

# FRIENDSHIPS

## Newsletter of the Friendship Sloop Society

Volume 5

Fall 1993

Issue 3

### Commodore's Message

This year's sailing season has swept by in what seems to be barely a blink of an eye. Many of the sloops have already been pulled from waters that will soon enough be filled with ice. The events of the season seem like dreams; the details of which begin to escape us as we once again go back to our busy work-a-day worlds. But now that I have begun to ponder 1993 and the memories of the year, I do have lots to tell...

The season began with the launching of the Dictator **Desiree** in Newburyport, Massachusetts. The day was the culmination of much hard work by the Plumer family, Dick Salter, and so many other people that I could not begin to name them all. It was, to me, **the** event of the season. The huge crowd of friends that gathered at the launching site seemed to feel the significance of the day as if they each had sanded, polished, painted, and cried over **Desiree** during her 12 years in the making. There were tears of joy but no surprise when she floated. The excitement didn't end when **Desiree** first touched water. The look of utter joy on Debbie Plumer's face as **Desiree** sailed across the finish line at the Boothbay Harbor races said everything that needed saying... the only question that remained was, "How can we do this full time?"

The Society had other wonderful firsts this year as well... Miff Lauriat pulled out all of the stops to put together an event, including a race, in Southwest Harbor, Maine on July 17th. The reports of the event were so favorable that Miff seems encouraged enough to do it again next year.

Once again, Jack Vibber put on a regatta over the July 10th weekend in New London, Connecticut. It's the individual efforts of folks like Jack that keep the Society vital and not enough can be said in appreciation of the time and effort devoted to creating an institution such as the Friendship Races in New London.

If you didn't make it to the events hosted by the Maine Maritime Museum this year, you missed an extraordinary weekend of fun, games, and food. The Maritime Museum went all out to make the weekend that the Sloops were there a special event for the people of Maine. They succeeded. By

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### Boothbay Rendezvous

*Bob Rex, Race Committee Chairman, sent along the following report of racing at the Boothbay Rendezvous.*

At this year's Rendezvous in Boothbay, the weather was mostly fog and drizzle in the morning, but it lifted by race time. Fortunately we were able to get three races in. An innovation tried this year was the use of a temporary mark generously loaned by Dave Graham and the Corinthian Yacht Club. This mark enabled your Race Committee to have more flexibility in setting courses.

The first day's race was blessed with plenty of breeze. The course was a triangle, windward leeward, with the first leg a beat to mark C outside of the Cuckolds. The boats approaching the mark on a starboard tack were finding slow going punching into head seas, while the boats fetching the mark on port were slipping across them giving them the advantage. **Phoenix** won Division II handsomely in both elapsed and corrected times, while **Bucephalus**, sailing the shorter Division I course, took first over **Salatia** on corrected time.

The air on the second day was light to non-existent. The first leg was a very frustrating beat to mark E in Fishermen's Island Passage. The sloops had to contend with a strong head tide with little breeze to help. This proved to be a trial of patience and light air skill. The Race Committee had to shorten the course twice. The race finally evolved into a 5.6 mile windward leeward test for both divisions. Dave and Loretta Westphal's new sloop **Toddy B** proved to be a light air ghost with a first in Division II. The **William Rand** in Division I, who stayed right with the big boys on the first leg, won by a very large margin on elapsed and corrected times. In this race in Division II, the handicap system seemed to work. On elapsed time, **Tannis** finished 4:24 minutes ahead of **Toddy B** who was just 2 seconds ahead of **Chance**. Corrected time had **Toddy B** winning by 19 seconds over **Chance** who beat **Tannis** by 21 seconds. Close!

The wind on the third day was light but relatively steady. The course was a triangle which both divisions sailed. For both

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## Boothbay Rendezvous

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the second and third races, Division I started ahead of Division II by the difference in average of seconds per mile of each division. This was an effort to keep both divisions together for most of the race. The starting line for this race was off of Can 7 at the south end of Burnt Island with "A" the finish line at Spruce Point. Squirrel Island is much in evidence even using a temporary mark.

Big Tannis spread her new wings in the third race and flew home in this light and peckery breeze to win by a healthy margin. Salatia put everything together for this one and marched off with a first in Division I. Celebration was a close second.

We tried several new things this year. We hope everyone had fun, which is the main object of the Rendezvous. Let's try again next year!

Here are the award winners:

### Boothbay Regatta 1993 Results

#### State of Maine Trophy

Best Overall Performance - William Rand

#### Division I

Herald Jones Trophy - William Rand

Bruno & Stillman Wheel - Salatia

Lash Brothers Trophy - Celebration

#### Division II

Commodore's Trophy - Tannis

Winslow Trophy - Chance

Homecoming Trophy - Toddy B

#### Class A

Wilbur Morse Trophy - Chance

Charles Morse Trophy - Gladiator

Alexander McLain Trophy - Not Awarded

Spirit of Friendship - Tad Beck

Gladiator Trophy - Banshee

Nickerson Trophy - Nicholas Blackburn Finn

Corregidor

Owner/Builder Trophy - Larry Plumer - Desiree

Post Office Trophy - Celebration

Danforth Trophy - Phoenix

R.W. Stanley Cup - Freedom

Liberty Trophy - Sarah Meade

Jarvis Newman Trophy - Salatia

Chrissy Trophy - Mary Cronin

## New London Rendezvous

Jack Vibber, Chairman of the New London regatta reports:

### Good - Good - Good

That's what the New London Friendships sloop regatta was July 10th - 11th.

1. **Good** people and boats.
2. **Good** get-together Friday evening at "Chuck's Steak House".
3. **Good** two days of sailing with wonderful weather.
4. **Good** time and free picnic Saturday evening at the Thames Yacht Club and a view of the fireworks extravaganza.
5. **Good** awards party Sunday afternoon at the Thames Yacht Club.
6. **Not so good** attendance. We need more Friendship Sloops to attend this event.

This year we added perpetual trophies for both classes. Jaxon Vibber fabricated the one for A Class. Captain Harry Jackson made the one for B Class.

Elizabeth Jane owned by Bill Owens was the B Class winner while Natanya, owned by Joe Hliva, was the overall winner of A Class.

Framed pictures of their craft were given to most of the participants.

Bernie Rogers, Walter Durant, Ed Russell, the other committee members, also made special contributions.

The results of the July 10-11 races are as follows:

Saturday, July 10th                      Sunday, July 12th

#### A Class

- |                   |               |
|-------------------|---------------|
| 1 - Capt-n George | Natanya       |
| 2 - Natanya       | Capt-n George |

#### B Class

- |                    |                  |
|--------------------|------------------|
| 1 - Finast Kind    | Elizabeth Jane   |
| 2 - Elizabeth Jane | Musconus         |
| 3 - Musconus       | Finast Kind      |
| Fiddlehead - DNF   | Fiddlehead - DNS |

## Annual Meeting Notice

Saturday, November 20, 1993

New England Center

University of New Hampshire

1-3:30 PM - Pre-Meeting Events

3:30-5:30 PM - Business Meeting

6-7 PM - Social Hour

7 PM - Dinner - \$25.00 / Person

Room Reservations - 603-862-2800 -

\$68.00/Night

## Friendships have a picture-perfect, photo-finish weekend

*Dave Graham, Marblehead Race Chairman, sent along this article, written by Laurie Fullerton, which appeared in the August 19th edition of the "Marblehead Reporter".*

The 30th annual Friendship Sloop Regatta was completed last weekend amidst the sound of bagpipes as the traditional event brought in nearly 20 boats from distant Penobscot Bay in Maine and harbors in New Hampshire and northern Massachusetts.

In a finish that was as tight as they come, Tad Beck of Vinalhaven, Maine, won the 1993 Ridgeway Trophy for best overall performance in two days of racing out of the Corinthian Yacht Club. Beck was in a tie with his Division I counterpart, Harold Burnham of Essex, who, like Beck, is a second generation Friendship Sloop skipper. The tie was finally broken when the Corinthian Race Committee computed the entire two days of racing to determine the best distance overall on the water. The distance between the winning boat **Phoenix** and the second place **Kim** was a matter of seconds. For the third year in a row, **Phoenix** went home with the trophy, while for the second year in a row, **Kim** went back to Essex with First Runner-Up in her division.

"I cannot remember a Friendship Regatta at Marblehead where we did not know who the winner would be until it was all worked out on the computer," said David Graham, Event Chairman and Race Committee Chairman at Corinthian. "I guess we have finally arrived, kicking and screaming, into the 20th century."

The start of both races in the two-day event were picture perfect, as the Friendship Sloops have a gaff rig and up to five sails, which give them their classic appearance. Originally built in Friendship, Maine, the sloops were once used for fishing and lobstering. Traditionally at the start of the race, a bagpiper's songs send the sailors on their way warding off bad luck at sea. The combination of the Scottish pipes and the traditional rig of the sloops gave spectators an image of an earlier, less complicated era.

"The conditions were perfect for the event," Graham said. "The breeze held fairly steadily from the southeast for all of Saturday."

On Sunday, it started out from the northeast in the morning, backing to the southeast, which allowed the sloops to start the race up through the islands and around Bakers, before heading out to Newcomb Ledge and returning home to complete a 10-mile course."

The results of the Friendship Sloop Regatta are as follows:

### Overall Winner - The Ridgeway Trophy

#91 **Phoenix** - Tad Beck, Vinalhaven, Maine

### Division I

1st Runner-up #258 **Kim** - Harold Burnham, Essex

2nd Runner-up #169 **Defiance** - Jonathan Leavy, Winthrop

3rd Runner-up #232 **Compromise** - Peter Toppan, Scituate

### Division II

1st Runner-up #123 **Resolute** - Charles Burnham, Essex

2nd Runner-up #7 **Tannis** - Jack Cronin, Salem

3rd Runner-up #226 **Desiree** - Larry Plumer, Newbury

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## Commodore's Message

(Continued from the Front Page)

the way, the First Annual Shores of the Kennebec Croquet Tournament was held. You'll be gratified to know that the Sloopers carried the day... barely.

The Boothbay Harbor Regatta was certainly fun though the weather wasn't very cooperative. The light winds and occasional rain didn't seem to put a damper on the enthusiasm of either the Race Committee or the sloops at the starting line.

There was a water balloon fight that featured ship maneuvering strategies that would have warmed the heart of John Paul Jones. Especially noteworthy was the Newagen Inn for its friendly, approachable atmosphere as well as a beautifully presented and eagerly devoured meal on Wednesday evening. Our new Race Committee with their funny orange balloon, put on some super races. Skippers and crew alike enjoyed a fun week in July.

Many thanks to David Graham and the officers and members of the Corinthian Yacht Club for hosting yet another splendid event in Marblehead. This is always an event worth travelling a distance to make. **Old Baldy** is looking forward to 1994.

So, what's coming up next? Shortly, we shall all reconvene at the Annual Meeting on November 20th at the New England Center in Durham, New Hampshire. This promises to be another wonderful get-together. If you have items involving your own sloop or any other Friendship that you'd like to display, please bring them along to share with the rest of us. Slides, pictures, posters, trailboards are all encouraged. Get your reservations in early so you are guaranteed a room at the New England Center. Remember that attendance at the hospitality suite after dinner for more good conversation is required. If you have questions about displays or meeting arrangements, don't hesitate to call one of your Society Officers. **We all** look forward to seeing **you all** soon.

Andrea

## The Fall and Rise of "Chrissy"

*Ed. Note: In July, Harold Burnham purchased Ernie Wiegleb's **Chrissy**. When Harold launched her in Friendship, she sank almost immediately at the dock. Harold wrote the following story describing his experience on that first night aboard **Chrissy**.*

For half a century Ernie Wiegleb loved, owned and sailed his 1912 Class A original Friendship sloop **Chrissy**. **Chrissy** got used to him and the way he did things and understandably it wasn't easy for her to adjust to her new owner.

This summer I bought the **Chrissy** from the Wiegleb estate, and although she was basically sound, she had spent the last thirteen years out of the water and was in need of serious work. However, given the fact that none of her planks had fallen completely off, I decided to just launch her and let her soak up. Once in the water I thought her "reputation", as Ernie once put it, might hold her together long enough to get us back to Massachusetts.

I got started late one afternoon working on a no-frills repair job which was essential in order for me to launch the boat. In addition to several small but necessary tasks, this job consisted of new garboards, a mountain of sheet rock screws, a lot of caulking, and a covering of tar from stem to stern. I finished this work the next afternoon, just as the truck I had arranged for that morning was pulling in to take **Chrissy** down to the harbor. A few moments later Betty Roberts and Dick Lozier, who had seen **Chrissy** roll by, were struggling to help haul her sinking hull to the nearest wharf.

When the tide went out that night, it left **Chrissy** snug alongside a pier just under a "no trespassing" sign. I finished pumping her out, cleaned her up a bit, moved my gear aboard and finally went to sleep in Ernie's wonderful double bunk. Around 2:00 AM, I was awakened by a little trickle of water pouring in from somewhere. As the tide came in, so did the water, but not nearly at the rate of the evening before. After a while I headed out on deck and grabbed the handle of **Chrissy**'s

beautiful old World War I navy bilge pump. To my surprise and terror something had gone wrong over the night and it was no longer working.

I had no large pipe wrench with which to get the pump apart, but luckily, after a few minutes, I discovered a plug on the top of the pump with which to prime it. I breathed a sigh of relief

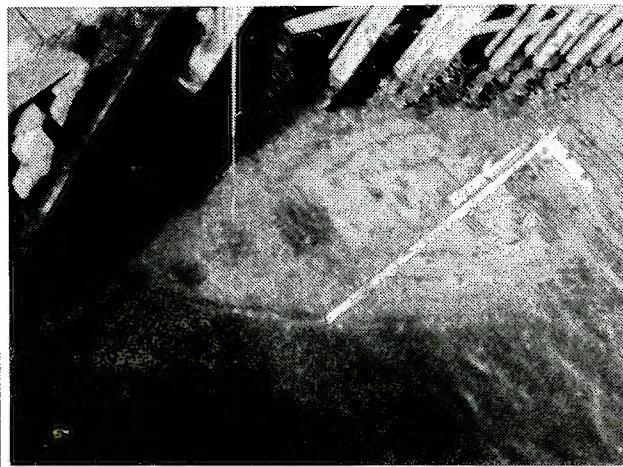
as I got the plug out and the pump primed, only to be dismayed by the fact that before I could get the plug back in, the pump would once again lose its prime! In the meanwhile the tide was coming in.

At that point, I began to get desperate because the owners of that private pier had no idea **Chrissy** was there. The way I figured it, if she sank there again, they may start to put some pressure on me for having my old tar-covered wreck under their "no trespassing" sign. If she did float, I knew it would be difficult enough to move the **Chrissy** down the harbor with no mast, sails, engine, oars, or even anchor. I didn't need the fact that she was sinking on me and the pump didn't work to add excitement to the trip.

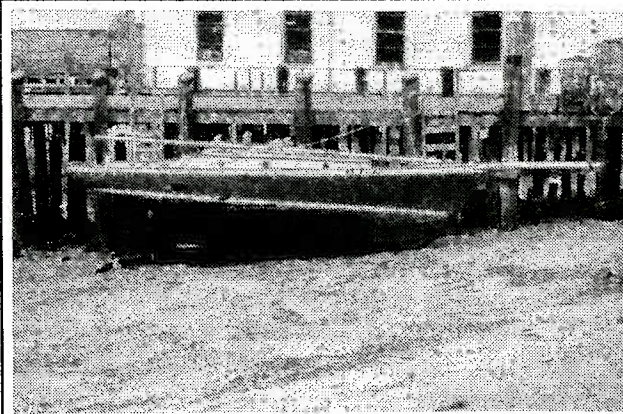
Well, the more the tide came in the more the water came in and the more nervous I got. It bugged me that there was probably only a little wood chip or something stuck under the plunger of that pump that was causing it to lose the prime, but with no tools, I couldn't get at it. I started trying everything I could to knock it loose. I was pouring water down from the top, up from the bottom, and in from the side of that pump

but all I was accomplishing was getting myself completely soaked and more and more aggravated. However, what made me really crazy was that there was a little trickle of water running down from who knows where and it was making the strangest gurgling sound - almost as if **Chrissy** herself was laughing at me.

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"Chrissy" resting on the bottom of Friendship Harbor shortly after her launching. After 13 years ashore, she didn't make up quite as quickly as Harold had hoped.



"Chrissy" at Friendship after the tide went out of her. The next day she was towed by "Resolute" to Essex, Massachusetts.

## The Fall and Rise of "Chrissy"

(Continued from Page 4)

"Trickle trickle trickle, ha ha ha," she said. "You stupid moron, this is what you get for taking me from my nice comfy home in that field! Trickle trickle trickle, ha ha ha. I'll teach you for letting me sink and embarrassing me like that right here in my own hometown. Trickle trickle trickle, ha ha ha. I may be old but I'm still proud and I'll show you a thing or two. Trickle trickle trickle, ha ha ha ..."

This may sound strange, but although I didn't know him, often times when I am aboard **Chrissy** I feel as if Ernie is looking over his old boat. Anyway it was about the time I heard him start to laugh that I got really ticked! I grabbed a bucket, jumped below and started bailing like my life depended on it.

"You ungrateful bitch!" I screamed aloud. "I took you out of that yard where you would have otherwise sat and rotted, and I put you back in the salt water where you belonged! You may not like those garboards, the tar or the sheet rock screws but that is the best you're going to get until we get back to Massachusetts and if you don't pick up your %\$#\$% %\$#@% off this bottom and float, I'm going to haul you up to a field in Waldoboro, strip you naked, and leave you there to die!"

At that point I felt a gentle bump as the tide lifted **Chrissy** clear off the bottom and she rubbed gently against a piling. Looking back I don't think that she was giving in to my threats. I'd say it was more like she was proud of my vehemence, but what ever the case, an understanding had been reached.

With this, I took the lines, shoved her bow off into the fog, and let the gentle south-easterly breeze take us down the harbor. Once against the town pier, we both looked back and laughed together at the beginning of what now looks to be a long love affair.

**Final Note:** *Charlie and Maria Burnham onboard Resolute, towed Chrissy with engine and sail from Friendship to Essex, Massachusetts, the trip taking almost three days with overnight stops at Witch Island in Casco Bay, and Cape Porpoise. Chrissy is now ashore in Essex being rebuilt. The October meeting of the Mass Bay Friends of Friendships was held at the "Burnham Yacht Emporium" where members got a chance to look over Chrissy. Harold has totally gutted the hull and has started the rebuilding. He hopes to have Chrissy back in the water for the 1994 season.*

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## Auction Items Needed

For the last few years, the business meeting of the Society has been concluded with an auction. The auction will be for the benefit of the scholarship fund and the operating fund of the Sloop Society. If you have any item that you think would be of interest to our members, please bring it along to the meeting. Your donation will be greatly appreciated.

## Membership News

*Doug Amsbary, Membership Chairman, has gathered the following tidbits about our members.*

The sloop **Princess**, previously owned by Joe Richards and made famous by his book "Princess New York", was recently purchased by Dr. Joe Dubois of Sarasota, Florida

Opened a letter back in July from Nancy & Andy Kandutsch of Surrey, Maine informing me that they had sold their beloved **Magic** (#107) to Paul Moorhead and Rebecca Otter back in April. They will be keeping it in Claiborne, Maryland and it appears that she will be keeping the same name.

Mr. David Mauger of Auckland, New Zealand has recently joined our ranks. He owns a look-alike Friendship. We are truly becoming a world wide organization!

Received a letter the other day from Norman Sulock informing me that he has purchased John Rutherford's 22 footer named **Friendship** (#256) and has renamed her **October 4th**. He passes on that she is comfortably berthed in Oneida Lake, New York.

Roger Lee of Weston, Mass. purchased **Sazerac** back in the late Spring and will be keeping her in Islesboro, Maine. Way back in October, 1992 Roger requested information from us about available Friendships for sale. Less than a year later he now owns this beautiful sloop.

A newly launched sloop has been sighted by sharp eyed Dick Salter. She is owned by Bill Finch and Carol Rose of Beverly, Mass. and named **Aurora**. An invitation has been extended to them to join the Society.

Mr. & Mrs. Robert Gustafson have joined the Society. It took a move to Denver, Colorado for them to join our ranks. They hope to retire in a few years "back East", and have their minds set on a McKie Roth 22 footer at that time.

On other fronts, **Liberty**, owned by Peter & Lorna Carter, will have a delightful new barn to winter over in - a true post and beam affair that would do any Friendship justice. From all accounts **Liberty** has been getting a real workout this summer. Newlyweds Peter and Lorna have even acquired a ship's cat named Milo for **Liberty**. Our Binky has competition now!

Bob Stein has reluctantly put **Essential** (#178) in our Sloops for Sail Listing and it looks like **Departure** (#156) will inherit a permanent crew member.

Bosun's Mate Bob Brooks mentions that he saw **Irene** (#162), owned by Bob & Trisha Wakefield, travelling south on Route 1 on her way from Rockland to Falmouth where she is presently being rebuilt. It was too bad she couldn't have taken the water route! Best of luck on their rebuild of **Irene**.

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## Dues Notice

Secretary Caroline Cronin will be mailing the dues notices after the Annual Meeting. We will be reviewing the mailing list and deleting those members who are delinquent in their dues payments. Please renew your membership if you wish to continue to receive our publications and notices.

## Fall Executive Committee Meeting

The Fall meeting of the Executive Committee was held on October 23rd at the home of Commodores Jim and Andrea Wilson in Rye, New Hampshire. The meeting was called to order at 11:45 AM.

Secretary Caroline Cronin reviewed the minutes of the Spring meeting, and being no corrections, the minutes were approved as written.

Caroline reported on the status of the membership for 1993: 114 Sloop Owners, 56 Associates, 40 Co-Operative Members, and 9 Honorary members for a total of 219 members. There are 14 new members in 1993, 5 of whom are sloop owners.

Treasurer David Bell reviewed the financial status of the Society. The balances are: \$1,095.07 in the checking account, \$79.30 in savings, and \$2,000 in a certificate of deposit for the trophy fund. The revenue and expense items of the budget were reviewed and discussed. David discussed changing the dates of our fiscal year, which currently is the calendar year, more accurately reflect our financial status. Since dues notices are sent in November, and most of our income is received in November and December, the financial reports do not accurately reflect, for example, 1993 revenue with 1993 expenses. David suggested that the fiscal year be from October 1st to September 30th. It was voted by the committee that the change be put into effect.

David, who is also the Pendleton Scholarship Fund treasurer, reported that \$4100 in scholarship money has been distributed to 6 students. There is approximately \$52,000 in principle in the fund at this time. Dave also noted that the Sunday dinner at Bath, cooked by Andrea Wilson, netted \$105 for the Scholarship Fund.

Bob Rex, Race Committee Chairman, provided a brief report on the events at Boothbay. Considering the weather, Bob thought that everything went well at the rendezvous. He is looking for suggestions from members who may have ideas for the racing format at the event. Bob also discussed the use of the portable mark that Dave Graham of the Corinthian Yacht Club had loaned the Society for our racing. The mark was a great help to the committee when they had to shorten course, for instance, or any other course changes should they become necessary once a race starts. Bob has suggested that the Society consider purchasing such a mark for our use.

Harold Burnham has given Bruce Morang the tiller from the sloop **Chrissy**, and Bruce is soliciting ideas for a trophy using the tiller. Bob Rex asked the committee to consider for what purpose the trophy could be presented.

Bill Rand has spent a large amount of time over the last six months reviewing the Society Constitution and making changes where needed. Bill stated in a letter that "many of the changes are minor, non-substantive, subjective attempts on my part to improve punctuation, grammar or clarity, borrowing from experience with similar documents in the past... Some changes are substantive, however, and require a careful review before approval of modification for approval."

Since Bill was unable to attend the meeting, John Wojcik reviewed the major changes suggested by Bill in his draft:

- The elected officers of the Society will be the Commodore, Vice-Commodore, Secretary and Treasurer. The Race Committee Chairman, Friendship Day Chairman, Measurer, Historian and Membership Chairman would no longer be elected positions but would be appointed by the Executive Committee.
- The voting members of the Executive Committee would now be the elected officers, the chairmen of the standing committees, and the immediate past commodore.
- The standing committees would be the following: Authentication (which would include the handicapper/measurer), Friendship Day, Membership, Newsletter, Nominating, Publicity, Race Committee, Registrar (to be combined with the historian), and the Yearbook.
- The duties/responsibilities of all of the officers and committees has been added or updated in the Constitution.

John discussed other changes suggested by Bill in addition to the above. After discussing the changes, it was voted to present the amendments as drafted by Bill to the membership at the annual meeting.

The agenda of the annual meeting was discussed as well as a rough draft of the 1994 budget, with a request to all committee chairmen to submit their projected expenses for 1994 for inclusion into the final budget.

Since the dinner at Newagen proved to be a very successful event, it was voted to repeat the program again for 1994. The date of the Boothbay Rendezvous was set for July 26th, 27th and 28th.

The meeting adjourned at 3:30 PM.

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## Idea Exchange

Over the years, many of our members have developed various ways of addressing problems that they have encountered in the course of maintaining or sailing their Friendships. If you have a tip or technique which you would like to share with the membership, please send it along for publication in the newsletter.

If you're looking for help with a particular problem that you may be having, send us a letter and we'll be glad to include it in the newsletter and hopefully another member can help you with a solution

## Boothbay - 1993



A typical gathering of skippers & crew for a cookout at the Boothbay Harbor Yacht Club



That's Ralph Stanley on the fiddle with Matthew Rand playing the mandolin.



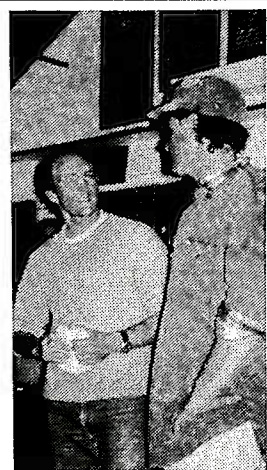
The Plumer family of "Desiree". Debbie & Larry with children Kevin (under the hat) & Carol.



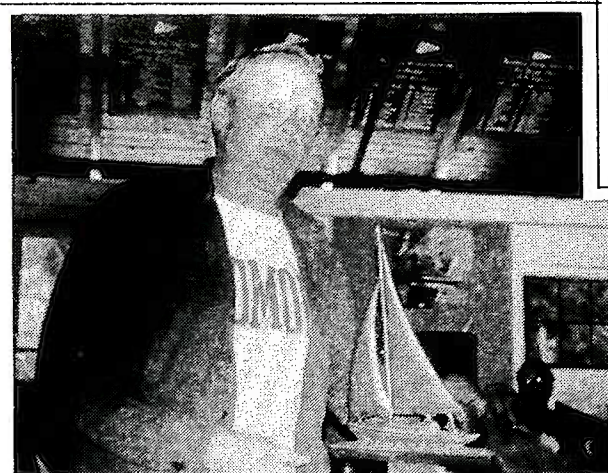
Tad Beck - winner of the Danforth Trophy



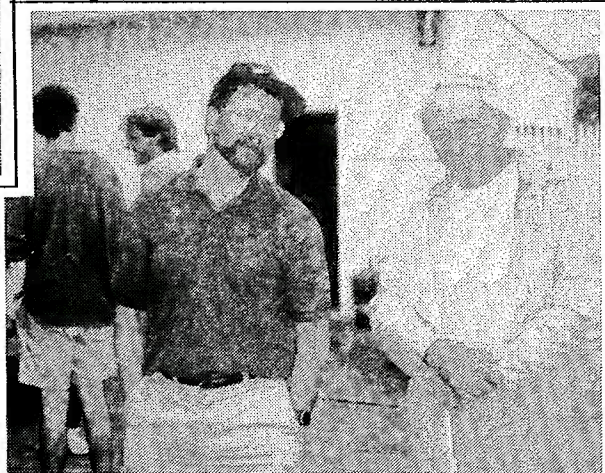
Carole Wojcik of "Banshee" displaying the Gladiator Trophy & bottle of rum included in the pine chest built by Bill Zuber.



Miff Lauriat presenting the first place trophy for the Southwest Harbor Race to Tad Beck of "Phoenix"



Greg Merrill of "Celebration" proudly displays the P.O.T. (Post Office Trophy)



Commodore Jim Wilson with Honorary President Bernard MacKenzie

# FRIENDSHIP SLOOPS FOR SALE

Updated through October 30, 1993

## DISCLAIMER

THE FRIENDSHIP SLOOP SOCIETY DOES NOT SELL SLOOPS, HAS NO FINANCIAL INTEREST IN THE SALE OF THE BELOW LISTED SLOOPS AND MAKES NO STATEMENT AS TO THE CONDITION OR SEAWORTHINESS OF ANY SLOOP. THIS LISTING IS PROVIDED AS A SERVICE TO CURRENT OR POTENTIAL MEMBERS OF THE SOCIETY AND WAS COMPILED FROM ADVERTISEMENTS IN BOATING PUBLICATIONS AND FROM VERBAL AND WRITTEN COMMUNICATIONS WITH OWNERS AND BROKERS.

NO.	NAME OF SLOOP	LOCAL	LOD	BUILDER	BUILT	CONTACT	PHONE NUMBER
<b>CLASS "A" ORIGINALS BUILT 1920 or EARLIER</b>							
242	TECUMSEH	FL	36'	Charles A. Morse	1902	Marine Woodcraft	305/767-4333
13	EASTING	CT	29'	Charles A. Morse	1920	Milford Boat Works	203/877-1475
<b>WOODEN REPLICAS &amp; NEAR-REPLICAS</b>							
80	HEADWAY	MA	35'	Buck & Adams	1941	Cannell,Payne & Page	207/236-2383
241	BLUE SANDS	MA	34'	Boston Boat Co.	TBL	Dan Gould	617/242-2936
49	SURPRISE	ME	33'	Philip J. Nichols	1964	Cannell,Payne & Page	207/236-2383
128	SCHOODIC	ME	31'	Collemer / Lanning	1973	Owner	207/963-2370
14	POSH	ME	30'	Wilbur Morse II	1946	Cannell,Payne & Page	207/236-2383
39	DOWNEASTER	ME	30'	Lash Brothers	1963	Owner	207/845-2784
46	DIRIGO	ME	30'	Lash Brothers	1964	Cannell,Payne & Page	207/236-2383
47	GALATEA	CA	30'	McKie W. Roth Jr.	1964	Jeff Stone	510/235-4411
70	GRACE O'MALLEY	ME	30'	Roger Morse	1967	Cannell,Payne & Page	207/236-2383
63	KOCHAB	MA	28'	Speers	1952	Owner	508/693-4999
225	PHILIP J. NICHOLS	ME	28'	Philip J. Nichols	1981	Cannell,Payne & Page	207/236-2383
27	SARAH E.	MD	25'	Bob McKean & Sid Carter	1939	Harve de Grace Maritime Museum	410/939-4800
61	WINDWARD	ME	25'	Bald Mt. Boatyard	1965	Cannell,Payne & Page	207/236-2383
68	ROBIN L.	ME	25'	James Hall	1967	Ronald Terenzi	207/563-1490
125	BILLY BUD	MA	25'	Al Pacquette	1970	Concordia Yacht Sales	508/993-9100
92	PUFFIN	CT	25'	James Rockefeller/Basil Day	1975	Owner	203/481-2468
141	KATIE E.	ME	25'	James Hall	1974	Cannell,Payne & Page	207/236-2383
219	YANKEE BELLE	NY	23'	Paul G Edwards	1983	Cannell,Payne & Page	207/236-2383
16	RETRIEVER	MA	22'	W.Prescott Gannett	1942	Ben Rice	508/842-0723
54	ECHO	ME	22'	Lee Boatyard	1965	Cannell,Payne & Page	207/236-2383
87	EAGLE	MA	22'	McKie W. Roth Jr.	1970	Dana Williamson	
192	KERVIN RIGGS	ME	22'	Willaims&Bouchard	1977	Owner	207/832-4209
182	MUSCONGUS	CT	22'	Apprenticeshop	1977	Jack Vibber	203/442-7376
256	FRIENDSHIP	NJ	22'	Edgar Knowles	1985	John Griffen	201/933-0778
23	PRINCESS PAT	FL	22'	Harry Armstrong	1987	Owner	305/678-4193
126	WHIM	MA	20'	Chester Spear	1939	Owner	617/826-4034
222	LADY JANE	OH	16'	Richard L. McInnes	1982	Owner	614/423-9030
<b>FIBERGLASS (ETC.) &amp; REPLICAS</b>							
145	YANKEE LADY	NY	31'	Newman/Laning (D02)	1974	Owner	516/298-4985
170	LADY OF THE WIND	NY	31'	Newman / Morris (D05)	1976	Morris Yachts	207/244-5509
174	NONE (unfinished hull)	ME	31'	Newman/ unfinished (D07)	TBL	Owner	207/729-4735
197	NATANYA	CT	31'	Newman/ Davis (D11)	1978	Owner	203/531-9774
198	BAY LADY	ME	31'	Newman / Lanning (D12)	1979	Owner	207/633-5778
208	LADY SHIP	FL	31'	Newman / Lanning (D16)	1981	Owner	207/633-5778
209	FRIENDSHIP	ME	31'	Newman / Pettegrow (D17)	1981	Jeff Foster (Broker)	401/848-5500
229	CAP'N GEORGE	CT	30"	Bruno & Stillman (09)	1970	N.England Yacht Service	203/572-0750
106	HOLD TIGHT	ME	25'	Newman/Newman (P05)	1970	Bass Harbor Marine	207/244-7534
135	HATSY	ME	25'	Newman / Morris (P07)	1973	Cannell,Payne & Page	207/236-2383
155	QUEEQUEG	FL	25'	Newman / Morris (P11)	1975	Owner	407/844-3483
178	ESSENTIAL	NY	25'	Newman/ Chase (P13)	1977	Owner	516/692-7188
183	SILVER HEELS	MO	25'	Newman/Morris (P14)	1978	Morris Yachts	207/244-5509
249	BABY BLUE	ME	25'	Newman/Pettegrow (P18)	1983	Robert Reuman	207/873-0910
234	ELIZABETH JANE	CT	22'	M. Roth/D.W. Ownens III	1985	Owner	203/481-2468
221	SEAL	MA	22'	Ahern / Zink (01)	1984	Owner	508/475-3897
238	VIKING	MA	22'	Ahern / Ulwick	1980	Owner	617/246-0223
142	ALBATROS	NY	21'	Peter Archbold	1976	Annette Locke	716/637-0880

For Sloops listed with more than one Broker, The contact is listed above as "Owner". This listing DOES NOT include sloops not registered with the Society. Contact the Society for listings of unregistered sloops or "Project sloops".