal regarding this gal's recent surgery, we are happy to report that she is once again fit as a fiddle! Bright, upstart, much as she always had been - and, like all good gals - - - ready for action!!!

It is with these thoughts in mind that we therefore dedicate our 2012 yearbook to an old honey and a dear friend - - - *TANNIS!!!*

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If you hadn't known, *TANNIS* was in danger of sinking while racing at Rockland some two years ago when she had the indignity of springing a plank! This brought her skipper and crew to the point of taking a hard look at her innards. What came out of that "look-see" was a decision to put her in the shop for an extended period to replace all that time had taken during her many years of hard work.

2010

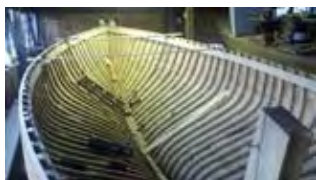


2011

2012



2012



When you see *TANNIS* at Rockland this July, she will be virtually a brand new Friendship sloop; retaining same lines, with her delightful curves fully revitalized - - - and raring to go!!!

Welcome back to the fleet, *TANNIS*! May your second life be as rewarding as your earlier one!!!

Presenting the 2011 Winners...

Southwest Harbor Rendezvous July 16th

First of 16 boats to Finish: *Alice E*

Rockland Homecoming Rendezvous and Regatta July 21st–23rd

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

Division I (<25')

1st Place-Herald Jones Trophy – *Banshee*

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

3rd Place-Lash Brothers Trophy – *Celebration*

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

Division II (>25')

1st Place-Commodore's Trophy – *Phoenix*

2nd Place-Gordon Winslow Trophy – *Mary Anne*

3rd Place - Rockland Trophy – *Rights of Man*

Liberty Trophy - *Mary Anne*

Class A (Original Sloops Built before 1920)

1st Place - Wilbur Morse Trophy – *Gladiator*

2nd Place - Charles Morse Trophy – *Not Awarded*

3rd Place - Alex McLain Trophy – *Not Awarded*

Rum Line Trophy- *Gladiator*

Special Homecoming Trophies

Nickerson Trophy – youngest crew member – Abigail March, age 3, on *Content*

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

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

Gladiator Trophy - Sloop sailed the furthest – Hegira (Woods Hole, MA)

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

R.W. Stanley Cup – *Mary Anne*

Owner/Builder/Restorer of Sloop – Laurie Raymond – *Hegira*

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

Spirit of Friendship Award – in the spirit of friendship – Karl Brunner

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Dick Campbell

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Bob Rex, Chairman Emeritus

Penny Richards - Trophies

Jerry Ross

Dick Salter

John Shelby

Hugh Verry

Bill Zuber



MEMBERSHIP APPLICATION

Please Return with Remittance to:

Carole Wojcik
Friendship Sloop Society
347 Lincoln Street
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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 \$23 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: \$ _____

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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 2011 scholarships totaling \$2,900 were awarded to five students. 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.

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Bancroft Award

This year the Bancroft award goes to Bob Rex. 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, or a painting - some contribution to the Friendship tradition.

Morang Award

This year's Morang Award was awarded to two authors in 2011. Murray Hamlet was recognized for his contribution *Rebuttal from the Crew* described in *Good Crew* that was published in the 2010 yearbook. Judy Heininger was recognized for her story *Friendship Sloop Days – The 50th Year of Racing*. 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, was awarded to Peter and Nancy Toppan.

Messing About Trophy

Ted Walsh, of the sloop *Black Star*, was presented this trophy by Dick Salter, Captain of *Messing About*, in honor of his contribution to the Friendship Sloop Society and the New England world of sailing.



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#74 *Patience and Me*

By Rev. Chris Gerardi

I always felt at home by the ocean. My dad had a boat at the marina and there was no place I loved better than being down by the water. I went to the University of Rhode Island and studied Commercial Fisheries and Marine Technology. Upon graduating with an associate's degree I began working on draggers. Having met the Lord in college, I experienced His call to ministry "Follow me and I will make you fishers of men" Matthew 4:19.



Over the last 30 years I have served as Pastor of three churches and now Director of a Christian Camp and Conference Center. I have never lost my love for the sea. I know I'm truly on vacation when I'm with my family and I get chance to read an issue of *WoodenBoat*. Over the years, a dream has formed that someday the Lord would let me use my experience in a ministry on the water. With a commercial fishing background, I have a great affinity toward work boats. Nothing could be better than doing this under sail. Over time it became very clear that my dreams would culminate in the Friendship Sloop.

In October of 2009 I was quite ill with a temperature of 104 for the entire month. I thought that maybe it was soon time to go home and be with my Lord. I wished I had joined the Friendship Sloop Society and sailed one of their sloops! I finally got better and the first thing I did was to join the Friendship Sloop Society. The Friendship Sloop is the perfect boat for me. It brings together my dream of sailing with a beautiful workboat heritage. I read all I could and learned that no member of the society was "left on the dock." This would give me an opportunity to get my feet wet. So I planned to attend the 50th Anniversary Regatta. What a land mark way to begin!

But it gets even better! The second Friendship Newsletter I received in the spring of 2010 had an ad, "Friendship Sloop Available." It stated, "The Malcolm Brewer built Friendship Sloop is looking for a good home." I couldn't believe my eyes! I couldn't wait to call! It was hard for me to have read these words at night, to wait for the morning to call the two names that were listed. Wait I did, after all, her name is *PATIENCE*! I called the next morning and my lesson in "patience" continued as I had to leave messages at both numbers and wait for the return call.

My mind raced, wondering what this boat was like. I had been thinking about this for a long time and didn't want to settle for second best. I had made up my mind that I wanted a thirty footer, something large enough for my family of seven, but not too big for me to single hand. Finally the fateful call came. I asked the size of this vessel and the voice on the other end said "thirty feet." I had thrown out a fleece to the Lord and it came back with a confirmation!

Continued p. 13

I was told the boat needed work, a new keel, ribs, mast and rudder. This did not deter me in the least. As a pastor, I have an odd set of skills, but maybe not – Jesus was a carpenter and his disciples were fishermen. Having built our homes in Maine and upstate New York, it seemed natural that I should invest myself in restoring this boat, perhaps even taking the keel and mast from our own woods in Maine.

When I was called to pastor a church in Maine, I knew I was home. I wanted nothing more than to stay there serving the Lord the rest of my life. The church in Sheepscot, an old sea captain's village, had quite a history. It started in 1739 when the Commonwealth of Massachusetts threatened to sue the village for not having the gospel preached among them. A lot has changed since then and our six years of service went by quickly. Even though we were called to pastor a church in New York, we were fortunate to keep our home in Maine and looked forward to the day the Lord would send us back.

It is my dream to “retire” and sail a Friendship Sloop along the coast of Maine and beyond. In fact, I hope to do three things with this part of my life: start the Maine Maritime Ministry sharing the gospel on the coast, fish the old way, and charter my boat once I receive my captain's license. This is something I had started in the 1970's – another dream to finally realize!

With the demands of ministry, I couldn't get away and check out the boat right away, as I had wanted. So I gave this opportunity to the Lord and thought that if this was the boat for me, somehow He would hold it until I could fit it into my schedule and check it out.” It would be a miracle if I could get away in the middle of the busy summer camp season. The only opportunity I'd have would be to see her on my way up to Maine to the Friendship Sloop 50th Regatta in Rockland.

I called Dan and made arrangements to see the boat in July. I was nervous and afraid someone else would take this opportunity from me, so once again I had to be patient and wait on the Lord. If it was of Him, it would come to pass. The day finally arrived. I drove to Sagamore Beach, Massachusetts, and there was *Patience*, sitting in the back yard proudly upon her stand. I looked her over from stem to stern. She was in much better shape than I had imagined. I said to Dan, “I would be honored to be her next steward.” He agreed. Then I asked how many others have called. He replied, “You were the only one.” I felt blessed; the Lord saved this boat just for me. Coincidentally, this boat was owned by Father John and now God had given her to another one of His servants.

Continued p. 14



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This was the beginning of a perfect trip. Receiving my Friendship Sloop on the way to the 50th Regatta was a dream upon dream come true. I could not have had a more wonderful time, except if my family was there to share it with me. I was loaded with questions, specific questions, about my boat and the wonderful Friendship Sloops. Here I met friendly people who were more than happy to be of assistance. I had a wonderful time! I was actually sailing Friendship Sloops (*Osprey* and *Gladiator*) on the same weekend! The Lord says He “is able to do immeasurably more than all we ask or imagine.” (Ephesians 3:20)

My journey continues as I try to learn all I can about Friendship Sloops. Every step I take, it keeps getting better and better. The more I learn about *Patience*’s builder Malcolm Brewer, the more I stand in awe of how I have been blessed. I don’t believe she could have been built by a better person on earth, except by the great Carpenter himself, our Lord Jesus. Malcolm was one of the greatest Master builders Maine has ever seen. A lofty claim, but true, none the less. Encyclopedia Britannica did a documentary on Malcolm Brewer Boat Builder which stated that his “craftsmanship was the finest in New England.” WoodenBoat Magazine, the winter of 1982, has three articles on this legend. The first is entitled, “The Masterful Work of Malcolm Brewer.” This Friendship Sloop *Patience*, he built for himself by his own hand with help from none “for he wanted it that way.” This was his “recreation” after work, for he loved nothing better than building boats. Every part of *Patience* was built by the master’s hand. If this wasn’t enough, the boat was begun in the very year I was born!

Malcolm was a “perfectionist.” After interviewing more than dozen of Malcolm’s friends and colleagues, I can’t believe what God has entrusted to me. As Willard White, a neighbor and a man who was like a son to Malcolm, said, “You are a wonderfully lucky person.” He ended our conversation by saying, “This is a fairly serious responsibility, to maintain such history and this boat.” In my quest to learn more I realize how fortunate I am. So far I have not yet been able to find the plans for *Patience* but have found out that Malcolm “was particularly thrilled when he saw Murray’s design Eastward in the mid-1950’s and decided that this type of sailboat would be a fine one to build for himself. With his usual thought and determination, Malcolm produced the lines of his lovely sloop *Patience*.” Mr. White even has the hand carved half model that Malcolm made.

My stewardship is twofold; to restore this wonderful Friendship Sloop *Patience* and to honor the memory of her exceptional builder. Another article in WoodenBoat goes

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1965. During that time, he drew an admiring following of friends and visitors. By all reports she was a real beauty. He named her *Patience* because he explained, 'it is said that time, patience and perseverance will accomplish all things.' I did not want to name her "time" or "perseverance".

Patience is now snug in her home back in Maine. I would like to give special thanks to Dan Mahoney who saved *Patience* from being chain sawed up and sold me this boat

for a dollar, and then he would not even take the dollar. To Bill Whitney, who to this day has been a most helpful friend. To the many people who have graciously given of their time and advice in helping me along the road of restoration. I've been honored to speak with Ralph Stanley and Paul Bryant of Riverside Boat Company, both of whom saw *Patience* being built. This boat is proving to be a spiritual journey for me. Until the day that *Patience* finally rejoins the fleet...God Bless!

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Adios Mi Amiga (Farewell my Friend)

By Tom Berry

Wenonah and I are no longer together. I've permanently moved to Baja California, Mexico, and she to Seabourne, Texas. Our parting was not the second happiest day in this boater's life. I agonized the decision to separate, but soon succumbed to the reality that the annual slip fee in La Paz, on the Sea of Cortez, would cost more than my 2012 property taxes in Maryland would have; also, I would not be doing her any favors in this "sunny" climate, nor would her increased maintenance accommodate my wallet. So, I reluctantly hung a "for sale" sign on her in early November, 2011. She sold January 19, 2012; there's still a little pain every day.

But there are great memories. And those I can't recall remain in her logs that are still packed away in an unopened box somewhere in the house.

One of our early sails was an overnight with friends Joe and Bob. As usual, we let the wind decide our destination. The wind blew us out the Magothy River, across the Chesapeake and up the Chester River to Queenstown Creek. Why Queenstown? Someone had told Bob about a very good restaurant there and that sounded like an excellent evening to all of us to celebrate this grand occasion.

Joe had been in Queenstown Creek before and advised us that the entry channel was quite narrow and we had to give a point a wide berth once we were in the creek. He then went forward to prepare the anchor while Bob steered and the proud skipper stood on the cabin top relaying Joe's messages over the chugging engine to Bob at the helm. Joe said to keep right, off the point. The skipper diligently relayed that message to Bob, who proceeded to continue straight on his course. This exchange was repeated at least two more times and Bob did not move his hand on the wheel. Before Joe could repeat

himself anew, *Wenonah* discovered the muddy bottom, sliding her full keel deeply into it before she lurched to a stop.

Now the three stooges set about trying to release my new treasure from the mud's grasp. Reverse engine did nothing. Someone checked the tides... ebbing...not good. The math wizards (not me) set about trying to determine the degree of angle necessary to release *Wenonah* if we combined the anchor, chain, rode and her throat halyard to heel her enough to break the bottom's grip. Much discussion, a couple of hours and several beers later, there was no consensus, so we set out in the dinghy for Queenstown's finest restaurant after rowing the anchor in the dink, setting it off the stern in the deeper water. We walked a quiet lane into town and found a Post Office and convenience store, nothing more. Desperate, we



Continued p. 17

walked into the convenience store as the owner was closing and asked for directions to a restaurant. We quickly learned that the two buildings we'd seen were Queenstown; we were in half of Queenstown. But, he offered to fire up his griddle again and cook us a steak or pork chop. We accepted our only option for dinner. We shortly sat at a small table and tucked into the worst meal any of us had ever eaten. Tanned leather would have been a better option had it been an option. Needless to say, we thanked Bob profusely for leading us to this great restaurant all the way back to the dinghy. And we gave him the high-side berth on the now listing *Wenonah* as penance.

Joe awoke in the middle of the night to discover a floating *Wenonah*. We pulled her into deeper water, then slept more soundly until dawn.

A few years later Joe and I sailed *Wenonah* on a perfect downwind leg up the Chesapeake with all sails flying. We continued like this up the pastorally snaking Sassafras River to Georgetown for the night. We celebrated a great day on the water that night.

The next day we slowly sailed out the Sassafras. When we reached the Chesapeake, with a squall approaching, the engine died. We called the marina for a tow and lowered the mainsail. Before we could get to do anything more, the squall hit full-force and pushed us back towards Georgetown at over 5 knots under staysail alone. The squall soon passed, our tow arrived in the calm and an hour or so later we were back in Georgetown. Problem solved the next morning, we motored home in the continued breezeless calm. One perfect day and one filled with an "adventure."

One of our perfect sails was again up the Chester River for a 4-day sail one fine Fall, several years and much wiser later. Night one was spent just off the Russian Embassy's compound inside the mouth of the quiet Corsca River. The next morning I stood in the companionway sipping my orange juice watching the sun rise when I was startled by the thundering sound of geese from behind a kaleidoscope of color...turning leaves. The noise gathered momentum and suddenly the geese spread over the tops of the trees, thousands of geese. The sky blackened as the honking grew louder. The geese methodically spread into groups that headed off in their various directions.

The anchor was weighed, a gentle southerly breeze commenced again for day two. Sails were raised and we drifted with the wind and flooding tide into the Chester River and turned north to commence our day of quietly snaking up the waterway to Chestertown. We would round a bend and suddenly there were hundreds of geese in the water beneath autumn leaves. Further along we'd sight hundreds more scavenging across a large random lawn. Geese were happily honking as they ate in the cornfields.

The hook was set off Chestertown and we rowed ashore for a fine meal before retiring. The next morning the wind was from the North and the tide ebbing, so we again ghosted along with the elements as our power source. We again marveled at the sight and sound of the geese all day, anchoring far up Langford Creek for our last night. The morning serenity was broken by gunshots. Geese were the target.

Wenonah and I never left the Chesapeake together until 2010 for the Friendship Sloop Society's 50th Homecoming. That was a 6-week adventure that capped our relationship. We both had a memorable time in Rockland. That trip and over 600 other sails will be rekindled often, especially when I finally discover and open the box containing *Wenonah's* logs. Ah, sweet memories mi amiga....

Red, Right, Returning - - - to Rockland

by Richard Sleeper

"If you want to sail on a boat, please attend the Captain's Meeting under the tent at 9 AM." When these words beckoned to me from a beautiful poster at my favorite vacation hangout, the Second Read, I had to pinch myself and read them a second time. To actually sail on a Friendship Sloop was always a dream from childhood when, aboard my Dad's Alden "O" boat, we looked longingly at these graceful crafts plying the waters around Marblehead and Salem Harbors. Now, I had children of my own, my twins, Simone and Silas, who were nine years old at the time of my poster sighting. Could it be that we could all experience the thrills of Friendship Sloop Sailing in Rockland Harbor during their annual Rendezvous?

We were under the tent at 9 AM Thursday, sporting our Schooner *Fame* hats and shirts (my twins had attended Schooner Camp on the *Fame* for the past couple of summers in Salem Harbor). This got the attention of Chuck Burnham who admired our good taste in clothing. Of course, his son, Harold, had built the *Fame*. Before we knew it, through the kindness of Cindy Pendleton, we were headed out on Harold's boat *Chrissy*. They could easily have said their boat was full as they already had 4 adults and 3 children aboard, but as Friendshipippers are wont to do, they made room for 3 strangers and we were off to the races!

However, there was no wind. No problem, according to Cindy. If we all paint our toenails, the wind will come up in no time. Sure enough, by the time some crusty old nail polish of various colors had been applied to all our toes including Bramen, Kenerson, the baby on board, my twins and the 5 adults, the wind came up and the race was on! After the race it was hot as Hades coming into the docks. The *Chrissy* crew solution to that was simple: throw the kids overboard. My two came to think that was standard practice and have asked everyone in the four years since if they could jump off other Friendships on the way into the docks - to no avail. The fun of that first year was hard to surpass, but other equally exciting, if different adventures awaited us.

On *Black Star*, Saxon showed us the ropes just as she had shown the Landlubber dog around in Ted's wonderful children's book. Silas had his best friend, Jehoon Yoo, visiting from Seoul and he brought a sushi kit with him so we could all share in rolling delicious nori toasted in sesame oil around sweet sticky rice for lunch. As a former cabinet maker and furniture maker, I was wowed by Ted's superb craftsmanship and meticulous attention to detail in all of his cabin and cockpit woodworking. In a group such as the Friendship Sloop Society, with many great woodworkers in their midst, it is really saying something to say Ted's work stands out. His storytelling skills are top notch as well and make the time sailing fly by as guests are regaled with tales from various cruises, his successes with time-sharing, and his methods for keeping a beautiful Friendship in top shape with an annual schedule of intensive maintenance at his inland New Hampshire pole barn built expressly for the *Black Star*. Being on a non-racing Friendship, one can concentrate on serious sightseeing and one of the more beautiful sights from Ted's boat that year was the *Lucy Belle* of Mt. Desert Island charging along beside us towing a beamy sailing tender. *Lucy Belle* was different because she sported

Continued p. 19

an enormous cockpit, a long tiller rather than a wheel and a tiny cabin way forward. The reason for these uniquely graceful lines and Spartan cabin I learned later that evening while hanging around the town dock.


While admiring the Sellers' beautiful yawl boat at the Rockland dock, we garnered an invitation to tour the *Lucy Belle* from Peter Sellers and his wife, Lucy Belle. The sun was setting and the couple was anxious to row out and batten down the hatches before the bugs tried to invade their cozy cabin. His ship was built to the lines in Chappelle for a working fishing Friendship. This explains the huge cockpit (hold for fish) and a tiny forward cabin. Peter gave us a lesson in sculling. His custom oar has a bronze socket that rolls over a brass ball mounted on the transom to make rolling this giant sweep easier. *Lucy Belle* is propelled only by oar and sail: it's either sculling or yawl boat rowing-towing for the windless propulsion of this beauty. Peter built the *Lucy Belle* himself over a decade, while in his fifties, and his daughter was growing up. A student of John Leather's writings, I believe he had the yawl boat commissioned to be built in England by John Leather's son (if my recollection is correct). He wanted a simple sprit rig, a gunwale he and his wife could step on without much tipping and one that he could sit side by side with his wife and comfortably row from amidships. What a moving sight to see them rowing together! I hope that I, too, can find the joy that they have found gracefully rowing and sailing away the years in beauties like these.

When my kids got to go on Tad Beck's *Phoenix*, they were especially thrilled because I was on a different Friendship that year. They were free of their Dad. Not only that, they were introduced to the iPhone on that voyage. We all know what can ensue when you have had your 1st bite of the Apple.

How about the wonderful experience of rowing blindfolded? Thanks to Cindy Cronin for year after year of conducting the rowing races for kids and grown-ups. If ever there is difficulty in red, right, returning to Rockland, it is when you can't see due to that danged handkerchief they tie around your eyes. After crashing into docks and walls and logs and boats in year one, I vowed to improve and was advised that a secret was

Continued p. 22

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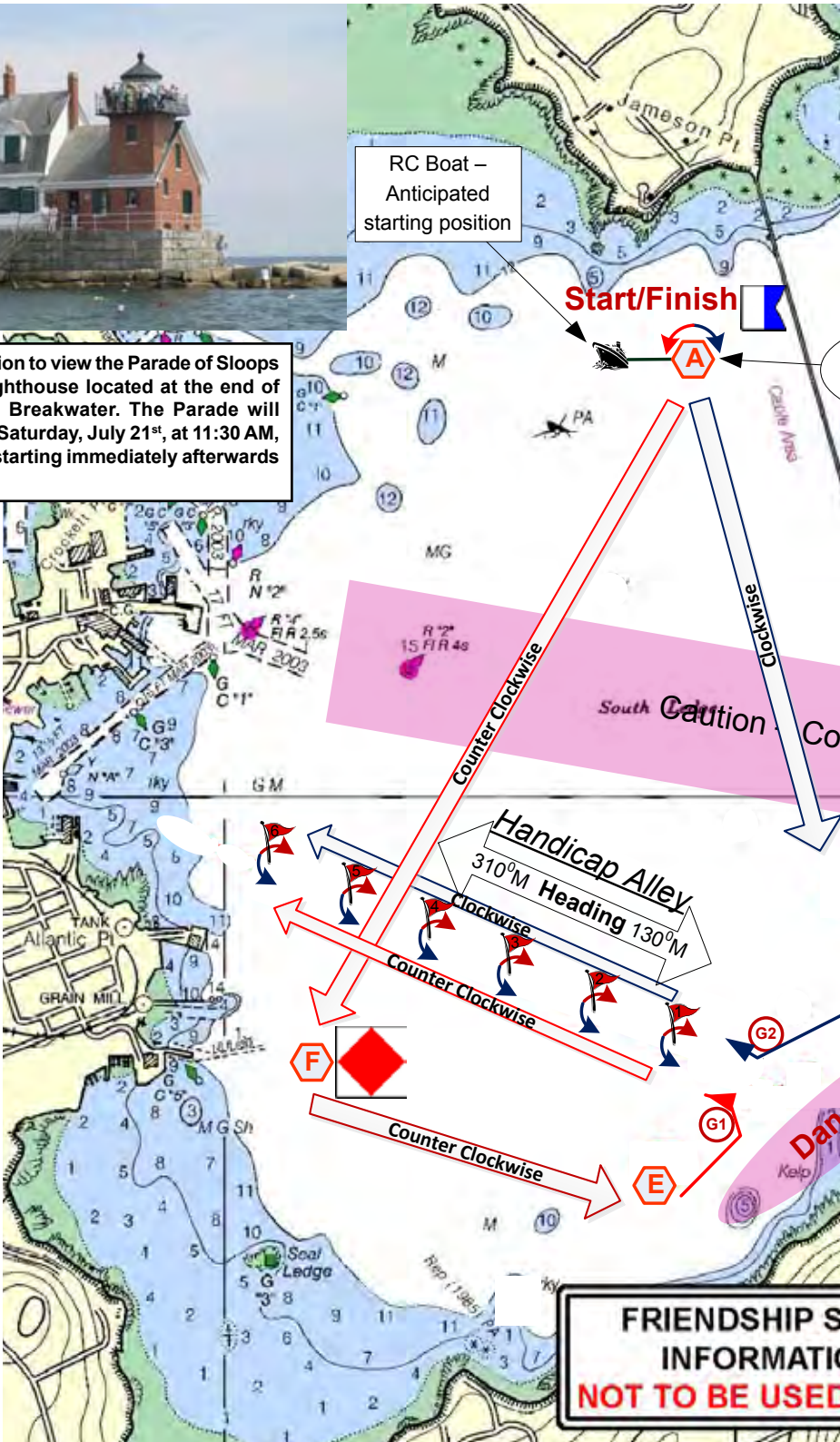
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The best location to view the Parade of Sloops is from the lighthouse located at the end of the Rockland Breakwater. The Parade will take place on Saturday, July 21st, at 11:30 AM, with the race starting immediately afterwards at Mark A.

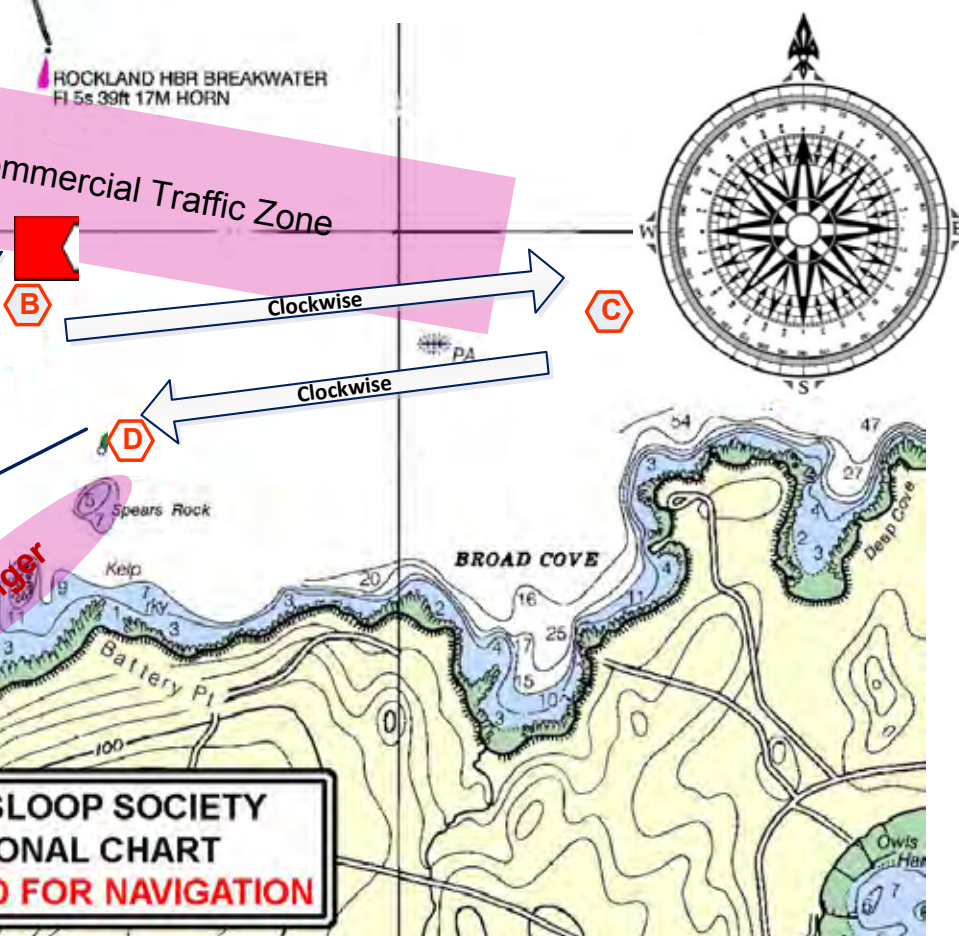


Friendship Sloop Race Course in Rockland Harbor

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

Proceed on
second circuit



to have your partner touch the knee corresponding to the oar they want you to pull on. Of course my son misunderstood and thought the knee was to indicate the direction he wanted me to turn. This resulted in a second year of dock crashing and fouling other boats, but great entertainment for onlookers to enjoy at the expense of the pride of one who used to consider himself a respectable rower.


Roger Lee took us on *Sazerac* for more than one year and I'm pretty sure it wasn't because he thought we'd be the key to winning races and bringing home trophies. In fact, I propose that anyone taking on stowaways like us with nonexistent racing skills should round at least two fewer marks in Handicapped Alley! First year with Roger was also the year of sharing Sushi. Gail called her daughter in NYC and informed her that Silas's Korean friend was rolling up sticky rice in nori and sharing with all aboard. It was another windless race and since no toenail polish was in sight, we languished in the doldrums inside the Breakwater going nowhere until Roger had had enough and quit the race to go outside and catch the great breeze, announcing, "Let's go sailing!" A thrilling reach halfway to Vinalhaven and back to Rockland capped the day.


Last year, Roger took our crew all three days. He was meticulously sanding individual letters to rename his Friendship *Gail O* under the tent when we met up with him. These were letters he had cut out himself the night before. (He had ordered the letters through the mail, but they had not arrived in time). However, he was not to be deterred from his goal of honoring this extraordinary person in time for the 50th Rendezvous. Over the next days he moved the project forward thoughtfully and lovingly – spraying the handmade letters and affixing them to the transom – until it was done. The spirit of the woman he loved and cared for, and that the Sloop Society also loved, now had physical manifestation among us: the beautiful Friendship *Gail O*.

Victor Trodella courageously took us on in a year when he was a new boat owner and trying to get comfortable with the idea of navigating in a crowded field of Friendships. His residential architecture experience was especially interesting to me as a designer builder of bow-roofed timber frame houses. *Hieronymous* took me on in the year Simone and Silas escaped from their Dad aboard the *Phoenix*. *Peregrine* provided Simone a much appreciated year of independence from her brother - he shipped out on *Flying Jib* with Sara Beck. While these are all stories in themselves rich in the interpersonal exchanges and warmth that naturally occur aboard the big, comfy Friendships, I will save them for another day. Perhaps when we are out sailing together in Rockland at the next Rendezvous.

I know that whether you are blindfolded, navigating in the dark or the fog, sculling your Friendship or towing it in by Yawl boat, you die-hard, resourceful FSSers will be Red, Right, Returning to Rockland. See you there!

And thanks for the memories.





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The Saga Of The Gladiator #71

by Bill and Caroline Zuber, Friendship, Maine

45 years ago, in July 1967, one of the many sloops heading into Friendship Harbor for the three days of the Friendship Sloop Regatta was returning for the first time in fifty years. Four days earlier it had set sail from Manasquan, New Jersey with its new owners aboard, members of the Friendship Sloop Society Bill Zuber and Stu Hancock. The two men had purchased the sloop in April and determined to take it home to Friendship. Their wives, Dot Hancock and Caroline Zuber, who had driven the 450 miles to Maine with the two young Zuber boys, Billy and Bobby, waited anxiously at the end of Roberts' wharf.



Gladiator coming home 1967

Bill and Caroline Zuber had first come to Friendship in 1963, after reading about the formation of the Friendship Sloop Society in various publications. The first person they met in Friendship was Betty Roberts, who registered them as new members and offered them friendship and a very warm welcome. The Zubers interested their friends, Dot and Stu Hancock, in the Society.

The two families were looking for a mast for a sloop the Zubers were building when they saw two white Friendship sloops in a nearby boatyard. Both were named *Downeaster*, and both were listed for sale. One had the builder's name, Lash Brothers, on the trailboards and had been built in 1963. The other had no builder listed, but in the cabin was a deck carlin with the inscription "86611 No.7". The owner's name was listed on a card with a telephone number. The two families returned home, and after suitable liquid refreshment, called the owner in Philadelphia. He agreed that Bill Zuber could take his boat to Bill's boatyard in Brielle and haul it out for a "survey" and he would come down the following weekend. By the time he arrived, Bill had started refastening the hull and making minor repairs. They agreed on a price of \$4600.00, and *Downeaster* now had two new owners.

Plans were immediately made to sail the sloop to Friendship in July, register it with the Society, and get everybody involved to Maine

Continued p. 25



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and back in the middle of a very busy summer. The voyage was made with a barely functioning Model K Chris Craft gasoline engine, a “Dutch Log” to calibrate speed underway, a compass and an ancient RDF for navigation. The fuel was lashed in jerry cans along the cabin sides – not exactly U.S. Coast Guard approved condition, but they made it.

Upon arrival in Friendship harbor, *Downeaster* was welcomed to the fleet, and anchored next to the then-Commodore, Bill Pendleton. The first day of racing the fog came in, and *Downeaster* wisely withdrew. On Friday, the race was cancelled due to fog, and the crew raced off to Rockland to the Customs House to research the mysterious number on the deck carlin. The records were stored in the attic of the Customs House under the supervision of the Coast Guard, as they were going to be sent to the National Archives in Washington, D.C. We poured over the dusty volumes listing all the documented vessels in the United States and soon determined that *Downeaster* was not the original name with that number. In the 1902 book, however, it was determined that the original name was *Gladiator* and she had been launched in 1902, documented in the Waldoboro Customs House, and had been built for Daniel Simmons of Waldoboro by Alexander McClain. The dimensions matched, and the “No.7” indicated that she was 7 net tons without an engine. The Zubers and the Hancocks obtained a letter from the U.S. Coast Guard verifying that the vessel was indeed an original Friendship Sloop, built before 1920.

Upon returning to Friendship, a meeting of the Friendship Sloop Society “Authentication Committee” was called. They rowed out to the sloop, visited the head (where the number

Continued p. 26

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The new owners immediately restored the original name of *Gladiator*. The next day, Saturday, Dot Hancock went looking for anyone who might have remembered the sloop in the early 1900's. She was referred to Charlie Murphy, who held Maine Lobster license #1. He was "out hauling", but would be in fairly early as he had cut back to only 100 traps when he turned 90 years old. Dot met him on the wharf. He said: "Heard someone was looking for me." Dot relayed what we had found out. Mr. Murphy thought for a few minutes, and then gave the dimensions and details exactly of *Gladiator* more than 60 years later!

Gladiator next came to Friendship in 1970, with a new topmast, two new sails, and lots more strings to pull. She also had a different engine, and much more in the way of safe navigation. She also had acquired a new crew member in 1968, Andy Zuber.

In December 1971, the Zuber family became taxpayers in Friendship with the purchase of 20 acres of land in East Friendship for “retirement.” *Continued p. 27*

Continued p. 27

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Back in New Jersey, the boatyard was becoming a very demanding business, and the lure of Maine was strong. The summer of 1972 found Bill Zuber operating one of Hurricane Island's large power boats, with Caroline and the boys living in a cabin on Hurricane Island. That was all that it took. Bill accepted a full-time job at Hurricane Island Outward Bound in 1973, and brought *Gladiator* to Maine that fall for the winter at Robin Hood Marina until the family had a home built in Friendship. The next 15 summers, *Gladiator* spent in the anchorage at Hurricane Island, with brief voyages along the Maine Coast and to Friendship and then Boothbay Harbor for the Sloop Regattas. Stu and Dot would come to Maine for those times, content to have their "Half of the Sloop" sailing again in her home waters. In 1987, the Zubers bought out the Hancocks and became sole owners of *Gladiator*.

In 1988, Bill left employment with HIOBS and went to sea in the winter with another educational program, Sea Education Association. He served as Engineer on their large steel sailing research vessels with college students along the Atlantic Coast and Caribbean Sea. During the summer, Bill taught sailing and navigation at "American Classic Sailing Seminars" with another Friendship Sloop, *Surprise* and her Captain, Steve Bailey. *Gladiator* also did day sailing trips and charters out of Friendship Harbor.

Their youngest son, Andy, obtained his Captain's license and helped pay his way through college by sailing the *Gladiator*. Bill was relegated to being a carpenter, building a house on Friendship Long Island, watching the *Gladiator* sail by.

Five years ago, the Zubers decided to build a "retirement" home, even though they were not fully retired as yet. They made the decision to build a boathouse for *Gladiator* and share that space with the sloop that had become so much a part of their lives. "Homeport" was built on their property on Wadsworth Point Road in Friendship, and they celebrated their 50th wedding anniversary with an open house for relatives and friends in 2008.

Finally, it is 2012. *Gladiator* is celebrating 110 years of age, and became a part of their lives 45 years ago. After all, when you buy a 65-year-old boat, you might as well keep it!



Gladiator, 50th homecoming, Rockland, ME

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The Friendship Museum is located in an historic brick schoolhouse on the corner of Martin Point Road and the Waldoboro Road. It was built in the late 1800s to end the tradition of moving the wooden schoolhouse to be near the greatest number of children, with the teacher boarding in a nearby home. It was finally closed in 1936, when the population warranted having a new schoolhouse built near the center of the village.

The tiny brick building sat vacant for many years. It became a "Museum" with the revival of interest in Friendship Sloops and their builders. The families of those skilled craftsmen were still living in town. The history of Friendship was still available in the memories of its residents. The last teacher in the school lived in the town and helped to re-open the building with its furnishings when it served as a school. A group of volunteers with fond memories of family history gradually built up a collection of articles, paintings, half-models, and the tools of the fishermen of Friendship. Since there was limited room to display these items, most were stored in the basements and attics around town. The members of the Friendship Sloop Society have voted each year to financially support the museum.

When the town built a new Town Office, the Museum created two displays of various articles each year in the meeting space of that building. Interest grew with new members volunteering and helping to provide a place for history of the town and its residents. But the need for space for storage, cataloguing, research in genealogy, and display of the ever-increasing collection was growing.

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Future home of the Friendship Museum

Finally, in 2010, the building in the center of town next to the Methodist Church and across the street from the Fire Station and the Hahn Community Center became available for purchase. The members of the Methodist Church bought the entire property for parking, and sold the portion containing the building to the Friendship Museum.

The Friendship Museum Annex at 30 Main Street is now a reality. Events are planned to help raise the funds necessary to renovate the building for public access. It is structurally sound, but needs major repair of the interior, electrical and heating systems. It will provide space for meetings, research, and safe storage for items in the Museum's collection.

The Brick Schoolhouse remains open every day during the summer months, staffed by local volunteers. When you enter, a large portrait of Wilbur Morse welcomes you. Several large models of lobster boats and Friendship sloops remind the visitor of the past and present industry of the town. A computer offers interviews of the residents done each year by the 6th grade class of the Friendship Village School. Come visit and learn about the Town of Friendship and its fascinating history, or visit our website at

www.friendshipmuseum.org

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Potato Navigation

As retold by Miff Lauriat

Along the coast of Maine every harbor has its local legends and stories that are passed down through the generations. Around Mount Desert Island they tell tales of Captain Archie Spurling of Islesford, who sailed a little 26 foot Morse-built boat. One such yarn involves a boatload of summer “rusticators” out for a cruise on a typical summer’s day. Capt. Spurling had sailed his party some miles out south of the Cranberry Islands so as to really appreciate the “Il des mont desert” from the vantage point that Samuel de Champlain had first sighted it in 1604. Being a “typical” summer’s day, the fog shut in and the wind grew light and Spurling’s sloop was soon engulfed on a pea-soup fog that obscured all the landmarks. One young man got a bit panic-stricken in the vapors, and exclaimed, “We’re lost!” and “We’ll never get back!” and even “We’ll all die out here!” Capt. Spurling told him to calm down and commanded him to go down into the forepeak and fetch out a bag of potatoes. The young wag obeyed and, grumbling under his breath, struggled to get a 50# sack out into the cockpit. Capt Spurling ordered him to get the sack up onto the foredeck which he did, with more insubordinate grumblings. “Now what?” he asked. Capt. Spurling ordered him to chuck a potato as far as he can ahead of the sloop. They all heard a “ploosh!” off in the fog. A few minutes later Captain Spurling asked him to chuck another. Another “ploosh!” comes from off in the fog. This goes on for awhile, but after about 15# of potatoes are expended, the young fella has had enough and blurts out, “You don’t know where we are and we’ll never get home, and you have me up here throwing away all our spare provisions! You are just a stupid, stupid old man!” To which Captain Archie Spurling replies: “Not so stupid, not so stupid. First one that doesn’t go ‘ploosh!’ we tack!”

What’s your story??

The yearbook is a reflection of our membership, and friends, documenting our achievements and adventures over the course of the years. Many members of the Society have taken the time to contribute articles and we have published an amazing collection of tales describing sloop restorations, a sailing triumph or faux pas and personal tales that bind us all together as a Society. Not all of us are great sailors but we all share a love of Friendship Sloops and we all have some tale to tell. Some of us have been very good about recording our tales and sharing them through the Yearbook, but many of us have not put pen to paper. So, what is your story? You don’t have to be Stephen King to get published but we can’t publish the ghost of an article either! All you need to do is submit something in writing (hopefully electronically) to the Yearbook Editor (editor@fss.org) and you, too, can become a published author in the next Yearbook.

Although we want the written word, we are also looking for good pictures: pictures of sloops, people on sloops, people talking about sloops and sloop people just having a good time. If you are one of those people that go sailing with a camera in one hand and the tiller (yes, your editor’s boat has a tiller) in the other, share some of your work with us. Contribute today!!!



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110 Years Old and Going Strong! Fair Winds – <i>Gladiator</i>	Wind is Blowin' Let's Get Goin' <i>Crew of HEGIRA</i>
A Friendship Still Living in Friendship	Next Year! <i>Gail O.</i>

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Do I drop my hook?
It must be a special place
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Messing About

Summer cruising at its finest. Stay dry.
The Whitneys



Forty Years Later

by Emerson Whitney

*This story first appeared in the January 26, 2012 edition
of the Mount Desert Islander. All rights reserved.*

Southwest Harbor sloop pioneer, 76-year-old Jarvis Newman, is hard at work this winter with longtime pal Miff Lauriat. The two are working side by side on iconic Down East Friendship Sloops.

Mr. Newman is refurbishing the original wooden 25-foot Friendship sloop that launched his career in the fiberglass boat building industry, *Old Baldy*. And at the same time, Mr. Lauriat is at work on *Salatia*, one of the first ever fiberglass Friendships made from a mold Mr. Newman developed off of *Old Baldy*.

"See it's like mama and baby," said Kathe Walton, Mr. Newman's daughter and manager of Newman Marine, the family's boat brokerage business. She pointed from *Old Baldy* to *Salatia*, "What a cool thing to have them both right here." Mr. Lauriat, who sailed his first Friendship singlehanded at the age of 13, is happy to spend his winter alongside Mr. Newman. "It's really neat," he said. "This right over here is the original boat. *Old Baldy* started it all. And here I am, 40 years later." Mr. Lauriat inherited *Salatia* from his father, who bought the boat from Mr. Newman in the 60s. "It really is quite rare to have them both in the same place," said Mr. Newman. "It's like a before-and-after picture."

Mr. Newman launched *Old Baldy* as the Southwest Harbor Friendship Sloop races

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Newman Marine Brokerage



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last July. "It went all right. All besides the leaking," he said. "She leaked really badly. But I like fiddling with it. And I think I've got it figured out for this summer." Mr. Newman has worked on *Old Baldy* 10 hours a day seven days a week, for the last six months. "I enjoy it," he said.

Old Baldy is a Pemaquid model Friendship built in 1965 by Jim

Rockefeller of Bald Mountain Boatworks. She was drydocked in a New Hampshire barn for 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 repair it - which it didn't even need,'" said Mr. Newman. "If I can use it to make a mold." The owners agreed and the first ever fiberglass mold of a Friendship sloop was made.

This winter, Mr. Newman is replacing several of *Old Baldy's* planks, hoping that will help with the leaking. He is also tightening the keel bolts, besides working on routine maintenance. And he's planning to repair the engine. "I'm pretty sure it's the original," said Ms. Walton of the engine. "And besides the leaking, she's a great sail, particularly for being out of the water almost a dozen years."

When asked if he was still happy to have focused on fiberglass over wood, Mr. Newman smiled. "Oh yes. Look at her over there," he said, pointing to *Salatia*. "She's beautiful." As for *Salatia*, Mr. Lauriat is fitting her with a new bowsprit and touching up her bottom paint using a new environmentally friendly paint called EP 2000. "It works better than any I've ever seen," said Mr. Lauriat.

This summer, Mr. Lauriat plans to host the 20th annual Friendship Sloop Regatta in Southwest Harbor on Saturday, July 14. "Maybe we'll have as many as 20 boats," he said. "It's become the largest event on the Friendship sloop race calendar. Last year was our largest event ever. It's the place to be. We have no trophies, no fees. It's just fun."

Drinkwater Boat Transportation, Inc.

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Alan Drinkwater



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	Peter & Meg Reilly, Belfast, ME	Belfast	ME
10	MARY ANNE	31'	Lash Brothers	1958	Dr. Joseph Griffin, Damariscotta ME	Damariscotta	ME
13	RUTH L.	29'	Charles A. Morse	1920	Brian Clough & Mary Offutt, Little Deer Isle ME	Little Deer Isle	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	Kelly Magee, Bristol, RI	Bristol	RI
21	WILBUR A. MORSE	30'	Carlton A. Simmons	1946	Richard Brown, Port Townsend WA	Port Townsend	WA
22	ELLIE T.	25'	John G Thorpe	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	Jaxon Vibber, Gales Ferry, CT	New London	CT
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'	Philip 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 Martime 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	William Heritage & Sandi Williams, Loxley, AL	Fairhope	AL
52	RIGHTS OF MAN	30'	Lash Brothers	1965	Wayne Cronin, Thomaston ME	Rockland	ME
54	ECHO	22'	Lee Boatyard	1965	Stephen Major & Family	Delano 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, Gorham, 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	AMICITIA	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	Wm 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 Whriteron, St. Augustine FL	Cotuit	MA
85	HEIDI LEE	38'	Jeremy D. Maxwell	1974	Matthew & Heidi Gabrilowitz, Cranston RI	Wickford	RI
86	ALLEGIANCE	24'	Albert M. Harding	1970	Hale Whitehouse, Cape Porpoise ME	Cape Porpoise	ME
87	STELLA MARIS	22'	McKie W. Roth Jr.	1969	Capt. James Russell, Scituate MA	Scituate	MA
88	APOGEE	30'	Bruno & Stillman (02)	1969	Paul & Libby Collet, Freeport ME	South Freeport	ME
89	ERDA	22'	McKie W. Roth Jr.	1970	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 Anderson, Rockland, ME	Rockland	ME
94	EUPHORIA	25'	Newman (P03)/Rockefeller	1971	Victor Trodella, Yarmouth, ME	S. Freeport	ME
95	WESTWIND	40'	Charles A. Morse	1902	John & Diane Fassak, Mansfield MA	Rebuilding	MA

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport	State
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 Vandeveld, 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)/Johnston	1970	Eric Applegate, Clairborne MD	Rebuilding	
109	PETREL	31'	G. Cooper	1933	Colin D. Pears, Orono, 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 Crumpton, Oxford ME	South Freeport	ME
118	WENONAH	30'	Bruno & Stillman (16)	1971	Steve Pytel, Katy, TX	Seabourne	TX
119	VALHALLA	30'	Bruno & Stillman (15)	1971	Bayfront Center for Maritime Studies, Erie PA	Erie	PA
120	PERSISTENCE	30'	C. Simmons/J. Lichtman	TBL	Sail, Power & Steam Museum, Rockland, 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	CALLIPPYGOS	30'	Bruno & Stillman (17)	1971	Richard & Tina Sharabura, Toronto Ontario	Toronto	Ontario
126	WHIM	20'	Chester Spear	1939	Jack Manley Northville NY	Rebuilding	
127	MARIA	21'	Charles A. Burnham	1971	Harold, Alden & Perry Burnham, Essex, MA	Essex	MA
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	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	Ruth Schwarzwann, 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 Archibald	1976	John Moran, Tiverton RI	Tiverton	RI
143	FAIR AMERICAN	25'	Newman (P10)/Morris	1974	Jim Light, Redondo Beach, CA	Redondo Beach	CA
144	PETREL	25'	Newman (P09)/Morris	1974	Bill Lundquist, West Falmouth, MA	Cataumet	MA
145	SABRINA	31'	Newman (D02)/Lanning	1974	Don Zappone, South Portland ME	South Portland	ME
146	FIDDLEHEAD	25'	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
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, Eastham, 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, Edgcomb 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 & Brooke Drake, Mt. Airy, MD	Baltimore	MD
174	UN-NAMED	31'	Newman (D07)	TBL	Dan Pease, Rockport, ME	Building	ME
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	Mattapoisett	MA
181	AURORA	19'	Ahern (B3)/Brownie	1975	Dale Young, Deer Isle ME	Deer Isle	ME
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

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport	State
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	JABBERWOCKY 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	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	Capt. Bill Campbell, Boothbay Harbor ME	Boothbay Harbor	ME
199	WILD ROSE 31'		Newman (D13)/Liberation	1979	Alan & Phyllis 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 CT	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)/Pettegrow	1981	Whistling Man Schoner 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)/Pettegrow	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 Dowsland, 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)/ Pettegrow	1984	Ruy Gutierrez, Phippsburg, ME	Phippsburg	ME
221	SEAL 22'		Ahern (01)/Zink	1984	John & Debby Kerr, Milton MA	Squirrel Island	ME
222	ELSPETH MACEWAN 16'		Richard L. McInnes	1982	Robert Tupper, Standish, ME	Sebago Lake	ME
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, Mattapoisett MA	Mattapoisett	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 Looman, Langley, WA	Whidbey Island	WA
237	CHRISTINE 19'		Ahern (B1)/Patten	1975	Vance Horne, 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 Island, 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. 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	Boothbay	ME
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'		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	QUINTESSENCE 22'		Passamaquoddy (02)/Corea	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	Stoneington	CT
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	Unknown	
266	MALISA ANN 22'		Ahern/Hilburn	c1992	Steve & Melisa Blessington, Bangor ME	Winterport	ME

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport	State
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	Coecles Harbor	NY
273	SUMMERJOY	19'	Ralph Stanley	1989	Donn Costanzo, Greenport, NY	Greenport	NY
274	SELKIE	25'	James Lyons	1977	Brad Clinefelter, Nordland WA	Port Townsend	WA
275	VIKING	28'	Wilbur 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'	Wilbur A. Morse	c1915	No information since NJ registration with Society in 1965
56	IOCASTE	33'	Charles A. Morse	c1907	Sold in 1992 to unidentified parties
63	KHOCHAB	28'	Speers	1953	Sold to Unknown Parties c1998
77	BEAGLE (Sea Queen)	28'	Charles A. Morse	1905	Sold May 1970 to an unnamed Staten Island party
81	REGARDLESS (Friendship)	39'	Fred Dion	1963	Repaired 1979 at Manatee Pocket FL enroute to Carribean
110	AMISTEAD	25'	R.T. White/R.E. Lee	1977	Sold in Galveston Bat TX area c1979 to unknown parties
121	CLARA (Etta May)	27'	Elmer Collemmer	1960	Sold March 1988 to unidentified Anacortes WA parties
125	TIGER LILY (Billy Bud)	25'	Al Paquette	1969	Last known in Mattapoisett, MA
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 new Bedford MA
11	SHULAMITE	24,	W. Prescott Gannet	1938	Went ashore in Rockland, ME, disposition unknown
17	JOLLY BUCCANEER	45'	Eugene McLain	1906	Sunk 1972 at Melborne FL, destroyed c1978
20	MURRE (MOSES SWANN)	30'	Morse	c1910	Wrecked Oct. 1974 at Guilford CT, Destroyed c1978
26	VIRGINNA M. (SWAN)	28'	Morse	1917	Destroyed c1982 at Waterford CT
27	SARAH E.	25'	Bob McKean & Sid Carter	1939	Lost in roof cave-in at Havre de Grace MD
28	BOUNTY	22'	W. Prescott Gannet	1932	Destroyed Spring 1984 at Noank CT
29	SUSAN (OCEAN BELLE)	41'	Charles A. Morse	1902	Wrecked Christmas Eve 1977 at Hillsboro Inlet 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
53	EAGLE	32'	Wilbur A. Morse	1915	Destroyed at Rockland, ME, February, 2012
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
148	SLOOP OUT OF WATER	38'	Norris Carter	1905	Broken Up c2001, MA
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 Hurricane Bob 1991 at Beverly MA
256	OCTOBER 4th (FRIENDSHIP)	22'	Edgar Knowles	1985	Sunk in squall Sept 1993 on Oneida Lake NY

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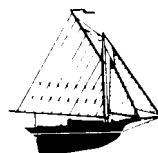
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