FRIENDSHIP SLOOP DAYS



1987 YEARBOOK AND GUIDE

27th Annual Regatta



That was the year the *Ranger*, built by Bath Iron Works for Harold S. Vanderbilt, defeated the British challenger, *Endeavor II*, in four straight races.

Just four years later, in 1941, the *Ranger* went on to fight a greater battle in our country's defense. The racing sloop was scrapped and the 110 tons of lead in her keel became a valuable part of the raw material of the American war effort.

It's all part of Maine's great maritime heritage. And we at Bath Iron Works are proud to share many of its finest moments.

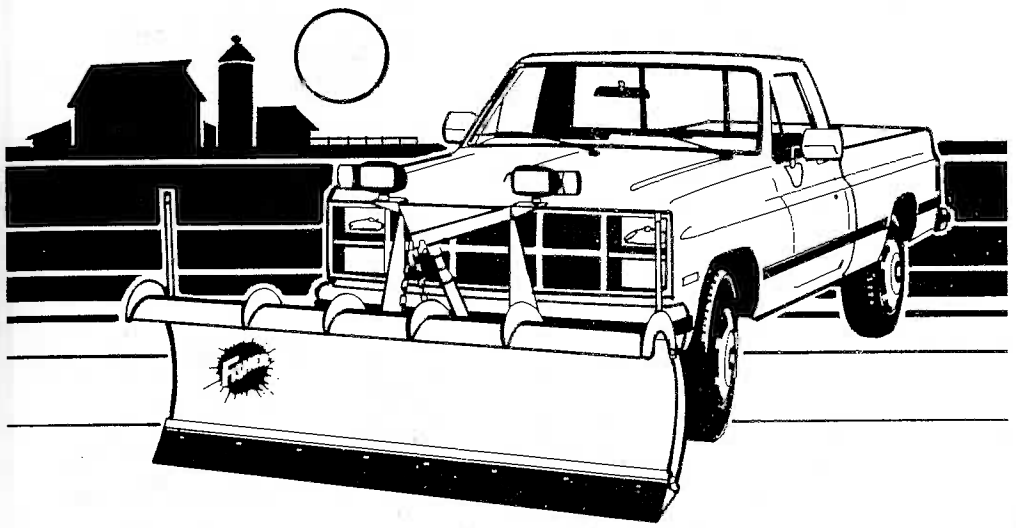
Maine launched the America's Cup Winner in 1937.

A model of the Ranger *is on display in the Bath Iron Works Exhibit at the Maine Maritime Museum in Bath.*

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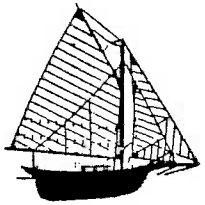
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ANNUAL REGATTA

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Commodore's Message

The health of any organization can be measured by the enthusiasm and positive energy displayed by its members. There have been times in our history when we have had too much of one and not enough of the other. As a group we have survived because, like the vessels we sail, we are durable, stubborn, and have had good maintenance from some dedicated people.

Right now there is a lot of enthusiasm and energy out there as you can see by looking at Bruce Morang's calendar of events, listening to the tales of finding lost Friendships told by Al Zink and Bob Brooks, or reading this book edited so ably by Roger Duncan. The rest of us on the Executive Committee have our work cut out for us just to hold the vessel on course to meet the needs of our growing membership.

As the Friendship sloops gather to cruise, sail and race together in the Maine waters where they were once a common sight, I welcome friend and stranger alike to share in the pleasure of seeing these able vessels under full press of sail once again.

William Zuber, Commodore

Miriam E. Schmidtmann
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Treasurer	Ernest Wiegleb	Friendship, Maine
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Yearbook Editor	Roger Duncan	East Boothbay, Maine
Membership Committee Chairman	Alvin Zink, Jr.	Andover, Mass.
Scholarship Fund Chairman	Elbert Pratt	Friendship, Maine
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Honorary President	Bernard MacKenzie	
Honorary Members	William Danforth, Dorothy Gould, John Gould, David Graham, Cyrus Hamlin, Bruce Morang, Marcia Morang, Albert Roberts, Betty Roberts, Ernest Wiegleb	

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For further information please call or write Reade Brower, Judy Foster.

New London Rendezvous

Holt Vibber, skipper of *Ancient Mariner,* has gathered a considerable fleet of Friendship sloops for the Sail Festival in New London on July 10, 11, and 12 and there is room for more. Besides special races for Friendship sloops on July 11 and 12, there are many attractions for salt water people. The Coast Guard barque *Eagle* will be alongside a pier and open for inspection without charge. *Providence,* a replica of a Revolutionary War sloop which once sailed in a fleet under the command of John Paul Jones, will take passengers sailing under square topsails. The steamer *River Queen* will take excursions along the Thames to see the large gathering of yachts, commercial vessels, and submarines. There is to be an ocean race and a race exclusively for wooden boats.

Not only will this be a very attractive extravaganza for anyone interested in sailing and maritime history, but it is the first formal opportunity for Friendship sloop owners in Narragansett Bay and Long Island Sound to gather, race, and gam. We hope this race-rendezvous will be an important extension of our program and will bring Friendship sloop owners closer together.

PROGRAM
1987

This year the Society's program reaches from New London, Connecticut to Southwest Harbor, Maine and includes a return to Friendship, a new race, the Bill Hadlock Homecoming Race, the traditional three-day regatta at Boothbay Harbor, and the Marblehead Race.

July 10, 11, 12 New London, Connecticut rendezvous and races sanctioned by the Society and part of the Sail Festival. Host boat: *Ancient Mariner,* Holt Vibber, 5 Soljer Drive, Waterford, CT.

July 24-25 Two fleets will meet in Friendship harbor: one from the east and one from the west.

July 17 The western contingent will anchor behind Bassett's Island in Red Brook Harbor, Cataumet. Host boat: *Banshee,* John Wojcik.

July 18 The tide turns east in the Canal at 10:05. Moor in Scituate. Host boat: *Voyager II,* Bernard MacKenzie.

July 19 Manchester. Moorings and dock space at Manchester Boat Yard. Host boat: *Liberty,* Dick Salter.

July 20 Tide will be favorable in Blynman Canal about 9 a.m. Moor in Kittery behind Seavey Island off Ted Brown's Oar House. Host: Capt. Brown, former owner of *Vida Mia.*

July 21 Cape Porpoise. Host boat: *Surprise,* Bob Phaneuf.

July 22 The Basin in the New Meadows River. Host boat: *Tannis,* Jack Cronin.

July 23 Christmas Cove, Damariscotta River.

July 24 Friendship

The eastern contingent will assemble in Southwest Harbor on July 18. Host boat: *Morning Star,* Bob Brooks.

From Southwest Harbor the fleet will proceed by easy stages as weather, tide and visibility dictate to Carver's Harbor and Hurricane Island on July 22 and 23. Host boats: *Phoenix,* Al Beck and *Gladiator,* Commodore Zuber.

July 24 Friendship

July 25 Friendship Day. There will be a parade of sloops at 10:00 followed by the Bill Hadlock Homecoming Race. This will be an informal race but there will be trophies for winners in each division.

Ashore, there will be a parade, craft fair, lunch, and athletic contests for the benefit of the Friendship Fire Department and the Ambulance Service.

July 26 Round Pond

July 27 Boothbay Harbor. Moor off the Yacht Club in the West Harbor.

July 28, 29, 30 Races at Boothbay Harbor. After the last race there will be an awards banquet at the Boothbay Harbor Yacht Club.

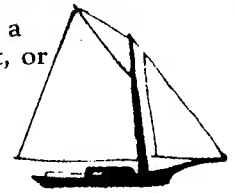
July 31 Parade of sloops, led by the Commodore in *Gladiator* off the Fisherman's Memorial in front of the white church in the inner harbor. Disband.

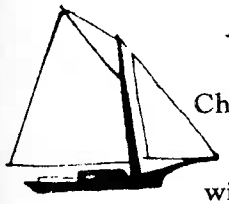
Any sloops which wish to go up the Sasanoa River to Bath will be welcome at the Maine Maritime Museum below the Iron Works.

August 22 and 23 Marblehead, Massachusetts. Annual regatta conducted by the Corinthian Yacht Club. Host: David Graham, Chairman of Corinthian Yacht Club Race Committee and an Honorary Member of the Friendship Sloop Society.

November 14 Annual Meeting. Sheraton at Exit 7, Maine Turnpike, Portland.

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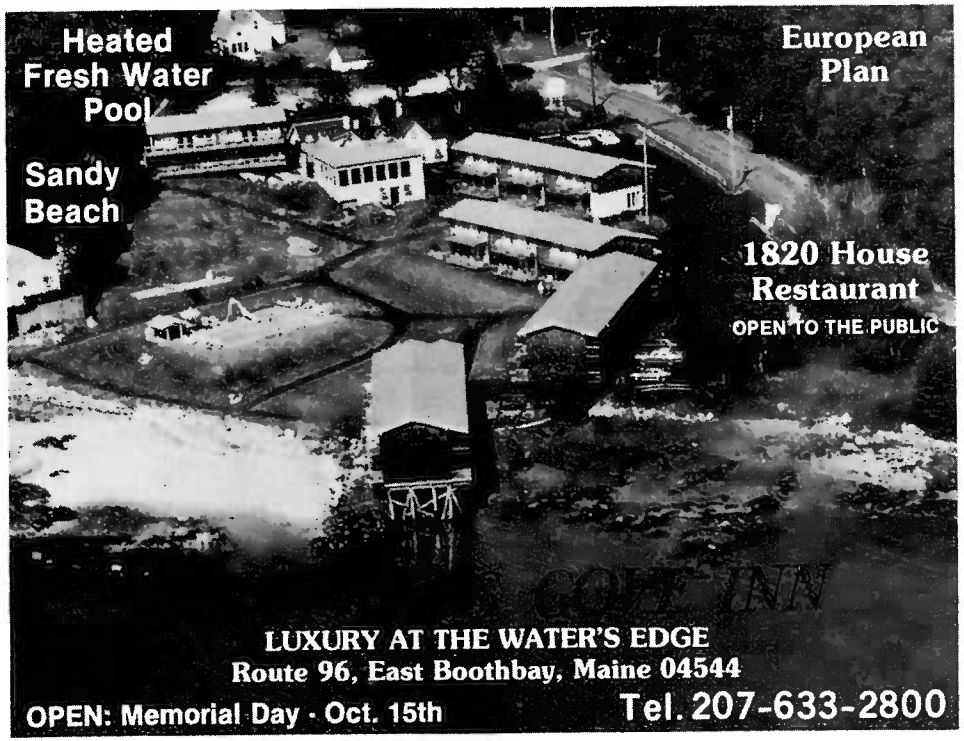
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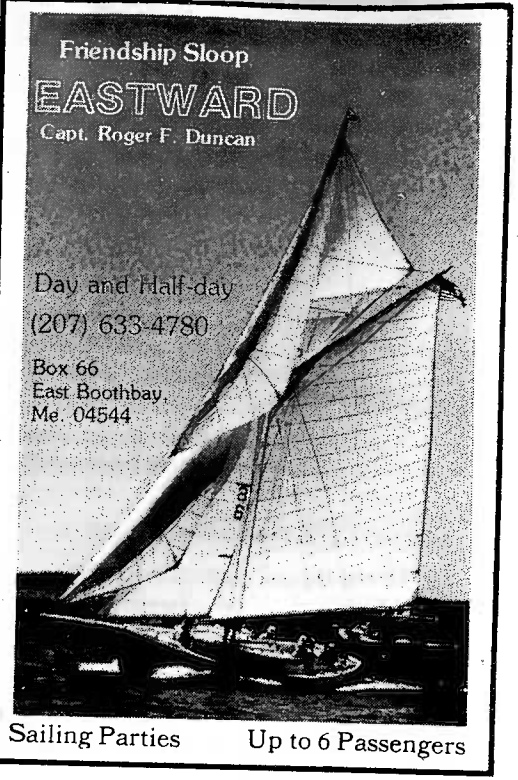
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A Summer Cruise — Down East Style

by the Race Committee

The most divine form of transportation ever devised by man is that of sailing a boat. If one is really fortunate, the sailing is done principally in the waters along the coast of Maine in a Friendship sloop. Although the water is cool and fog is not unknown, the solitude, natural beauty and untamed spirit of the coast will long be remembered. There are literally hundreds of islands, the exact number depending on the state of the tide, and quiet, secluded coves are many. You can anchor peacefully in a different one every night watching the ospreys in their tree-top nests. And it will quickly become evident that Friendship sloops are well known along this coast as friendly comments are frequently received from passing yachtsmen and fishermen alike.

For many, the obstacle to cruising is simply lack of experience. Even experienced cruising folks derive great pleasure from cruising in company with friends and acquaintances.

We all have distant harbors we have dreamed of all winter long, and we always find our hours of actual sailing — whether a weekend, a few weeks, or even a month — to be the most rejuvenating time of the year. Cares drop away, the business of the world takes on perspective, appears remote and even humorous, and the shoreside schedules we rush to meet appear like small clouds passing far on the horizon. Many who have cruised to regattas in the past know that while the details of the regatta itself may have faded, they readily recall whom they have met, where they anchored, and the pure joy along the way as they took time to unwind and smell the spruces.

In 1987 the Society is enticing its members and friends to join us in this most divine form of transportation along the coast. Leisurely cruises are planned from the east and from the west, converging on beautiful Boothbay Harbor for the annual regatta. Even if you cannot shake free and make it all the way to Boothbay, we invite you to join us for a few days as your personal schedules permit. If you can join us at Boothbay, all the better for you, for your crew, and for the Society.

A successful summer cruise may mean reaching that dreamed-of harbor and sharing the experience with other Society members. We sincerely hope it will include the annual regatta. Stroll the beaches, watch the ospreys in the coves, contemplate your return itinerary -- the places passed by with regret on the outward voyage and those you vowed to see again. You can never see it all.

A summer cruise should be an antidote to the workaday world. Taken annually, it will keep us all healthy in mind and spirit. We're not sure where we're going next, but the harbors, coves, islands, and beaches along the Maine coast await us.

Loss Of *Susan*

Susan was a 41-foot Charles Morse sloop built in 1902. In 1973 she was sold by N. Bradford Mack to a Fort Lauderdale fireman, Jim Sherman. He sold her in 1977 to an unidentified person who, on Christmas Eve 1977, sailed her into Hillsboro Inlet in a whistling easterly on a falling tide. She hit the bar and tore off her rudder before she fetched up. The owner got out an anchor and went ashore for help; but while he was gone, she floated and dragged into the breakwater, which punched a hole in her. When she sank, her house floated off and fouled the railroad bridge. The Coast Guard, in order to free the bridge, cut her up with a chain saw many miles and many years from Friendship, Maine.

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Bill Hadlock

On October 5, 1986 we lost Bill Hadlock, for 25 years a member of the Society and Commodore in 1983-1984. He was our kind of man — generous, friendly, always ready to help out where help was needed and a first-class navigator and seaman. For 25 years he sailed *Heritage* eastward and westward from her mooring in South Freeport, setting no records for speed or lengthy ocean passages, but safely cruising the coast with deep appreciation for its islands and rivers, for a slashing June northwester, a hazy August southerly, or the rare September dry easterly. The lift of an offshore sea and the pull of the tide were essential parts of him.

In a race, he was keen and aggressive. He sailed his boat hard and won more than his share of hardware, but he was never ruthless about it.

He maintained *Heritage* with the meticulous care which she deserved and she showed it. She was one of the most elegant in the fleet.

We will miss Bill Hadlock as we sail this year's Homecoming Race in Muscongus Bay, but we will remember that he is an important part of what we are today.

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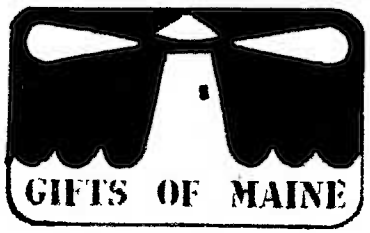
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Loss of the Schooner *Ida Francis*

Courtesy of Betty Roberts

A copy of Ida F. Cook Francis' letter to Elmira Jameson while enroute to London after being wrecked on the schooner "Ida Francis."

Atlantic Ocean, Mar. 24, 1886

Dear Friend,

I suppose you are all saying the *Ida Francis* is lost and all on board, but through the goodness of God we are all saved, but the schooner is lost and we are on a Russian barque bound for London, England. Today we are about 2500 miles from there. Well! I will try and tell you a little about it if I can. It is so rough I can hardly hold onto the table, but it is so lonesome I am about dead so I must do something or die. Well! We got within 80 miles of N.Y., this was Thursday the 25th, expecting to be in N.Y. Sunday sure, and were having a splendid time (but it was not to be). That night a terrible gale came on; the next day it blew a hurricane. Fri. night it was terrible, washed one man away from the pumps and we supposed broke his leg, but now we think it is only his knee.

About 4 o'clock Sat., we found the boat fast filling; the men had been pumping for 2 days and nights; they tried to keep her off, but could not, the sails would blow to pieces like ribbons. About 10 o'clock Sat. morn — Fernand came down in the cabin and said I had better put all the clothes I could on Mellie as we might have to leave the cabin, so I dressed him up as warm as I could. Then I took my little hand satchel and put our watches and jewelry and what little money we had on board in it. I thought we could tie that to us and perhaps save it. The day before, the gale was so bad it broke the skylight in and wet everything. Our beds and clothes were so wet we were very uncomfortable. Next I dressed up in Fernand's clothes; the second mate had 2 sets of oil clothes — I put one on. By that time the oil room was broken up and the furnace cabin fast falling on us. Fernand got his black satchel and in it put my black silk skirt, red morning dress, green one, and coat, a pair of boots for both Mellie and me. Mellie had on his rubber boots, a pair of Fernand's. By that time the after cabin was filling fast and we got into the sink room, we put Mellie in a canvas bag and got him in the wash room bowl and I got on top of a big tub; stayed there about an hour. By that time the water was to my waist and I on top of the tub. One of the men got me on his back and got me on deck, another man took Mellie. When we left for the deck everything in the cabin had gone to pieces, the doors all down, the state rooms all to pieces. Two men took my trunk on deck, but it soon went overboard and everything else we tried to save. Well! We got on deck, but soon saw we could not live the night out there as it was freezing all the time. One side of the vessel was right down in the water and we were all hung to the other side of the vessel for dear life. One man looked down the lazeret and said there was but little water there and that we could get down, so down we went, 11 of us and not room enough to stand or sit up and I couldn't as much as look out for 7 days. The gale was so bad and we couldn't even sit up. We had to stay in that place for 17 days and nights. All we had to eat was 18 cans of fruit, 3 or 4 lbs. of bread, 2 or 3 cans of milk, a little keg of wine and bottle of gin that the steward and Fernand managed to save. After the storm was a little better they got a few pieces of meat out of the hatch, but it was very bad and rotten; before we came off we did not dare eat but very little each day, not knowing how long we should have to stay there. We all got terribly run down. I was on deck the day before we were taken off and could not get up or down. I was so weak. That night I was so discouraged I didn't care much whether I lived or died. I certainly don't think I could have stood it if it hadn't been for father and mother; I was bound to live if possible and I pulled through, but God only knows or ever will know what we suffered and what our feelings were. The men were all wet to their skins and so cold. The night

we went in the lazeret both boats went, all the masts but one that was stout, 20 ft. high. We were so low in the water it was almost impossible for a vessel to see us. We sighted 3 but they did not see us, and if they had they could not have come to us the weather was so bad. Now for the good part. Tues. morning about 9 o'clock one of the men sighted a vessel. Oh such a little speck we could hardly see it. How we watched that sail, praying yet fearing it would not see us but on she came right down almost on to us, and we saw the sails commence to haul down and knew we were seen. (It would be no use to try to tell what our feelings were). Out came the boat with 6 big strong men and they were soon along side of us. Their boat was small so they took 3 of our men and went aboard their vessel and got another big boat and soon had us all landed on the Russian barque *Bacchus* bound for London. The Russian sailors grabbed me from our deck and I thought they were going to throw me onto their deck they were so anxious to help. Well! We got on board and two men took me in their arms and ran across the vessel into the cabin before they stopped. I thought they would kill me, and I couldn't make them understand a thing so I had to stand it. I am surprised we didn't scare the Capt. to death. I was dressed in Fernand's old clothes and almost as black as a negro. I hadn't seen water or a comb for 17 days and almost starved to death. I could hardly stand. Well! good old Capt. Bjcokquest he got me on the sofa and had some splendid wine on the table and a great big fruit cake that he got in Pensacola and made me drink some wine and eat some cake. After that he had some soup made for our dinner; then at 3 he had some nice coffee made. In the afternoon I got my face and hands washed, and in the evening Fernand commenced to comb my hair. It was terrible. I never saw anything matted like it. I expected I would have to have it cut off; was so glad I did not have to. The night before Capt. Bjcokquest took us on board he had a dream that he had me on board; wasn't that strange. He was at Pensacola when we were, sailed 2 weeks after we did. I never spoke with him but saw him there — his vessel lay quite near us. Well! It has been so rough I couldn't finish writing before. I believe God sent the vessel after us as much as I believe we are alive. We were all out of the track of vessels and Capt. Bjcokquest has crossed the ocean a great many times, and never went that path before; he said something kept telling him not to change his course so he let her go. It seems so strange. He has been very kind and the crew. They can't do enough for us. Every morning when we awake he has the steward bring us hot coffee and is always doing something for us. Now about myself, I haven't hardly a thing to put on. It is so rough think I can do better with a pencil. My coat was wet with salt. It was so long before I could get it dry that it was spoiled, also my dresses. My red dress was stained so badly I was ashamed to wear it, but I had nothing else. I lost everything, haven't even a petticoat to put on. I took my old green dress, ripped it up and made one out of it, but it is a terrible looking thing. I haven't even a comb. Fernand's watch is spoiled and I guess mine is too. I can't even wind it. Suppose it is all rust, but hope I can have new works put in it. I felt worse about that than anything. I lost my switch, both shawls, all my personal things and Christmas presents. One of the men made me a pair of slippers. I couldn't get my boots on they had been wet so long. I haven't a thing to put on my head. I feel so ashamed but I can't help it. We expect to be in London in 16 days; then I can get something to put on. Fernand will have to go first and get me some clothes. I shall stay in London a week or two and go around. We may have to go to Liverpool to take the steamer, the Capt. isn't sure. I feel so about father and mother, am so afraid I shall find them sick or something has happened to them for I know they must have about given us up by the time they hear from us. The day they took us off the wreck was a fine day, the very best day we had and that night it started to blow and we had a perfect hurricane for 3 days. The Capt. had to lay the vessel to for 36 hours it was so bad. I never was so frightened in my life, not even on the wreck as I was that Wed. night. I thought we would have to go anyway. Our second mate is quite badly off with his leg and one of our men has been very sick, hardly thought he would live but is better today. Fernand got his foot hurt, but can get around a little. Mellie

pulled through the best of anyone; he was hungry but the little darling made the best of it and didn't tease much, as he knew we had nothing to give him. I shall never go to sea again while father and mother live anyway. I feel badly for them — it seems as though I should go crazy at times. Well! I must close. We hope to be home sometime the 1st of May. It is so rough now I can hardly sit up. We are about 1900 miles from London. Hope to see you in a month.

Last Installment April 18. About 75 miles from London, about 100 to Lengriness; we get a pilot there. I must say we have had just a terrible rough passage; the Capt. had to heave the vessel to 3 times — never did such a thing before in his life. Last week we had another terrible hurricane; was right in the middle of it and everyone had to sit up. I was terribly frightened. I am run down and can't stand much. The Capt. keeps giving me gin. We are in hopes to get there so as to send word home by Sun., but it is very thick in the channel and if the Capt. doesn't see land by noon won't dare to run and we may have to stay here a week. He would have put us off at Falmouth if he hadn't had such a good wind he hated to stop. He said if we had an Easterly he would put us off at Cork, Ire. So we hardly knew where we were going but now it is London sure. I so long to get on land I don't know what to do. How I hate to get on an old steamship and cross the ocean again. It will be a long time before I head for home and I am so anxious. I wish you would write me at N.Y. as soon as you get this. I can hardly wait to get there. We must stay a few days and rest. We have had such a passage. Trusting this will find you all well — your friend

Ida Francis

The schooner "Ida Francis" was built for Captain Fernando Francis by L. Kennedy & Co. of Waldoboro in 1883 and was lost in February 1886 as described above. In 1889, after commanding a number of other vessels, Captain Francis was retired and living in Friendship.

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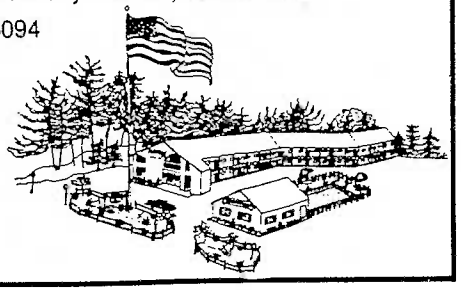
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Restoration of *Iocaste*

by Helen Barnes

After months of carefully removing old timbers and decking, and recording what they discovered, apprentices at the Maine Maritime Museum have found clear evidence that *Iocaste*, a 1907 Friendship sloop, was a working fishing boat in her early life.

The *Iocaste* restoration project, underway at the Museum's historic shipyard in Bath, is partially sponsored by the Friendship Sloop Society and was undertaken in 1985 as part of the Museum's Apprenticeshop boatbuilding program.

When work is completed in 1988, *Iocaste* will be restored to her original lobsterboat design, with a low profile, small cuddy, and large cockpit, and will be one of a very few Friendships in existence to show what the graceful sloops looked like before they were converted to the recreational sailing vessels so admired today.

Donated to the Museum in 1985, she has since been on the shipyard's North Ways undergoing the early stages of restoration. From research into her history, Museum staffers suspected that the 31-foot *Iocaste* might have been built as a fishing boat, but she has been repaired and updated for pleasure sailing so much that it was hard to tell.

But research has indeed proved that she had had a working-class beginning. It is possible that she also had a wet well in her hold, which would have allowed her crew to transport live lobsters to market.

Following basic stabilization in early 1986, apprentices took off a full set of her hull lines, which have since been faired and redrawn in reproducible form. All construction details, repairs, and historic data were recorded, and a full photographic record of all activity was made. A panel of experts in boatbuilding and historical research was formed to supervise each process.

Then, in late summer, cabin house and interior, cockpit, deck and deck structures, and engine were carefully removed — and all duly recorded. With all the extraneous structure out of the way, evidence was found of her fishing-boat origins.

It was discovered that her sheer clamps, timbers that support the deckbeams where they join the hull, were intact from her transom to amidships. After careful documentation, the sheer clamps on each side were removed and studied. Markings and cuts revealed the location of the original after deck, cockpit, and aft end of the cabin trunk, giving the restorers a clear idea of what her profile looked like.

A few other original timbers were found, four pieces of planking on the port side, three on the starboard side — all that was left after more than 70 years of use, refitting, and repairs.

As work progressed through the winter, a variety of sister frame repairs were discovered, leaving *Iocaste* without a single one-piece frame at all. Starting at the bow, and working in four foot sections, apprentices removed all the old framing and replaced it with new white oak frames.



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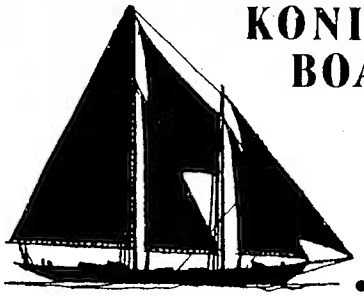
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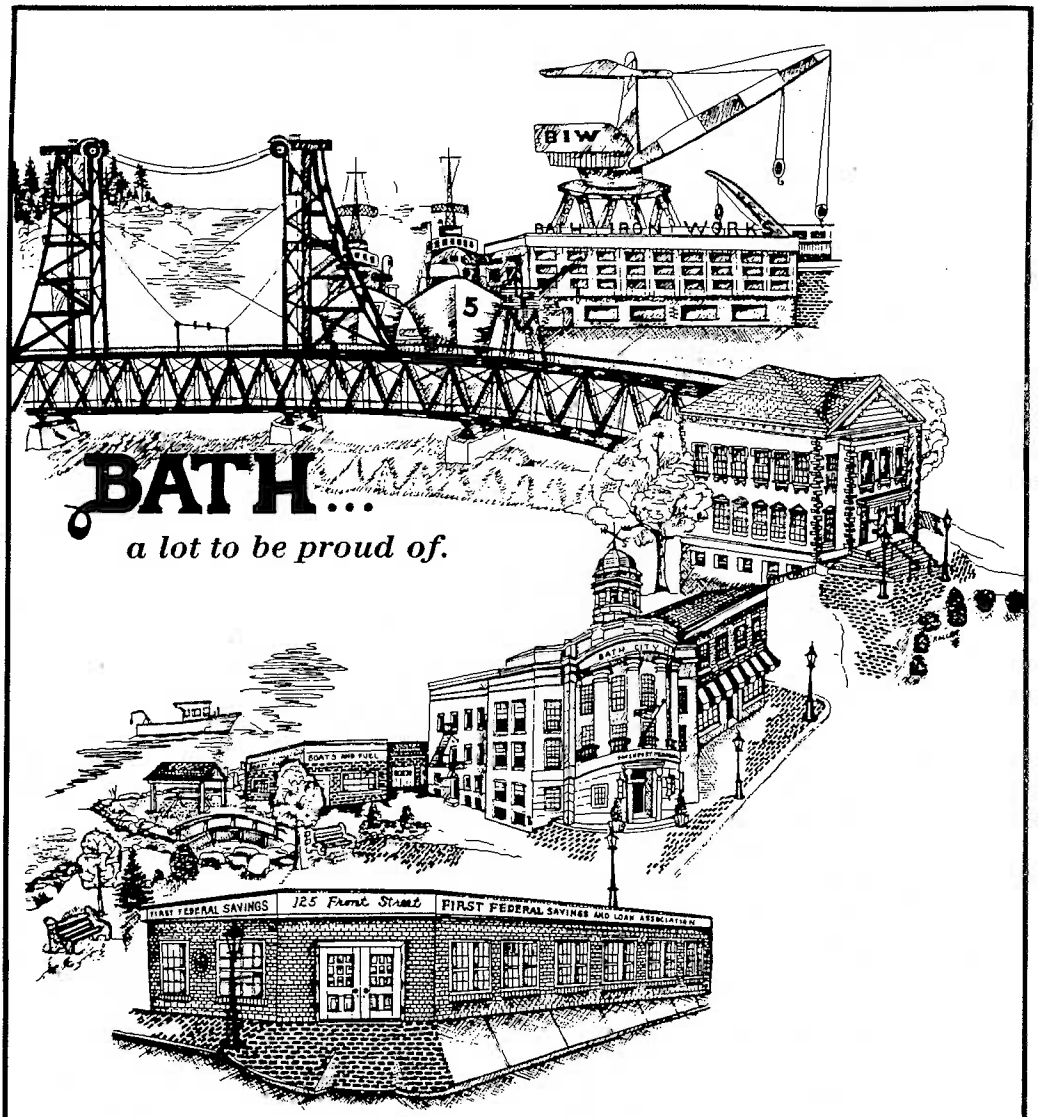
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In March it was discovered that the after end had sagged somewhat, so framing stopped until the area could be restored to its proper shape by replanking. Through this summer, her planking will be replaced or repaired, as needed, and through the next year a new deck, cockpit and cuddy will be installed, rigging overhauled and other repairs made.

Her launching is scheduled for summer of 1988 and will be accompanied by all the fanfare that such an historic craft deserves.



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Maine Maritime Museum

by Helen Barnes

While the Maine Maritime Museum looks forward to the launching of the restored Friendship *Iocaste* in 1988, there are also high expectations for the 'launching' of the new Maine Maritime History building at the museum's shipyard in Bath a year later.

Maine Maritime Museum has just completed a year-long capital campaign to raise more than $7 million for the consolidation of exhibit areas, now at two locations in Bath, into one three-story building. The building will offer expanded and year-round exhibit space, visitor services, gift shop, administrative offices, additional archives and library facilities, and improved storage capabilities.

The 30,000-square-foot building will overlook the historic Percy and Small Shipyard where, from 1897-1920, more than 40 huge four-, five- and six-masted schooners were built, including the largest wooden sailing ship ever in the United States, the schooner *Wyoming*.

At the new building, visitors will wander through the extensive Maine Maritime History exhibit, where they will learn about the importance of seafaring, shipbuilding, fishing, and trade to the people of Maine. Other exhibits will highlight prominent shipbuilding families of Maine, related crafts and industries, Bath Iron Works, and other aspects of maritime history.

There will also be displays from the museum's extensive collections of ship portraits, models, half-models, navigational instruments, and seafarers' mementos, and temporary exhibits.

From the main building, visitors will then enter the shipyard, as visitors do now, to see the original buildings now restored and filled with exhibits on shipbuilding, the Apprenticeshop boatbuilding program, the small-craft exhibit, the lobstering and the Maine Coast exhibit, and the Grand Banks fishing schooner *Sherman Zwicker*.

Maine Maritime Museum

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Jessie May's Rebirth

by Doreen Mayhew

We just had to find the right hull worthy of loving and restoring. Sort of like the courtship of a spouse.

"Here's one, Dennis", I said while skimming through some boat ads as if I were choosing a pair of shoes from a catalogue. "A 1906 Friendship sloop, 30' on deck, now ketch rigged, recent survey, Grey Marine and cypress on oak hull. It's under $10,000!" I said, smiling. His brows raised with interest but his focal point was the ceiling. A wooden boat 73 years old? We both chuckled a bit mockingly, but not to condemn.

As we carefully made our way through the muddy slush that surrounded the marina, we could see only one boat left in the frigid water. There she was! *Jessie May*, a naked, shivering, lonesome senior citizen.

The owner arrived and quickly showed us aboard. He kept looking at us as if we were peeking up under a lady's dress while we crawled, dug, and poked our way through her interior from bow to stern. A close examination showed no signs of fatal diseases or broken bones.

Carefully we picked her out of the ice-skimmed waters, patted her slimy belly and worked out the adoption papers. We then hired a cradle and buggied our baby all the way home.

THE REBIRTH

First of all we cleansed her wretched innards with a hammer and chisel enema. After years of improper diet, her internal organs were letting loose! Out the hatch went particle board, wall paper, rotten plywood, a Grey Marine and even the galley sink. We stripped her clean down to the ribs and planks.

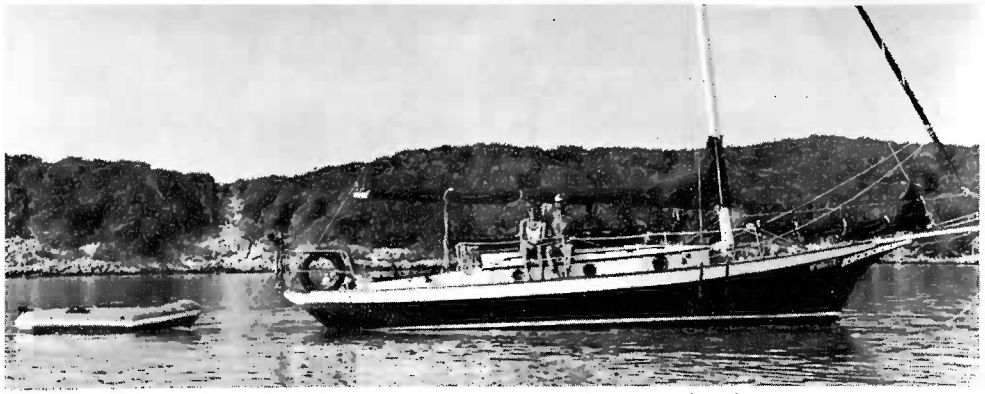
Down the hatch went sister ribs, new butt blocks, and stringers that had been omitted when she was re-ribbed decades ago. Dennis strengthened the floor timbers, built new engine beds, and then lined her with all new ceilings. Every piece of wood that went into her had been pressure-treated with Wolman. The wood is put into a large cylinder where a vacuum is pulled and then filled with liquid preservative. The contents are then put under extreme pressure which forces the preservative into the wood cells. The cylinder is long enough so we were able to treat our mast, boom, and bowsprit. Theoretically, they will never rot.

We used five gallons of paint remover on her hull and exhausted a few sanders. Buying enough bronze screws to refasten the hull exhausted the sanders' pockets. I would recall the pain of having my wisdom teeth removed each time another nail was forcefully extracted. Sometimes I couldn't even bear to watch the gruesome process of jabbing those steel jaws into her side in search of nail heads.

We didn't bother to keep track of material expenses because we were always buying, trading, making or selling something to accumulate what we needed. Usually the thing that would work perfectly hadn't been invented yet. Besides, keeping track of expenses could become discouraging.

The next spring, when it was time for her to get wet again, she had a sound, faired, and beautifully varnished hull. I sold my sports car, which had only brought me traffic tickets, and purchased a 15 h.p. diesel for her. By June we were able to enjoy putts up and down the St. Clair River, and with some jury-rigged, tattered sails we maneuvered a few tacks around the sand bars.

The revised rig on *Jessie May*, a ketch, was a total misfit. She was built to be a Friendship sloop and a sloop she will be, although we did compromise on the macaroni rig for ease of sail handling. An 18-foot boom for the main is quite enough for me. We plan to do a lot of extended cruising so we set her up with a roller furling headsail, thus minimizing trips out on the 8-foot bowsprit. Returning the club foot to the jib was almost a must. A self-tending jib is a tremendously handy sail. New sails and new running and standing



rigging have made *Jessie May* a willing and able contender for the Round Stag Island Annual.

During the next three years we handsomely resurfaced the deck with wood and the cabin top with fiberglass. Leaking hatches were rebuilt and new deck hardware securely mounted. Now we are finishing the interior with an efficient comfortable layout for two. It's wonderful to design my own galley!

We have shown *Jessie May* as much dedication as our own marriage. Our project has brought us through half a decade of dreaming and planning. *Jessie May* has truly been reborn to live gallantly another lifetime with us aboard to share her newest adventure.

A good, strong Friendship will last forever!

Last summer the Mayhews sailed "Jessie May" down the Lakes, through the Erie Canal to New York and down the coast. They spent the winter in the Bahamas and are now on the Florida coast. They now plan to restore "Jessie May's" gaff rig.

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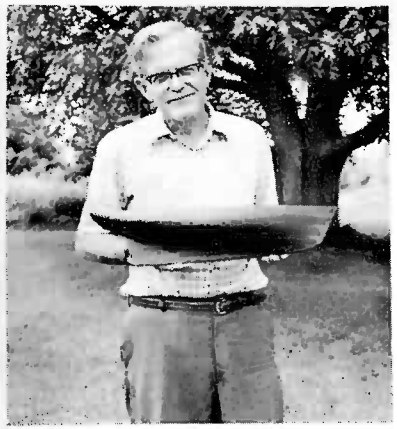
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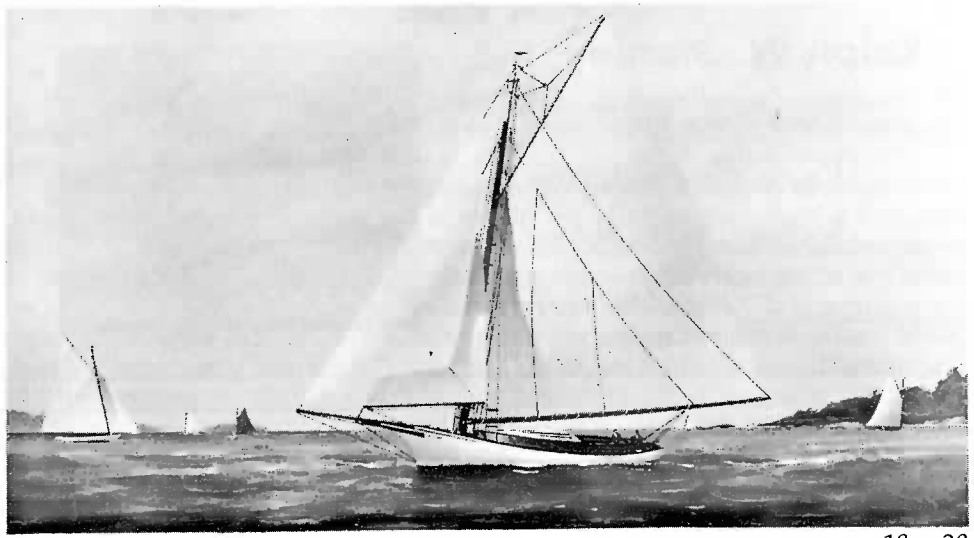


Carlton Morse

Carlton Morse was born on Morse Island, Friendship, Maine June 28, 1897 in the home of his ancestors. As a boy he watched his father, Warren Morse, build Friendship sloops in the island boat house as he played among the shavings. He watched many launchings over the rocky ledges to the cove below. After his father died, he moved away and for many years resided in Charlestown, N.H. where he worked as a machinist and tool and die maker. After retirement he returned to his beloved island, spending extended summers from April to November. In later years, after his wife Hazel died, winters were spent in Peabody, Mass. with his daughter and son-in-law, Barbara and James Townsend. Mr. Morse passed away March 14, 1986. The few lines below are how I remember him.

I first met Carlton Morse in the summer of 1972. He extended a rough, sinewy hand and with a twinkling eye said, "Hi Bert, I'm Carlton." As the summers went by, he could be seen on his beloved island, weeding his garden, bailing his boat, digging clams on the beach, mowing grass, or maybe putting shells on the path. On one very foggy night, the sound of his generator brought me home. He always had a smile and a few minutes to talk under his gigantic oak tree. He warmed himself before the fire in the house where he was born and seven generations of Morses before him. One of these days, I'll go back to Morse Island, but it won't be the same, for in a strong wind and with a full clam hod in his hand, Warren and Evelyn's son sailed home tonight. I did not have a chance to say good-bye, and I shall miss him very much!

Bert E. Farmer



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Rob Roy

by Ralph Stanley

The sloop *Rob Roy* was owned by Daniel Conary of Deer Isle and named for his two sons, Rob and Roy, who can be seen in the picture, one by the rudder and one further back on the beach.

Rob Roy was said to be a 32' sloop, meaning the length on deck. At seven gross tons and seven net tons her measurements were 29'2'' by 11'1'' by 5'6''. Built in Friendship in 1900, probably by Wilbur Morse, she shows more rake to her stem than earlier sloops.

After a few years as a sailing vessel, like many sloops of this era an engine was installed. By 1912 *Rob Roy* was registered as a motor vessel. The engine was invariably a one-cylinder two-cycle make-and-break, more than likely a Knox made in Rockland, Maine. Engines were mostly installed off center on the side just inside the cabin bulkhead with the shaft running out through a wooden skeg fitted on the flat of the run so that the propeller would be located just forward of the rudderpost. The skeg would be bolted with U bolts wrapped around and usually set flush into the wood, going through a wooden pad fitted to the planking inside the boat. The shaft hole would be lined with a lead pipe to make it watertight. The stuffing box, fastened on the outside of the skeg, often required packing, greasing and tightening — making grounding out a frequent chore.

Some of the larger sloops, used for dredging scallops, had 2 engines for power, one on each side, and often a 3rd engine to hoist the dredge.

The popularity of these make-and-break engines is reflected by the fact that not many sloops were registered as strictly sailing vessels after 1910. The engines were inexpensive, simple and easy to install and repair and gave the fisherman a great advantage, the more to be appreciated if you have ever pushed a sloop with a pair of sweeps a couple of miles into a harbor after the wind has died.

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Ancient Mariner

According to legend, Friendship sloop owners are a special breed of concerned old-fashioned enthusiasts. Two of these, Holt (Jack) Vibber and son Jaxon found a Friendship sloop, *Tern,* on the Connecticut River at Portland. Built about 1900 and having rested on the river bottom for some time, she was in sad shape. They bought her, built a cradle, and trailered her home to Waterford, Connecticut.

This Friendship has a moulded keel, allowing more ballast to be placed lower down because the keel is wider in the middle. Also the vine leaves were carved directly into the billet head, stem, and upper planks.

The reconstruction included a new stem (original donated to the Friendship Museum), sternpost, and part of the keel and transom. She was reframed and refastened completely, planks being replaced where necessary, using over 2,000 wood screws. A new lead keel was poured. New spars, sails, and diesel engine now grace the vessel. New trail boards with the traditional ivy vine accented by an eagle head now adorn the bow.

As a tribute to the builder, Wilbur Morse, this fully restored Friendship has been renamed *Ancient Mariner.* She has participated in some races on Fisher's Island Sound sponsored by the Noank Wooden Boat Association and will be happy to sail with some of her sisters on July 11-12 at the New London Sail Festival.

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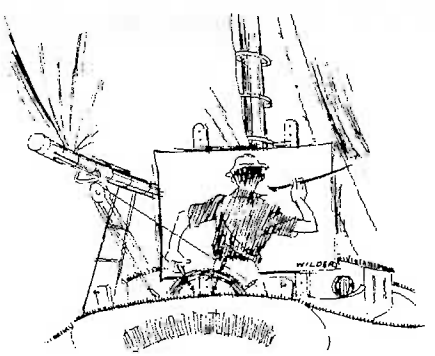
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On Getting Your Act Together

by Carlton Wilder



If you are contemplating Friendship Sloop Ownership, or brilliantly own one already, you may know your biggest challenge is this — finding ways to spend more time aboard. Having devoted over twenty years to the study of this problem, I am the recognized authority on it, and am apt to expound at length, if provoked.

In the beginning you get to your boat every weekend — out for an exhilarating sail, or down on hands and knees for that ever-rewarding maintenance. Evenings are well-spent leaning on a piling and gazing at that remarkable hull with the sheerline that just won't quit -- making elaborate outfitting plans, dreaming of distant coves, bemoaning the limitations of two-week vacations.

Shortly it dawns on you. You did not just buy a superior pleasure boat. You have been possessed by a whole new way of life. With your Friendship sloop at the center, all else radiating therefrom, you will have to make radical adjustments in your schedule.

(It goes without saying that you are keeping certain key personnel in the family informed of these philosophical developments as they occur, so all may understand and embrace them, with an eye towards enthusiastic participation.)

Spending more time at your desk than on your deck is obviously wrong. How you turn that around is the ultimate test of your boating skill. Some call it corruption. I call it creativity.

Let me cite my own experience to illustrate the possibilities.

Soon after *Comesin* became *the* fact of my life, I began to find excuses to break away from my studio briefly from time to time just to go to the boatyard, sit in the fantastic cockpit, and work out knotty problems of composition or perspective in an entirely new and inspiring environment.

The trick here is to have the discipline to ignore the brightwork, which sets up a clamor the day after the papers are signed. So I dedicated longer hours to these outings, solved the art problems briskly, thus creating time to tackle the brightwork.

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As I became more fanatical — the expression "freaked out" was not then in vogue — I began devoting whole days to art projects on the boat. Boatkeeping and cabin remodeling, reserved for weekends, soon became a nightly routine. Sometimes allnightly. H-o-m-e was becoming just another four-letter word.

Installation of a phone in the cabin — an abomination to any get-away purist — allowed even more hours on the boat. The pleasure yacht was turning into a workboat. (But did Wilbur Morse ever sail for pleasure?)

We designed a marvelous harbor awning, widely copied, for the entire deck, which transformed that fantastic cockpit into an outdoor studio afloat. Drawing boards were fashioned. Several collapsing easels were built. Space below was altered to accommodate painting supplies. Fluorescent lights replaced traditional cabin illumination — for painting at night. Who would believe such a tiny cabin could handle a 2' x 3' canvas? (You prop it on the galley counter, stand in the companionway and lash your wife to her bunk.)

We tried the waters as I plied my trade. Off to a nearby anchorage for a week or two, cool in the fantastic cockpit under the marvelous awning in the heat of summer -- testing the ambiance, checking the inspiration, working on art, returning home with the satisfaction of accomplishment, on top of the special delights of sailing.

We began to take longer cruises as the refreshing viewpoints more and more justified the delights. I sculpted, sketched, took snapshots, planned the next projects, until we would have to head for h-o-m-e.

Near-nirvana left but one alternative. We turned the children out, sold that ten-room house, stored the stuff, and moved on board. Eleven years ago.

Here let me pause in my history. As I mentioned before, and it really goes without saying, it is of the essence to keep all partners in the enterprise sensitively informed of the rationale as it unfolds. Alertness to knuckles turning white or eyes glazing over will pay off. Remedial promises of "a little house somewhere, or" (under your breath) "at least a bigger boat" and assuaging assurances that it's "just temporary" will spring to mind. (This technique also applies if you're considering starting a newspaper or buying a farm.)

Yes, it was eleven years ago, like yesterday, that we moved aboard, left the rented slip and dropped the hook at a small waterfront lot upriver, where the car is parked, the mail delivered, the trash picked up, and we plan to build the little house someday.

Eleven years and sixty paintings later. Of rivers and creeks and the inland waterway and the ocean and the cross-state canal and the gulf, as seen through *Comesin*'s eyes. It's hard work, but *Comesin* takes us there and gets us back, and we never leave home.

Okay, that's how I arranged more time aboard. How are you going to handle it?

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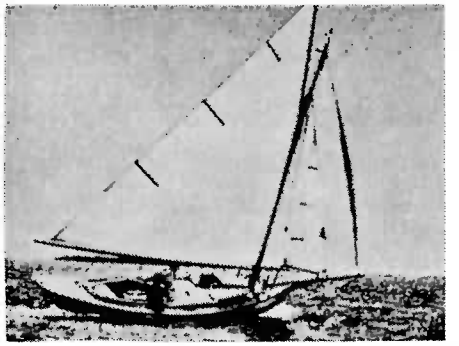
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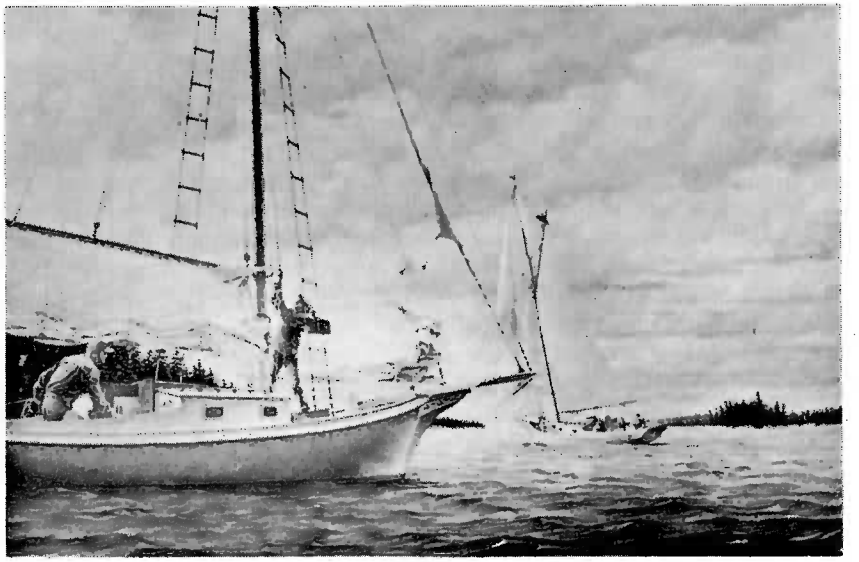


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Hieronymus to the Bras d'Or Lakes

by Robert C. Brooks

In the summer of 1976, a memorable Canadian cruise was taken in *Hieronymus* by owner Albie Neilson's sons Will (age 21) and Joe (age 19), a cousin, and a college friend. The destination was to be the Bras d'Or Lakes in Nova Scotia and the trip was to be Will's first extended cruise as skipper. In spite of the mishaps on the thousand mile trip down and back, it is the memories of the delights of an extended week in the Bras d'Or that remain.

For the cruise, *Hieronymus* had been rigged with a temporary gallows, but without her topmast. The first day out of Southwest Harbor, the discomfort of driving through short, steep and deep seas led to the decision to shorten sail. In a spot of lee behind Mt. Desert Rock, they luffed up and dropped the boom into the gallows but, alas, they couldn't reach the leach reef point! The dinghy's painter was shortened 'til her bow was under the boom. With youthful enthusiasm, Will swung out on the boom with the intent of standing on the bow of the dinghy while reefing. Nature was not to cooperate! The seas were such that the bow of *Hieronymus* would dip (and her boom would rise) so that Will found himself alternately hanging from the boom well above the dinghy and then being stuffed into the dinghy. Finally, the reef was made and the voyage continued onward to Halifax.

Just before 6 o'clock on the first morning out of Halifax, Will went down below to wake Joe and his cousin in preparation for the change of watch. Much to his astonishment, he found the floor boards floating! The next discovery was that the bilge pump was stopped up. Stripped to the waist and working underwater, they cleared the pump and got it pumping. The leak was isolated to the stuffing box packing and brought under control by tightening the packing nut. With the two navigators practicing their diving skills, navigation was less than precise. This led to backtracking to the only buoy in sight. The Canadian offshore buoys are designed to be read from the elevation of the modern ship's bridge with the identification markings painted on the top of the buoy's float. In order to read the marking from *Hieronymus,* they had to sail right up next to the buoy. Locating themselves on the charts, they struck a course for the nearest fishing harbor and rest. Safely anchored, emotionally drained, cold and exhausted, Will fell asleep while drinking a cup of coffee. All slept for the next 18 hours.

The final mishap on the trip down resulted from a navigational error wherein Will and Joe independently made an identical error in recording the Cape Canso to St. Peters course in compass points. Although the course heading has long been forgotten, it can be typified by saying they went 'W by N' when the proper course would have been 'N by W.' This resulted in spending a wet night in the shipping lanes of the Canso Straits chasing bell buoys in the fog and drizzle.

St. Peters, the southern gate to the Bras d'Or Lakes, is the gate to a cruising paradise. Once through the locks and the turnstile bridge, *Hieronymus* was greeted with about 20 degrees warmer water. The fog was left outside the gates. Calm waters, light air, and isolated coves nestling along a nearly deserted, tree-lined shore were a great relief after the offshore pounding. Will has a lasting rememberance of ghosting into a secluded cove and anchoring under sail with the only observers being the fish-eagles in the trees.

The crystal clear waters of the Bras d'Or Lakes presented a panorama of an alternatingly grassy and rocky bottom and provided pleasurable swimming and diving. But the saline lakes were yet to yield their bounty. With *Hieronymus* slatting along awaiting the breeze, the evening menus were supplemented with the successes of jigging cod with a handline from the tender. Will also fondly recalls eating his first raw oysters after diving and plucking them from the bottom. Nothing could have been more succulent, and the pain of a gashed thumb, gained as the price of learning the art of oyster shucking, was soon forgotten. Alas, the time passed much too rapidly and it was soon time to head homeward. But there was still time for renting a car and taking a day-trip around the Cape Breton Trail.



The trip home was relatively uneventful except for the day of the 'sleigh ride' across Mahone Bay. Departure had been in light air which turned to gale force. Down the coast flew *Hieronymus,* dragging her boom alongside. Finally the jib blew out at a seam, so they put into Chester in Mahone Bay to find the sailmaker. Things were put right in short order and *Hieronymus* arrived at Southwest Harbor just in time to have her topmast installed and to head for Friendship for the 1976 Homecoming Regatta.

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Lasting Friendships: Ralph, Albie & *"Pantoosy"*

by Robert C. Brooks

Two young Southwest Harbor teenagers in a Friendship Sloop: one a local lad, the other summer folk — thus more than forty years ago begins the tale of lasting friendships.

As a result of gas rationing during the second World War, in 1944 Albie Neilson's grandmother chartered Jake Lunt's old Friendship-type sloop *Reliance* out of east Blue Hill Bay and hired Ralph Stanley's father to captain the sloop and to refine Albie and his brothers' sailing skills. The *Reliance* was built just after the middle of the first decade of the century by Swans Island boatbuilder George Tainter (1863-1949) for his son Blanchard, who kept her until about 1915. A 1909 Custom House record rates her at 7 tons. Ralph remembers her as being about 32' long but Albie recalls about 36'. She was a bit narrower and a lot deeper than the traditional Morse model and had been modernized by the addition of a make'n'break engine driving an off-center prop. Most notable was the *Reliance's* reputation of leaking "ten buckets a day!" If one tried to bail her dry she'd just fill back up to the same level, so one bailed ten buckets out of her well and that would hold her for the day.

Ah, the memories of a summer as teenagers! But with time, these young teenagers passed to maturity and each followed his calling: Reverend Albert P. Neilson into the ministry and Ralph W. Stanley into wooden boats. Yet the influence of that summer was to influence both their lives.

By 1961, Ralph had been building wooden working boats for nearly a decade. Albie had frequently discussed having Ralph build a Friendship sloop for him when the timing became right for the commission. Albie wanted a sloop that he could stand up in when down below. Ralph had yet to build a Friendship sloop, but for years had liked and studied the design, so he whittled a half-model of his proposed sloop. This he took to Thomaston for Roy Wallace (Newbert & Wallace) to critique. Roy "allowed it was alright" so the model was lofted, molds fabricated and the keel laid that fall. At that time, Ralph was building boats in the shed behind his mother's house on Main Street in Southwest Harbor.

It was a quarter of a century ago this summer that a big beautiful black sloop, with cabin trunk brightwork glistening, was towed down the road on her skid to the water's edge near Hinckley's in Manset and launched by the rising tide. Displacing 17,000 pounds; she measures about 33' overall, 29' at the waterline, 11' on the beam and draws about 5'10" of water. In a search for more speed in light airs, her original bald rig was to be replaced with tops'ls about eight years later.

She was christened *Hieronymus* after the medieval Flemish painter, Hieronymus Bosch (c.1460-1516). "Hieronymus" translates from the Latin as "Jerome." This led to the confusion perpetuated by *Enduring Friendships* that she was named for Sophronius Eusebius Hieronymus (c.347-c.419), sanctified as "Saint Jerome" for his Latin translation of the Bible. One time, while moored in Kennebecasis Bay (St. John, N.B.), a small boat came under *Hieronymus'* stern, read her name and hailed her. The hail acknowledged, the question was "Bosch?" This was the only occasion that a stranger properly identified the origin of her name.

One day in the 1960's, Chester Stanley (Ralph's father) absent-mindedly referred to *Hieronymus* as "Pantoosy" within the hearing range of the Neilsons. The comment was an obtuse reference to the old black sloop-rigged yacht *Pantooset* which used to ply the waters around Mt. Desert Island before World War I. Today "Pantoosy" remains a nickname for *Hieronymus*.

It is easy to imagine the difficulties the name *Hieronymus* causes when trying to place a radiotelephone call. One must rapidly master the international phonetics; "Hotel, India, Echo, Romeo,..." Albie's son Will recalls an occasion he repeated the phonetics numerous times as the operator struggled to decipher the name. Much to Will's amusement, the operator finally acknowledged, "Oh, Albie's sloop!"

Hieronymus was registered with the Society in 1966 and the Neilsons actively campaigned her for about fifteen years until her crew scattered to various corners of the world. Older campaigners recall chasing *Hieronymus* during one regatta at Friendship when she bumped across a ledge. Apparently the incident looked far more dramatic from astern than it felt on her deck. More dramatic from the deck was the time that, coming out the backdoor at Friendship following a regatta, they snagged a ledge and ate lunch while awaiting the tide to float them off. *Hieronymus'* best placing in a Homecoming Regatta was in 1975, when the Neilsons won the Anjacaa Trophy (Class 'B' overall winner).

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In the quarter of a century since the launching of *Hieronymus*, Ralph Stanley and Stanley-built sloops also have been active campaigners, and not infrequent winners, at the Society's regattas. Ralph skippered the *Amos Swan* to the Eda Lawry Trophy in 1975 and three times has skippered the *Morning Star* to the Jonah Morse Trophy (1984, 1985, and 1986).

Ralph Stanley, by vocation a master boatbuilder, by avocation a sailor-historian, and by nature a gentleman, has been a steadfast contributor to the continuance of the Friendship sloop and the Friendship Sloop Society. Besides being an active campaigner, Ralph has built at least four halfmodels for presentation by the Society. The most prominently displayed is the one on the wall in the trophy room of the Corinthian Yacht Club, the

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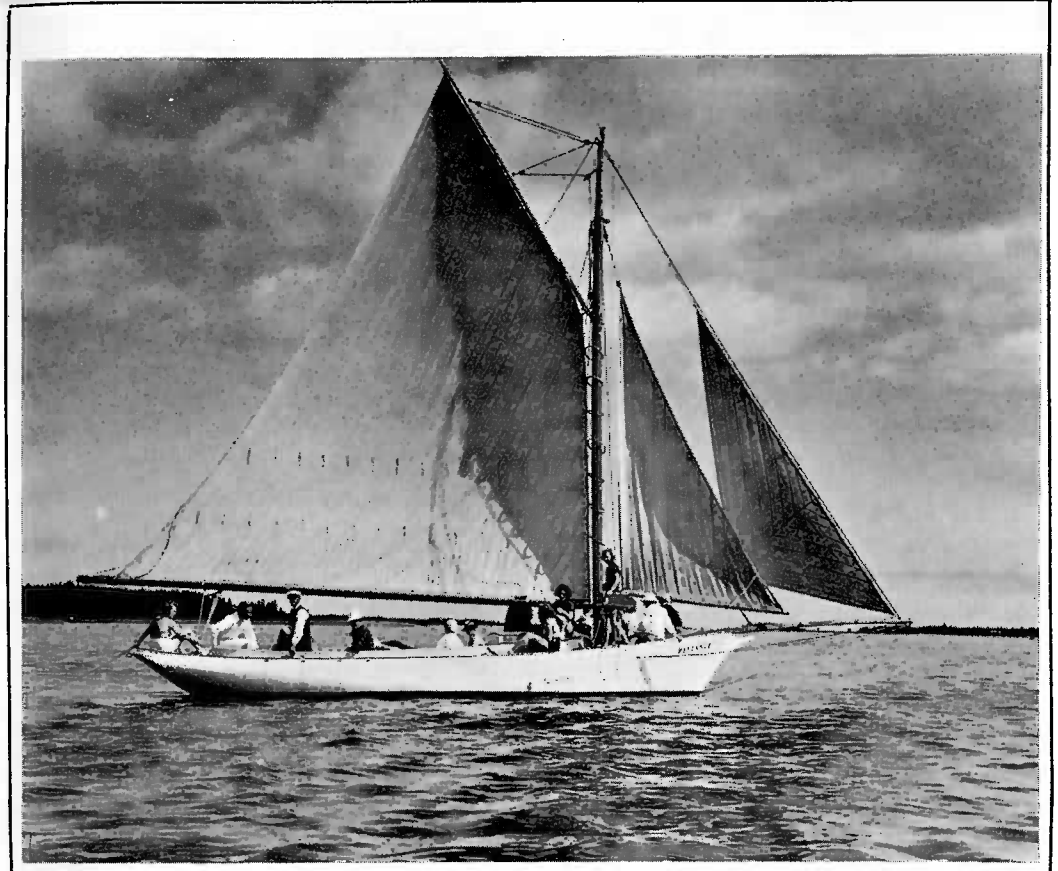
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Society's host for the annual Marblehead regatta. Ralph has been a frequent contributor of articles for the Yearbook. And, of course, Ralph's entertaining the membership with his fiddle has become legendary.

Many sloop owners know what Ralph has contributed to their own sloops, but few (and certainly not this writer) know of all the sloops which Ralph has built, restored, repaired, sparred, rigged or rerigged, or otherwise contributed to. In addition to *Hieronymus* (67), a partial roll call includes: *Dictator* (2), *Amity* (9), *Vigor* (14), now *Posh*, *Gypsy* (43), *Surprise* (49), *Windward* (61), *Venture* (66), *Morning Star* (82), *Eagle* (87), *Magi* (107, now *Magic*), *Amos Swan* (111, now lost), *Liberty* (157), *Freedom* (167), *Banshee* (180), *Peregrine* (187), and two *Endeavors* (196 & 201). Every *Dictator*-model hull and those with fiberglass decks and cabins are replicas of Ralph Stanley's work.

When asked which is his favorite sloop, Ralph diplomatically avoids a direct answer. If the reader wants to test the water, just mention the name of *Endeavor* (196) and watch the twinkle in Ralph's eye and the curve of his mouth. Years ago, the late Bill Pendleton *(Blackjack)* and Ralph discussed sloop ownership. When Ralph remarked that some day he hoped to see his way clear to own a sloop, Bill said, "If you want a sloop, have one even if you have to give up something! Give up something, but have that sloop!" Bill's philosophy gnawed on Ralph until 1978 when Ralph, in a spur of the moment decision, ordered the material for *Endeavor*. Ralph designed *Endeavor* on classic lines and Lowell Wentworth recorded Ralph building her in the video *The Friendship Sloop: A Heritage Retained*. The *Endeavor* has been sold, but she remains in Ralph's care at his boathouse and her current owner graciously encourages Ralph's use of *Endeavor*. Last September, Ralph and his wife Marion cruised Penobscot Bay in Ralph's favorite Friendship sloop.



Lasting friendships: a forty-plus year friendship between two men, a quarter of a century of friendship between an owner and his Friendship sloop, a quarter of a century of friendship between a builder and the Friendship sloop he built — these are the friendships which have made the Friendship Sloop Society so lasting.

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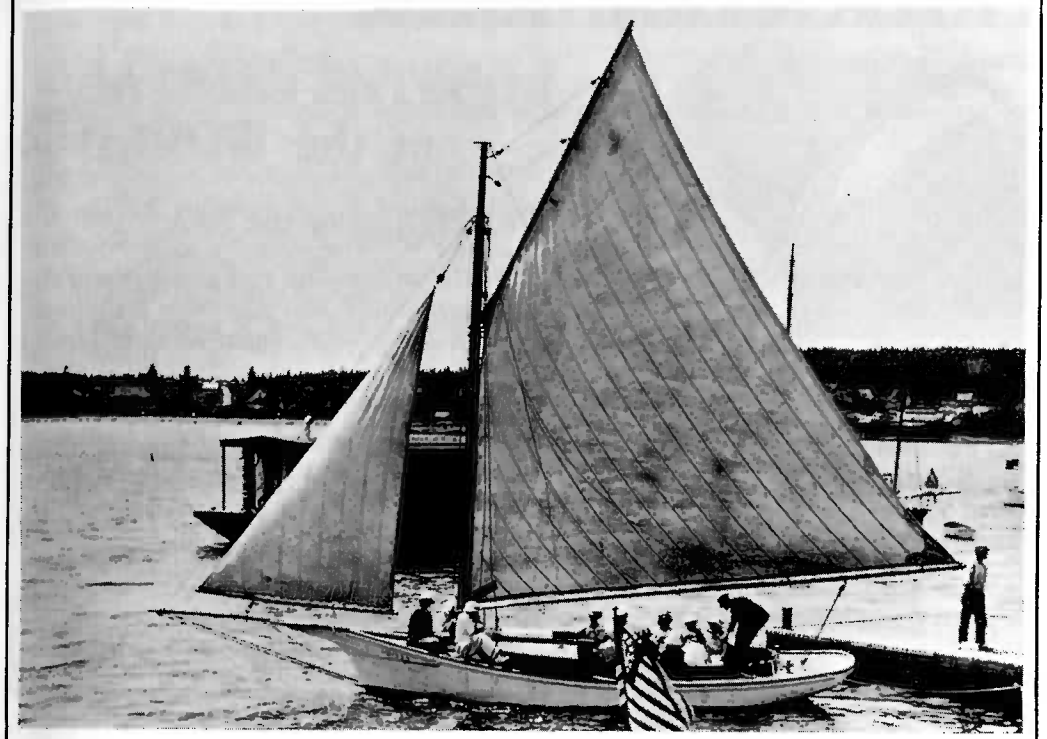
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'Peter' Richardson and *Sweet Pea*



In November 1986, Ralph Stanley and his wife Marion agreed to an oral history interview by Bob Brooks and his wife Judy Oneal. The following conversation concerning Peter Richardson was extracted from those recordings.

The conversation starts with the identification of the photograph above.

Ralph: That was the *Sweet Pea.* She was a 25 footer which belonged to Charles E. Richardson. Everybody called him Peter Richardson. Peter was a smooth, crackerjack sailor and could do anything with that sloop.

Bob: You recognize him from the photo then?

Ralph: He wasn't sailing her that day. My great-uncle Lewis Stanley was sailing the boat that day. Sometimes Peter might be indisposed and Uncle Lew would take the boat for him.

Marion: A nice way of saying he was drunk!

Bob: Is Peter the gent whom you wrote something about a couple of years ago? The same gent who used to backwind her upside the dock with a bottle of rum in one hand?

Ralph: Yep! [chuckle] Yep, that's him! He was a character, but he could really handle that sloop — he could put her anywhere. He used to sail the Appalachian Club and had a standing order to sail them whenever they wanted to go out. He was out to Baker's Island with a party of people one time and they decided they wanted to stay later.

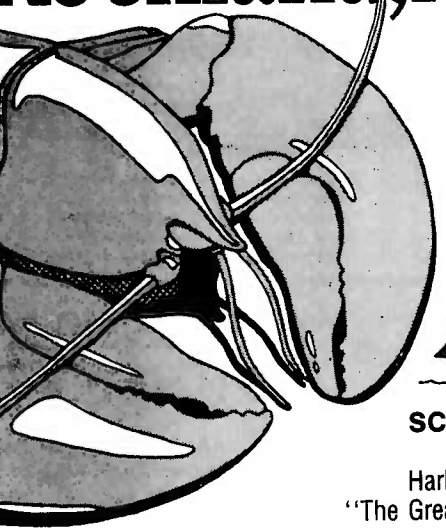
"Alright," he said, "but it'll turn thick o'fog."

"Oh, no!" They didn't think so. "It doesn't look bad."

"Alright," he said, "I'll stay. If it doesn't bother you, it doesn't bother me."

The longer they stayed, the drunker he got as he was sipping rum all the afternoon and all the evening. Well, finally they came down about ten o'clock to take her back to Northeast. It was dungeon-black thick o'fog. He had an old make'n'break Knox in that sloop.

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He started her up and headed for Northeast and they didn't see a thing. They knew he was drunk and they were worried to death about whether they would make it or not. Finally, they heard the bell on the Bear Island lighthouse, so they wanted to turn right there.

"Oh, there's the lighthouse. Let's turn right now!" All Peter would do was sing, "Give Me Five Minutes More!" And he sung them that song and went five minutes more, then hauled her up 'round north and went straight into Northeast Harbor. He could hardly stand up.

Judy: Now, is that where he sailed out of?

Ralph: No! He'd sail out of Southwest, Northeast, anywheres. He was at Cranberry Island.

Bob: Do you know what happened to her?

Ralph: She was down at Uncle Lew's boatyard and she just fell apart. Jarvis [Newman] has got the eagle from her. Somebody else took the trailboards, I think. There are still pieces of her kicking around.

Bob: Now who did her?

Ralph: Wilbur Morse. Peter had her rebuilt in 1931 by Chester Clements at Southwest Boat.

Ralph wrote the following about Peter Richardson for the 1985 Yearbook:

Most every harbor on the coast had one or two men who became legends through their ability to sail and handle Friendship sloops. Peter Richardson of Cranberry Isles was one such person. I can remember him in a fresh afternoon breeze sailing by Beal's dock in Southwest Harbor to pick up a party at the public dock. He would be leaning against the tiller waving his hat with one hand and a bottle of rum with the other, shouting some remark to those watching on Beal's dock, punctuating it with a good swig of rum. With the wind blowing directly on the public float, he would luff into the wind, drop his tiller straight in its comb, leave the main sheet, go up on the bow and by backing the jib first one way and then the other, he would back his sloop in beside the float. Someone would hold the shroud and the party would pile aboard. He would take the tiller, trim the main, fill away and be off for an afternoon sail.

Peter Richardson in legend may exceed the reality of his life but tales abound about his feats of seamanship, his quirks of character, his stentorian voice, and his use and abuse of spirits. Perhaps others can contribute such stories for future Yearbooks. For example, perhaps someone can detail the story about Peter and the clams. Peter, noted for his fetish for keeping his sloop clean and for his crankiness when hung over, had a charter of lubbers on board and convinced them to fish without removing the shells from the clams used for bait. Peter kept *Sweet Pea* spotless that day, but the fishing wasn't too great!

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Fresh Water Nightmare

by James M. Beatty

We took delivery of *Down East,* a Bruno & Stillman sloop built in 1970, in late October or early November of 1976 on the northwest edge of Lake St. Clair in Michigan. Typical of the season, it was COLD! After a couple of days of getting familiar with everything, we pronounced ourselves "ready" to head for Port Clinton, Ohio on the southwest corner of Lake Erie.

As early as we could, departure was made the next morning. The trip down the river through Detroit was very cold but a very happy occasion. Using the current to our advantage, we motorsailed with the Volvo, main, jib, and staysail until we got to Lake Erie.

Now, heading into unprotected waters, we began to feel the effects of the 20-25-knot wind from the old northeast!

Having more enthusiasm than good common sense, we pressed on (Oh, that 20/20 hindsight!). Soon it was dark, so we lit the kerosene running lamps, put a single reef in the main, doused the jib, and — as they say — had at it.

Lord, it was cold! We estimated it to be in the mid-thirties not counting the wind chill factor.

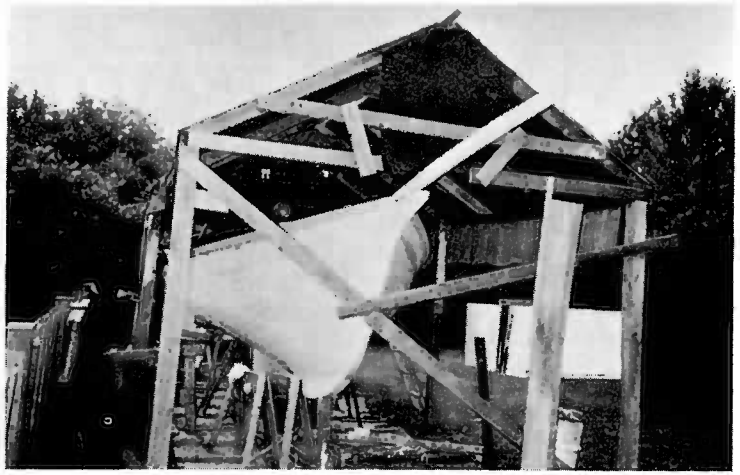
By the time we got to a point of no return, it had piped up to white water everywhere. The boom was constantly in the water due to our $25^0 \pm$ of heel and being on a broad reach. The weather helm had gotten to be unbelievable! The main was out so far that we had a huge luff in it, but we were still overpowered. Talk about rooster tails! Definitely made the adrenalin pump! After several harrowing hours we could last see the loom of Perry's Monument lights in the dark, dark distance. Finally! So we knew our navigation was O.K. but we were now concerned with docking in such a wind — especially with that super-long bowsprit sticking out there.

As we approached the Catawba Island Club, we fired up the Volvo again in preparation for dousing the sails. O.K. it was the time. Hard to port to come up into the wind. Nothing! And headed right for a rocky shore! Our only hope now was that the weather helm which we had would be enough to get the boom amidships where we could dump it all.

After what seemed to be hours, we finally did it and started to head for the Club channel under power — but we were losing ground! She just wouldn't come to port. So we did what could almost be called a powered jibe by turning 270^0 to starboard. Needless to say, we were not happy people when we finally were secure around midnight. That was our first and last sail in *Down East* in 1976.

The yard called me a couple of weeks later to tell me I had a problem with the rudder. It turns out that the fiberglass had lost its bond with the rudder post and was swinging free and clear as it saw fit. We bonded stainless steel straps to the outside of the rudder and through-bolted them to the rudder post. Problem solved!

Princess Pat



Harold Armstrong of Winter Park, Florida writes: You have seen bumper stickers "Let me tell you about my grandchildren" — well, let me tell you about my boat. *Princess Pat* is a 22-foot Roth design, bronze fastened, white cedar on oak on a mahogany backbone. She has a lead keel. Lofting was a hassle as it was my first time, but I read a lot and finally figured it out. On of my best helpmates was *WoodenBoat.* It seemed that every time I came to a new phase, there it was in *WB.* I made my share of mistakes, but I am optimistic she will float.

I have done all phases of construction including the caulking. Obtaining hardware such as bronze stock has been a problem, especially rectangular, tangs, and the like. I like to be independent; however, I did buy a mast at a price I could not afford to turn down.

This is my third year of construction. Almost everything I needed I had to buy out of state. I was fortunate in having a friend who is a furniture maker and has many of the tools which I do not. Also I met a master boat builder named Ellis Rowe and he has been generous with his advice and knowledge. My future plans are to launch her at Lake Munroe sometime after the first of the year and take her to Titusville, as this is closest to where I live.

My interest in Friendships was due to my fascination with older type boats and to Joe Richards' stories on *Princess* in *Rudder.*



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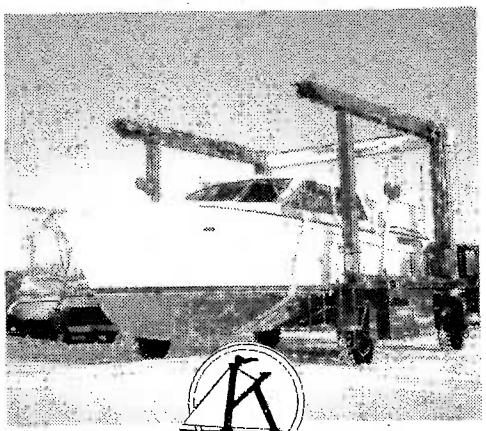
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Gladiator March 1987

by Commodore Bill Zuber

I'm told that all types of insanity do not necessarily produce negative results. I believe after working alone for four years in my spare time resurrecting an original Bremen sloop (that's the REAL original Friendship Sloop, for the uninitiated) that I can report a positive side of this disease. For example, when I needed to get a four thousand pound lead keel in place under the boat on a dirt floor, I addressed all those non-existent helpers. "Okay, you guys, this is not going to be easy, but here's what I want you to do." I would then carefully explain what I wanted the fictitious Joe, Mike, and Ed to do, and then do each of their jobs myself while giving them some choice words for their extraordinary laziness. By this method, spending many hours in my blue plastic palace, the following tasks have been accomplished:

1. Removed all paint from hull and topsides.
2. Removed total interior down to planking and ribs.
3. Removed garboard planks port and starboard, chipped out concrete that had been poured in bilge.
4. Removed 4000 pounds of iron sashweights that had been used for inside ballast. Trucked them to Portland with mold for new cast keel; trucked new keel back and installed on dirt floor of boat shed.
5. Found original (1902) floor timber rib combinations of grown-to-shape white oak which extended from center of keel approximately four feet up either side of the hull in one piece!
6. Found original keel — 3½" sided white oak with ribs notched in — in good condition.
7. Found all original deck framing in good condition.
8. Found 22 cracked ribs on either side and sistered same.
9. Before fastening new ribs, I pulled the vessel back into a fair shape by a secret method not freely divulged.
10. Added twelve 3" oak floor timbers; shaped and installed 4 foot new deadwood forward, 6 foot new deadwood aft. Cut in and installed new lead keel into existing deadwood. Drilled and bolted all with stainless steel bolts.
11. Refastened existing cypress planks and ribs from keel to sheer with 4,346 two and one-half inch hot-dipped galvanized iron nails. Each nail was pre-drilled, hammered in with a three-pound maul, and peened over on the inside by a real helper wearing ear-muffs.
12. Removed fiberglass from deck, amazed at how easy it was to peel it off.
13. Sanded and faired entire hull and decks in preparation for making everything waterproof.
14. Tested various materials in conjuction with epoxy resin for adherence. Cotton muslin and epoxy turned out to be the best combination.
15. Obtained 150 yards of 4 ft. wide cotton muslin. Asked wife to take this huge load to a laundromat to wash, dry, and fold it after she told me that the sizing had to be removed from the cloth for the epoxy to be absorbed properly.
16. Made sure that I was somewhere else when she returned.
17. Dampened cotton with water, rolled into strips, and put in freezer. Removed from freezer and ironed smooth before applying to hull and deck with epoxy resin.

18. Cut large pine planks into 3/16" by 2¼" strips on table saw; diagonally planked entire hull with strips saturated with epoxy and fastened to hull with nylon nails imported from England.

19. Removed old 90 h.p. 1200 pound engine; replaced with 40 h.p. 516 pound engine. (Done with mirrors late at night)

20. Sanded and faired hull; applied another layer of ironed muslin and epoxy.

21. Planked deck with ½" x 1⅝" clear white pine (made from big boards on tablesaw) set in epoxy; nail, drill, and fill nail holes with 2806 pine bungs set in epoxy; sanded, and sealed.

22. Cut three feet of rotted area out of nine-inch solid Sitka mast; laminated filler pieces of fir and shaped to size.

23. Cut up cockpit and installed new bridge deck and companionway. Went out to junk pile and resurrected portion of cabin roof which I had cut off and shouldn't have.

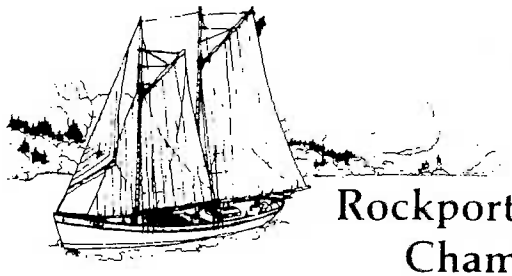
24. Installed new natural white pine ceiling below; built new cabin sole; installed new water tanks and fuel tanks.

25. Installed vee berths forward, and figured out where the head, galley, other four berths, nav station, and main salon will be.

26. Covered entire hull with 40Z fiberglass and epoxy just to make sure. Sanded and prepared exterior for paint.

27. Different engine required different shaft. Rebuilt rudder stock and fittings. Am installing underwater hardware, thru-hulls, etc.

28. Figured rebuilt mast would require some new sails, and was shocked to discover the sailmaker figured our 85-year-old girl carried 1,308 square feet of sail. Regrouped to try to figure out how to afford some new sails and have an acceptable launching party — hopefully by mid-June!



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Artios

The only Friendship sloop built of steel is Tim Bliss' *Artios*. Tim used to sail on *Susan*, a big, fast Friendship sloop out of Fort Lauderdale. Racing in her and cruising the coast of Florida and the Bahamas, he developed a respect for the speed, power and weatherly qualities of the type. From Howard Chapelle at the Smithsonian he got the lines of *Reta*, a 34-foot sloop built by Wilbur Morse in 1908.

Apprenticed to a sailmaker in Germany in 1972, Tim found that in Germany the easiest and most economical material for a boat was steel. He took the lines to Lubbe, Vosz who, he says, could fabricate anything, and had her bare hull constructed of 4mm plate. He completed her himself in succeeding years. He put a teak deck over her steel deck, installed a big, 2-cylinder diesel engine, since replaced. Mast, spars, sails, rigging and accommodations he did pretty much himself. He was delighted with the way she sailed; and when he returned to Florida, had her shipped across on the deck of a steamer.

Her name, *Artios*, is Biblical Greek used in the second epistle of Paul to Timothy 3:16-17. "All scripture is given by inspiration of God...that the man of God may be perfect, thoroughly furnished unto all good works." *Artios* is the Greek word translated "perfect", followed by *exartizo*, the two words together meaning "complete, fully equipped, lacking in no detail whatever." Applied to a sloop, it means "fully found." Tim says he has spared no expense to make his boat *artios, exartizo*. She has for instance, a new diesel engine, an aluminum mast that looks like wood, a complete set of Merriman lignum vitae blocks and another set of light-weight stainless steel blocks; for although he started to make her in every way traditional, in his work as a sailmaker and rigger he has come to see the value of many innovations. *Artios* is fully found, even to a palm, sail needles, twine and marline.

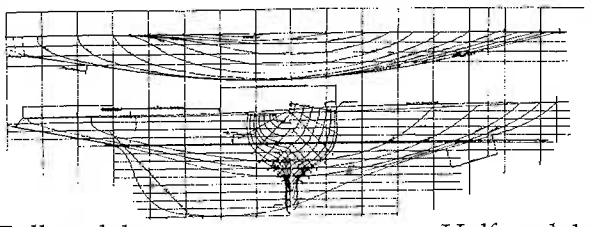
She now stands in his yard, *artios, exartizo*, for sale at a reasonable price. Write him at 16450 SW 72nd Avenue, Miami, Florida 33157.



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Playing By The Same Rules

Friendship sloop skippers are slow to protest a violation of the racing rules, for we are not primarily either do-or-die competitors or sea lawyers, and we are inclined to avoid unpleasant confrontations on our vacations. However, lest a friendly race become a game of chicken with 7-ton sloops — victory to the ruthless or the ignorant — we should review the fundamental rules under which we have agreed to sail.

These are promulgated by the North American Yacht Racing Union and with their interpretations and explanations fill a thick pamphlet. No doubt each skipper should know all of them, but we don't, and many of them are irrelevant to our races. However the few basic ones should be in the head of every skipper and helmsman.

1. These rules apply to those racing and about to race, so are in force even before the ten-minute gun. However, between boats racing and not racing, the International Rules of the Road apply.

2. If two vessels are on opposite tacks, the vessel on the starboard tack has the right of way. A boat is on the starboard tack when the boom is on the port side. This rule is fundamental and takes precedence over almost every other.

3. If one boat is overtaking another on the same tack, before there is an overlap, either boat can sail as she sees fit. If the overtaking boat goes to windward, the overtaken boat to leeward can luff and force the overtaking boat to luff until the helmsman of the overtaking boat sees the mast of the other abeam from his position at the helm. At this point, he should hail "Mast abeam" and the leeward boat can no longer luff.

If the overtaking boat goes to leeward, she cannot at any time during the overlap luff the boat to windward.

The boat being overtaken cannot bear off on the overtaking boat to leeward below the proper course to the next mark.

4. In rounding a mark, the inside boat has the right of way if her bowsprit overlaps any part of the leading boat's gear before the leading boat is within two lengths of the mark. If the overtaking boat believes he has an overlap, he should hail the leading boat. The helmsman of the leading boat should reply, lest there be a misunderstanding leading to an expensive collision.

5. If a boat hits a mark, she must continue around it on the proper side and then round it again on the proper side without hitting it. While she is doing this, she must keep clear of all others.

6. If a boat is over the starting line early, she must return and cross it properly. While she is doing this, she must keep clear of all others.

7. Before the starting gun, any leeward boat may luff one to windward but must do it slowly. After the starting gun, no leeward yacht may sail above the proper course to the next mark or above close-hauled until she is clear of the line.

8. Barging at the start is forbidden. That is, one cannot lurk to windward of the starting line and bear down with sheets started to force a passage between another boat and the buoy. The leeward boat has the right of way and the windward boat must keep clear, even if he has to pass on the wrong side of the mark, return, and start again.

There are many more rules dealing with special situations which might apply. However, with a knowledge of the basic rules above and with a decent respect for safety and common courtesy, we should be able to keep out of each other's way. In cases of serious disagreement, fly a red flag, protest, and let the Race Committee make the decision with no hard feelings.

Pendleton Memorial Scholarship Fund Of The Friendship Sloop Society

by Elbert Pratt, Chairman

Bill Pendleton was a charter member of the Friendship Sloop Society when it was formed in 1961. Bill brought his sloop, *Blackjack,* to Friendship and participated with 11 other skippers in the one race held that year. In the years that followed, the membership list grew along with the popularity of the Society, and the racing fleet expanded to a maximum of about 63 boats in the late 1960's.

At one regatta, when the "old guard" assembled to discuss the events of the past year over a brew, Bill noted that the Sloop Society ought to do more than play at racing around Muscongus Bay for two or three days each summer. The members come, he said, bringing a substantial spectator fleet, while a crowd of spectators gathers at the shore. Our boats and racing gear clutter the harbor and bay. People jam the wharves and streets of town. It is an inconvenience for the local people to have us here. We were not invited. Our founders thought that it would be great to have a "homecoming" each year for the sloops, with owners and friends enjoying the camaradie of people with like interests.

The residents have accepted and supported our whim. They have helped us in preparations for, holding, and cleaning up after each regatta. In the early years they put together and served wonderful awards banquets of beans and ham. We have done little in return. From this and other discussions the plan evolved for a scholarship fund to assist the sons and daughters of Friendship residents to further their educations through college or other post-high school study.

The plan was discussed at a pre-race skippers' meeting in 1967 and adopted at the annual meeting in 1968. Sloop Society members and townspeople have raised scholarship funds through the operation of the Society gift shop during the races and at other events sponsored by the Society or the people of Friendship. Many items for the shop were donated by local people. Sums of over $2,000.00 were realized one year and over $1,000.00 in each of two additional years from the regatta gift shop alone. The money for the ice used aboard the boats at the regatta went into the fund. Visitors made spur-of-the-moment contributions. When Seiler's Catering Service began catering the awards banquets, the staff members contributed their time and the company paid for all the food, its preparation, and transportation. The $2.00 banquet fee went into the Scholarship Fund, as did the waiters' and waitresses' tips in at least one year. And the Sloop Society makes contributions annually from its treasury. Particularly heartening are the instances where former recipients of the award came into the gift shop, made purchases, and paid more than the sale price, stating that the rest was for the Scholarship Fund. Each had benefited from the program and wanted to help provide that opportunity for another person.

The endowment was big enough in 1969 to provide one $250.00 award. Now the endowment proceeds amount to $2,500.00 to $3,000.00 annually, making possible three or more scholarships, as the committee may deem appropriate. The endowment principal, currently standing at $38,000.00, is held in Certificates of Deposit to insure the greatest security and stability. On the average, two or three boys and girls have been helped each year. Occasionally there are no applicants at all. In one year, six applications were accepted, in another, five, with the proceeds distributed accordingly.

In 1983, through the execution of an Indenture of Trust, the Sloop Society relinquished direct control of the Scholarship Fund and placed it in the hands of a seven-member Board of Trustees, all of whom are members of the Society. The name was changed to the Beatrice Pendelton Memorial Scholarship Fund of the Friendship Sloop Society, in memory of Bill's first wife, an enthusiastic member and supporter. When Bill died, the Trustees voted to change the name to the Pendleton Memorial Scholarship Fund of the Friendship Sloop Society, in memory of both.

In 1986 the Society lost a dear friend, staunch supporter, and former president, Bill Hadlock. Bill took a special interest in the Scholarship program and served as President of the Board until his death. The present Board is dedicated to continuing that work, building the Fund, and helping to broaden the horizons of Friendship young people who otherwise might not have that opportunity.

CAN YOU HELP WITH THESE?

	Name		Builder	Last Owner Known
20	MURRE	30	1910 Morse	Unknown
28	BOUNTY	22	1932 Gannet	Bailey, Richard
31	WHITE EAGLE	28	1914 Morse, Wilbur A.	DeSousa, John, Rev.
33	SMUGGLER	28	1942 Nichols, Philip J.	Maloney, Michael A.
36	MARGIN	25	Unk. Unknown	Pritoni, Marilyn J.
38	ELEAZAR	38	1938 Carter, W. Scott	Unknown
47	GALATEA	30	1964 Roth McKie	Unknown
60	OLD SALT	32	1902 McLain, Robert & Son	DeCesare, Victor
65	GALLANT LADY	33	1907 Morse	Smith, James
72	TEMPTRESS	33	1934 Nichols, Philip J.	Unknown
73	WEST INDIAN	26	1951 Pamet Harbor Boat	Unknown
77	BEAGLE	28	1905 Morse, Charles A.	Unknown
81	REGARDLESS	38	1963 Dion, Fred	Unknown
110	AMISTAD	25	1973 White, Robert/Terry	Unknown
98	DOWN EAST	30	1970 Bruno & Stillman (06)	Broughton, Gilbert J.
126	WHIM	20	1939 Spear, Chester	Flanders, William
129	GISELA R.	25	1969 Schafer, Andrew P.	Shafer, Andrew
132	VOGEL FREI	30	Morse, Wilbur A.	Samitsch, Herman
140	BRANDYWINE		1968 Roth, McKie	Johnson, Paul
150	WOODCHIPS	25	Deschenes & Willett	Willett, E. Thomas
154	MUSCONGUS	28	1909 Morse, Albion F.	Lindquist, Albert W.
158	EVA R./Marconi	33	1906 Robinson, Edward	Lecomte, Bryan
163	REWARD	25	1975 Greene, William A.	Greene, William A.
170	LADY OF THE WIND	31	1976 JNI (D-05)/Morris T.	Manookian, William
176	TRUMPETER	28	189x Morse, Charles A.	York, Gale
177	—None—	19	TBL NEY (B4)/Unfinished	George Rivers Marine
179	CELENE	22	OLD Unknown	Hargrove, Gregor
203	AURORA		OLD Unknown	Ebringer, Fred
204	MARIE-ANNE	27	1977 Davidson, Jason	Echeverria, Diana
209	FRIEND SHIP	31	1981 JNI (D-17)/Pettigrew	Unknown
zza	KERIDA	32	1979 Tan Hee Leong	Ragan, Dick

Alvin J. Zink, Jr., skipper of *Seal* and Robert C. Brooks, skipper of *Morning Star,* have been very busy during the last year searching out the whereabouts and new owners of a great many sloops of which we had lost track. Sometimes it involved merely a single telephone call, but in a great many cases it took many calls, several letters, and a good deal of private eye work. The results have been magnificent. The following list is far more complete and accurate than last year's and we have added many new owners to our list of members. However, there are two lists following the main list to which we solicit additions or information. The list of boats wrecked, destroyed, or otherwise no longer active is at best tentative. The list of sloops missing, sloops of which we have no up-to-date record, is also one on which we need help. If anyone has information which will help, call or write:
Mr. Alvin J. Zink, Jr., 21 Chester Street, Andover, Massachusetts, 01810; or Mr. Robert C. Brooks, 24 Silverton Drive, Nashua, N.H. 03062.

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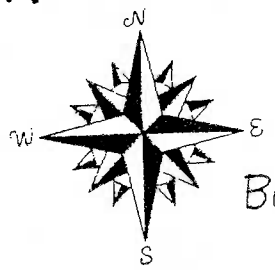
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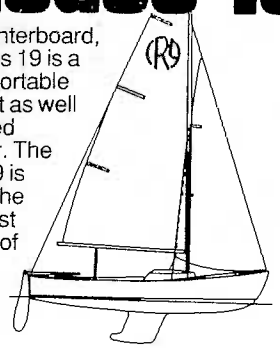
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SLOOPS REGISTERED WITH THE FRIENDSHIP SLOOP SOCIETY

SAIL	NAME	LOD	BUILDER	YEAR	OWNER	RESIDENCE	HOME PORT
1.	VOYAGER	30'	Morse, Charles A.	1906	Kippen, John	Ipswich, MA	-Ashore, MA
2.	DICTATOR	31'	McLain, Robert	1904	Pappas, George	Scarborough, NY	Ossining, NY
3.	FINETTE	47'	Morse, Wilbur A.	1915	Reregistered 1965		-See #55
4.	GOLDEN EAGLE	26'	Morse, Albion F.	1910	Destroyed ca. 1980	@ Lynn, MA	-Destroyed
5.	CONTENT	25'	Ford, Stuart M.	1961	Langton, Richard W.	Edgecomb, ME	Boothbay Harbor, ME
6.	EASTWARD	32'	Chadwick, James	1956	Duncan, Roger/Mary	East Boothbay, ME	East Boothbay, ME
7.	TANNIS	38'	Carter, W. Scott	1937	Cronin, John D.	Sturbridge, MA	Salem Willows, MA
8.	BANSHEE	30'	Morse	OLD	Destroyed ca.1968	@ New Bedford, MA	-Destroyed
9.	AMITY	30'	Morse, Wilbur A.	1902	Wiggins, James Russell	Brooklin, ME	Benjamin River, ME
10.	MARY ANNE	31'	Lash Brothers	1958	Griffin, Joseph	Damariscotta, ME	Damariscotta, ME
11.	SHULAMITE	24'	Gannet	1938	Kingsbury, Nicholas	Kennebunkport, ME	Cape Porpoise, ME
12.	FRIENDSHIP	29'	Morse, Wilbur A.	1902	Last seen c.1984	@ Little Compton, RI	-Gone??
13.	EASTING	29'	Morse, Charles A.	1902	Pierpont, James R.	Milford, CT	Milford, CT
14.	POSH	30'	Morse, Wilbur/nephew	1946	Harding, Curtis E.	Boothbay Harbor, ME	Boothbay Harbor, ME
15.	VIDA MIA	30'	Stevens, E.L.	1942	Loos, George J.	Cape May Court House, NJ	Cape May, NJ
16.	RETRIEVER	22'	Gannet	1942	Rice, John W.	Scituate, MA	Scituate, MA
17.	JOLLY BUCCANEER	45'	McLain, Eugene	1909	Sunk/Destroyed '73	@ Melbourne, FL	-Sunk/Destroyed
18.	CHRISSY	30'	Morse, Charles A.	1912	Wiegleb, Ernst	Friendship, ME	Friendship, ME
19.	BLACKJACK	33'	Morse, Wilbur A.	1900	Fletcher, Wilson	Bar Harbor, ME	Northeast Harbor, ME
20.	MURRE	30'	Morse	1910	Unknown		-Gone??
21.	MAINE ISSUE	30'	Simmons, Carleton	1947	Marsella, Steven	Cranston, RI	East Greenwich, RI
22.	ELLIE T.	25'	Thorpe, John	1961	Collins, John G., IV	East Hampton, NY	3 Mile Harbor, NY
23.	DEPRESSION	30'	Unknown	1899	Olson, Lloyd C.	Boothbay, ME	Pleasant Cove, ME
24.	ANCIENT MARINER	25'	Morse, Wilbur A.	1900	Vibber, H.C. (Jack)	Waterford, CT	New London, CT
25.	SEA DUCK/Ketch	36'	Morse Boatyard	UNK	Unknown		-Gone??
26.	VIRGINIA M.	28'	Morse, Wilbur A.	1910	Destroyed ca.1982	@ Waterford, CT	-Destroyed
27.	SARAH E.	25'	McKean, R./ Carter, W.S.	1939	Homsey, Eldon	Wilmington, DE	Haver De Grace, MD
28.	BOUNTY	22'	Gannet	1932	Unknown		-Gone??
29.	SUSAN	41'	Morse, Charles A.	1902	Wrecked 12/24/77	@ Hillsboro Inlet, FL	-Wrecked
30.	KIDNAPPED	21'	Unknown	OLD	Sunk ca.'65	@ Boston Harbor, MA	-Sunk
31.	WHITE EAGLE	28'	Morse, Wilbur A.	1914	DeSousa, John	Friendship, ME	-Ashore, ME
32.	NOMAD	33'	Morse, Wilbur A.	1906	Rowley, Craig	Amstn, CT	-Rebuilding, CT
33.	SMUGGLER	28'	Nichols, Philip J.	1942	Maloney, Michael A.	Unknown	-Unknown
34.	PAL 'O MINE	27'	Gannet	1947	Lane, James B.L.	Winchester, MA	-Ashore, MA
35.	MARY C./Marconi	20'	Clapp, Nathaniel D.	1962	Clapp, Nathaniel D.	Prides Crossing, MA	-Stored, MA
36.	MARGIN	25'	Unknown	OLD	Pritoni, Marilyn J.	Waldoboro, ME	-Ashore, ME
37.	CHANCE	31'	Morse, Wilbur A.	1916	Maine Maritime Museum	Bath, ME	Bath, ME
38.	ELEAZAR	38'	Carter, W. Scott	1938	Unknown		-Miami?
39.	DOWNEASTER	30'	Lash Brothers	1963	DeGrenier, Armand	Newburyport, MA	Annisquam, MA
40.	COMESIN	32'	Jones, J. Ervin	1962	Wilder, Carlton	Green Cove Springs, FL	Orangedale, FL
41.	SNAFU	35'	Unknown	UNK	Reregistered 1973		-See #137
42.	SELKIE	26'	Simmons/Hennings	1963	Perrone, Fred	Plymouth, MA	Plymouth, MA
43.	GYPSY	23'	Crouse, Judson	1939	Lash, Robert S.	Orland, Me	Buck's Harbor, ME
44.	SAZERAC	35'	Morse, Wilbur A.	1913	Barth, Roland S.	Alna, ME	Round Pond, ME
45.	FLYING JIB	30'	Carter, W. Scott	1937	Crowley, Kevin J.	Exeter, NH	Newburyport, MA
46.	DIRIGO	30'	Lash Brothers	1964	Leavenworth, Bill	Searsmont, ME	Camden, ME
47.	GALATEA	30'	Roth, McKie	1964	Unknown		-San Francisco?
48.	CHANNEL FEVER	33'	Provener, F.A.	1939	Destroyed 10/85	@ Rockport, ME	-Destroyed
49.	SURPRISE	33'	Nichols, Philip J.	1965	Phaneuf, Robert P.	Chelmsford, MA	Kennebunkport, ME
50.	HERITAGE	29'	Collemer, Elmer	1962	Hadlock, Barbara	South Freeport, ME	South Freeport, ME
51.	-None-	32'	Morse, Wilbur A.	UNK	Unknown		-Gone??
52.	RIGHTS OF MAN	30'	Lash Brothers	1965	Cronin, Philip M.	Cambridge, MA	Friendship, ME
53.	EAGLE	32'	Morse, Wilbur A.	1915	Houston, Donald	Nahant, MA	Nahant, MA
54.	ECHO	22'	Lee Boatyard	1965	Thon, William	Port Clyde, ME	Port Clyde, ME
55.	RIGHT BOWER	47'	Morse, Wilbur A.	1915	Destroyed ca.1968		-Destroyed
56.	IOCASTE	33'	Morse, Charles A.	1907	Maine Maritime Museum	Bath, ME	-Rebuilding, ME
57.	OLD BALDY	25'	Rockefeller, James S.	1965	Ahlgren, Dorothy	Kittery Point, ME	Pepperell Cove, ME
58.	TERN	21'	Maxwell, Jeremy D.	1969	Chase, R.W. (Ted)	New Harbor, ME	Back Cove, ME
59.	SARAH MEAD	30'	Newbert & Wallace	1963	Hanks, Ted	Jefferson, ME	South Bristol, ME
60.	OLD SALT	32'	McLain, Robert & Son	1902	DeCesare, Victor	Glastonbury, CT	-Rebuilding, CT
61.	WINDWARD	25'	Rockefeller, James S.	1966	Westphal, David	Northeast Harbor, ME	Gt. Cranberry I., ME
62.	COLUMBIA	23'	Chadbourne, Lester	UNK	Unknown		-Gone??
63.	KOCHAB	29'	Speers	1953	Gervais, Tom	Vineyard Haven, MA	Vineyard Haven, MA
64.	AMICITIA	33'	Lash Brothers	1965	Pontiff, Jeff	Plymouth, MA	Plymouth, MA
65.	GALLANT LADY	33'	Morse	1907	Smith, James	Toronto, Ont.	Toronto, Ont.
66.	VENTURE	27'	Morse, Wilbur A.	1912	Kleinschmidt, R. Stevens	Pittsfield, ME	Somesville, ME
67.	HIERONYMUS	33'	Stanley, Ralph W.	1962	Neilson, Albert P.	Avondale, PA	Southwest Harbor, ME
68.	ROBIN L.	25'	Hall, James H.	1967	Farrin, Patrick	Boothbay, ME	Southport, ME
69.	COAST O' MAINE	30'	Smith, Vernell	1967	Rutledge, John M.	Kittery Point, ME	Pepperell Cove, ME
70.	SPIRIT	30'	Morse, Roger	1967	Worth, John D., III	Camden, ME	Camden, ME
71.	GLADIATOR	32'	McLain, Alexander	1902	Zuber/Hancock	Friendship, ME	Friendship, ME
72.	TEMPTRESS	33'	Nichols, Philip J.	1934	Unknown		-Unknown
73.	WEST INDIAN	26'	Pamet Harbor Boat	1951	Unknown		-Unknown
74.	PATIENCE	30'	Brewer, Malcolm	1965	Arens, John	Westwood, MA	Cataumet, MA
75.	OMAHA	35'	Morse, Wilbur A.	1901	Monier, William	Sparta, NJ	City Island, NY
76.	PACKET	26'	Morse, Charles A.	1925	Destroyed ca.1980	@ Vineyard Haven, MA	-Destroyed
77.	BEAGLE	28'	Morse, Charles A.	1905	Unknown		-Unknown
78.	EMMIE B.	37'	Wilcox, Reginald	1958	Burned 1974 @ Southport, ME	@ Southport, ME	-Burned
79.	NIMBUS	32'	Chemault, A.T., III	1954	Destroyed ca.1979	@ Slidell, LA	-Destroyed
80.	HEADWAY	35'	Buck, F./Adams, E.L.	1941	Head, Christopher	Manomet, MA	Marion, MA
81.	REGARDLESS	38'	Dion, Fred	1963	Unknown		-Unknown
82.	MORNING STAR	28'	Morse, Albion F.	1912	Oneal-Brooks, Judy A.	Nashua, NH	Southwest Harbor, ME
83.	PERSEVERANCE	30'	Bruno & Stillman (01)	1969	Jacobson, Robert L.	Carversville, PA	Greenwich, NJ
84.	PHILIA	22'	Roth, McKie	1969	Condon, Richard	Waitsville, VT	Essex, MA
85.	ANN FRANCES	38'	Maxwell, Jeremy D.	1974	Maxwell, Jeremy D.	Spruce Head, ME	Spruce Head Is., ME
86.	ALLEGIANCE	24'	Harding, Albert M.	1970	Whitehouse, Hale	Cape Porpoise, ME	Tenants Harbor, ME
87.	SINE DIE	22'	Roth, McKie	1969	Dodd, Christopher	Weathersfield, CT	Hamburg Cove, CT
88.	APOGEE	30'	Bruno & Stillman (02)	1969	Landemare, H. Maurice	Tom's River, NJ	Tom's River, NJ
89.	ERDA	22'	Roth, McKie	1970	West, Francis (Pat)	Vineyard Haven, MA	Vineyard Haven, MA

90.	SALATIA	25'	Newman (P02)/Morris	1969	Lauriat, Miff	Skowhegan, ME	Southwest Harbor, ME
91.	PHOENIX	30'	Bruno & Stillman (04)	1970	Beck, Alfred E.	Vinalhaven, ME	Vinalhaven, ME
92.	PUFFIN	25'	Rockefeller, J./Day, B.	1975	Flemming, Suzanne	Warwick, RI	East Greenwich, RI
93.	ANNA R.	25'	Rich, Kenneth	1970	Rich, Stuart L.	Cape Elizabeth, ME	Roque Bluffs, ME
94.	DIANA	25'	Newman (P03)/ Rockefeller	1970	Guy, Ebenezer	Hingham, MA	Vinalhaven, ME
95.	WEST WIND	40'	Morse, Charles A.	1902	Fassak, John	Mansfield, MA	-Rebuilding, MA
96.	VOYAGER	32'	Lash Brothers	1965	MacKenzie, Bernard W.	Scituate, MA	Scituate, MA
97.	GANNET	27'	Unknown	1903	Collyer, Willis H.	Mattapoisett, MA	-Rebuilding, MA
98.	DOWN EAST	30'	Bruno & Stillman (06)	1970	Broughton, Gilbert J.	Unknown	-Unknown
99.	BUCCANEER	27'	Morse, Wilbur A.	189x	Unknown		-Gone?!
100.	MORNING WATCH/ Yawl	26'	Backman, Bernard	1970	Outward Bound School	Rockland, ME	Hurricane Island, ME
101.	MINERVA	30'	Bruno & Stillman (07)	1971	Hotelling, David R.	Freeport, ME	South Freeport, ME
102.	ARTIOS/Steel	35'	Vosz, Lubbe/Germany	1972	Bliss, Tim	Miami, FL	-Rebuilding, Miami, Fl.
103.	SOLASTER	25'	Newman (P04)/Morris	1970	Ruff, Curtis C.	Falmouth, ME	Stonington, ME
104.	COCKLE	28'	Collemer, Elmer	1950	Ewing, James	West Hampton Beach, NY	Hampton Bay, NY
105.	AT LAST	30'	Bruno & Stillman (05)	1971	Kwass, George F.	Andover, MA	Manchester, MA
106.	HOLD TIGHT	25'	Newman (P05)/Newman	1970	Reiff, William C.	Bar Harbor, ME	Somesville, ME
107.	MAGIC	22'	Passamaquoddy Yacht	1970	Kandutsch, Nancy	Bar Harbor, ME	Surry, ME
108.	LOON	37'	Morse, Charles A.	1905	Destroyed ca.1972		-Destroyed
109.	PETREL	31'	Cooper, G.	1933	Libby, Robert	Cape Porpoise, ME	Chabeague Is., ME
110.	AMISTAD	25'	White, Robert T.	1973	Unknown		-Unknown
111.	AMOS SWAN	26'	Morse, Wilbur A.	1910	Wrecked 11/80	@ Camden, ME	-Wrecked
112.	SECRET	27'	Nichols, Philip J.	1971	Monk, Robert M.	Burlington, MA	Winthrop, MA
113.	YANKEE PRIDE	30'	Bruno & Stillman (14a)	1971	Craig, James J.	Keyport, NJ	Keyport, NJ
114.	LONG TERM CHARTER	30'	Bruno & Stillman (08)	1971	Schunemann, Wm. F.	Braintree, MA	Weymouth, MA
115.	GOOD FRIEND	30'	Bruno & Stillman (12)	1971	Goodfriend, Harvey J.	Simsbury, CT	Groton, CT
116.	TINQUA	30'	Bruno & Stillman	1971	Wrecked 7/77	@ Whaleback Ledge, ME	-Wrecked
117.	LEADING LIGHT	30'	Bruno & Stillman (10)	1971	Crumpton, John R. Jr.	Oxford, ME	South Freeport, ME
118.	WENONAH	30'	Bruno & Stillman (14b)	1971	Newsham, Elizabeth	Pasadena, MD	Pasadena, MD
119.	VALHALLA	30'	Bruno & Stillman (15)	1971	Wolfe, Paul D.	Pittsburg, PA	Erie Harbor, PA
120.	—Reserved—		Simmons, Carleton		Reserved for C. Simmons	@ Friendship, ME	-Reserved
121.	CLARA	27'	Collemer, Elmer	1960	Dobbin, Bruce & C.J.	Redmond, WA	Anacortes, WA
122.	EDEN	25'	Nash, F./Coffin, E.	1971	Tarr, Douglas	Bar Harbor, ME	Bar Harbor, ME
123.	RESOLUTE	28'	Burnham, Charles A.	1973	Burnham, Charles A.	Essex, MA	Essex, MA
124.	CALLIPYGIOUS	30'	Bruno & Stillman (17)	1971	Sharabura, Richard/Tina	Toronto, Ontario	Toronto, Ontario
125.	BILLY BUDD	25'	Paquette, Al	1969	Holbrook, Fred	Rochester, MA	Mattipoisett, MA
126.	WHIM	20'	Spear, Chester	1939	Unknown		-Unknown
127.	LUCY S.	28'	Unknown	189x	Unknown		-Unknown
128.	SCHOODIC	31'	Collemer/Lanning	1973	Lanning, Bruce	Winter Harbor, ME	Winter Harbor, ME
129.	GISELA R.	25'	Schafer, Andrew P.	1969	Unknown		-Unknown
130.	NARHWAL	25'	Newman (P06)/Morris	1972	Rosenbaum, James	Milwaukee, WI	Milwaukee Harbor, WI
131.	NOAHSARK	30'	Chase, John	1972	Willis, Richard R.	Ipswich, MA	Ipswich Bay, MA
132.	VOGEL FREI	30'	Morse, Wilbur A.	UNK	Unknown		-Unknown
133.	INDEPENDENCE	30'	Bruno & Stillman	1973	Schwarzmann, Frederick G.	Far Hills, NJ	Oxford, MD
134.	FAMOUS BEAR	22'	Quoddy/Collins	1973	Horigan, Jim	Reading, MA	Swampscott, MA
135.	HATSY	25'	Newman (P07)/Morris	1973	Kennedy, Richard C.	Nobleboro, ME	Round Pond, ME
136.	SQUIRREL	28'	Morse, Charles A.	1920	Moxon, Larry	Mystic, CT	-Ashore, CT
137.	AYESHA	38'	Morse, Wilbur A.	1906	Thomas, Larry	Jefferson, LA	Mandeville, LA
138.	UNICORN	25'	Gardner, Robert P.	1973	Day, Chris	Islesboro, ME	Islesboro, ME
139.	MARISTAN	25'	Newman (P08)/Morris	1973	Clark, Stan	Southwest Harbor, ME	Manset, ME
140.	BRANDYWINE		Roth, McKie	1968	Unknown		-Unknown
141.	THE JAMES HALL	25'	Hall, James H.	1974	Sherbourne, John L.	Deerfield, NH	Portsmouth, NH
142.	ALBATROSS	21'	Archbold, Peter	1976	Locke, Stephen/Annette	Brockport, NY	Rochester, NY
143.	FAIR AMERICAN	25'	Newman (P10)/Morris	1974	Sheehy, Robert	Santa Maria, CA	Santa Maria, CA
144.	JOSIE	25'	Newman (P09)/Morris	1974	Amsbary, Doug	Franconia, NH	Pemaquid Harbor, ME
145.	YANKEE LADY	31'	Newman (D02)/Lanning	1974	Edwards, Paul G.	Mattituck, NY	Mattituck, NY
146.	FIDDLEHEAD	25'	Newman (P01)/Chase, C.	1970	Jackson, Harry	Groton, CT	Groton, CT
147.	ANNA B.	31'	Newman (D01)/Jones	1974	McQuaid, C. Murray	Jacksonville, FL	Boothbay Harbor, ME
148.	SLOOP OUT OF WATER	42'	Unknown	OLD	Vineiguerra, Joe	Andover, MA	-Patio Gazebo, MA
149.	FIDDLER'S GREEN	25'	Jenkins, Roy O.	1978	Jenkins, Roy O.	East Vassalboro, ME	East Boothbay, ME
150.	WOODCHIPS	25'	Deschenes & Willett	UNK	Willett, Thomas E.	Holden, MA	-Unfinished
151.	DEPARTURE	14'	Unknown	UNK	Bigelow, Llewellyn	Alexandria, VA	Alexandria, VA
152.	OLLIE M.	32'	Murphy, Kent F.	1977	Murphy, Kent F.	Swampscott, MA	Swampscott, MA
153.	ANGELUS	22'	Quoddy/Collins	1975	Collins & Sleeper	South Yarmouth, MA	Bass River, MA
154.	MUSCONGUS	28'	Morse, Albion F.	1909	Unknown		-Unknown
155.	QUEEQUEG	25'	Newman (P11)/Morris	1975	Roman, Mark	Riviera Beach, FL	
156.	DEPARTURE	31'	Newman (D03)/Morris	1975	Russell, James A.	Northeast Harbor, ME	Bracy Cove, ME
157.	LIBERTY	31'	Newman (D04)/Salter	1980	Salter, Richard H.	Manchester, MA	Manchester, MA
158.	EVA R./Marconi	33'	Robinson, Edward	1906	Lecomte, Bryan	Unknown	-Unknown
159.	PACIFIC CHILD	30'	Bruno & Stillman (03)	1969	Nosworthy, John R.	San Diego, CA	San Diego, CA
160.	DEFIANCE	22'	Roth, McKie	1973	Hendry, Morgan L.	Wilmington, DE	Round Pond, ME
161.	SUMMERWIND	22'	Guild, S./Cannell, W.	1976	Spencer, Howard E., Jr.	Ellsworth, ME	Pretty Marsh, ME
162.	IRENE	38'	Morse, Charles A.	1917	Lucia, Ron/Jane	Dunbarton, NH	Rockland, ME
163.	REWARD	25'	Greene, William A.	1975	Greene, William A.	Unknown	-Unknown
164.	JESSIE MAY	28'	Morse, Charles A.	1906	Mayhew, Dennis	St. Clair, MI	St. Clair, MI
165.	REUNION	25'	Niederer, Clifford G.	1975	Stober, Mason III	Concord, CA	
166.	SCHOODIC	25'	Concordia Co.	1967	Hall, Elton (Tohy)	So. Dartmouth, MA	Padanaram, MA
167.	FREEDOM	28'	Stanley, Ralph W.	1976	Dudman, Richard	Ellsworth, ME	Islesford, ME
168.	LOON	30'	Newbert & Wallace/Jacob	1974	Jacob, Hugh L.	Bonita Springs, FL	Friendship, ME
169.	DEFIANCE	22'	Dow, Eric	1976	Leavy, Jonathan/Vivi	Newton, MA	Winthrop, MA
170.	LADY OF THE WIND	31'	Newman (D05)/Morris	1976	Manookian, William	New York City, NY	Mamaroneck, NY
171.	GOLDEN ANCHOR	31'	Newman (D06)/Morris	1976	Golden Anchor Inn	Bar Harbor, ME	Bar Harbor, ME
172.	AMNESTY	25'	Drake, Jim	1980	Drake, Jim	Carlise, PA	Baltimore, MD
173.	MEDUSA/Ferrocement	25'	Nowell, Ron	UNK	Unknown		-Unknown
174.	—None—	31'	Newman (D07)/Standish	TBL	Standish, Arnie/Jeff	Brunswick, ME	-Unfinished, ME
175.	EDELWEISS	15'	Major, David	UNK	Major, David	Putney, VT	
176.	TRUMPETER	28'	Morse, Charles A.	189x	Unknown		-Unknown
177.	—None—	19'	Ahern (B4)/Unfinished	TBL	Georges River Marine	Thomaston, ME	-Unfinished, ME
178.	ESSENTIAL	25'	Newman (P13)/Chase, C.	1977	Stein, Robert M.	Huntington, NY	Huntington, NY

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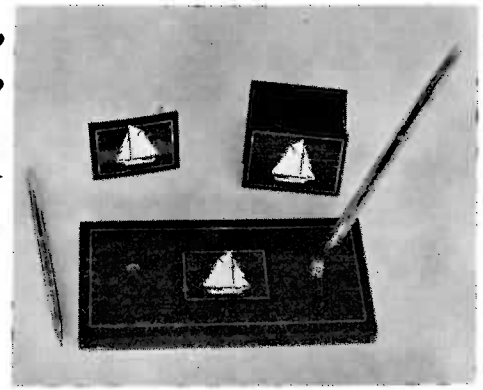
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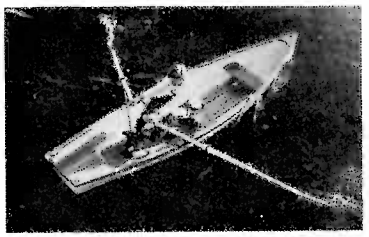
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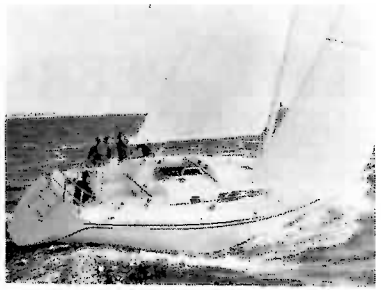

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179.	CELENE	22'	Unknown	OLD	Unknown		-Unknown
180.	BANSHEE	25'	Newman (P12)/Wojcik	1978	Wojcik, John & Carol	Norwell, MA	Mattapoisett, MA
181.	ROBRA	19'	Ahern (B3)/Brownlie	1975	Borden, Henry K.	Danvers, MA	Danvers, MA
182.	CHARITY	22'	Apprenticeshop	1977	Watson, Theodore S.	South Darthmouth, MA	Padanaram, MA
183.	SILVER HEELS	25'	Newman (P14)/Morris	1978	Sanders, Jack S.	Jefferson City, MO	Lake Of The Ozarks, MO
184.	PERSEVERANCE	27'	Simms Yachts	1963	Paluch, Denis	Chicago, IL	Chicago, IL
185.	SARO	27'	Ham, J. Philip	1978	Eaton, Douglas W.	Portsmouth, NH	Avondale, RI
186.	RAGTIME ANNIE	22'	Bolger/Appollino	1975	Stoodley, Bartlett H., Jr.	Unity, ME	Camden, ME
187.	PEREGRINE	27'	Stanley, Ralph W.	1977	Blanchard, Peter P., III	Mt. Desert, ME	Southwest Harbor, ME
188.	MAUDE	32'	Gamage, Harvey	1939	Chaput, Frank	Newburyport, MA	Salisbury, MA
189.	TRADITION	31'	Newman (D14)/Nehrbass	1981	Nehrbass, Roger	Port Washington, WI	Port Washington, WI
190.	AIKANE	31'	Newman (D10)/ Chase, C.	1978	Burned 2/12/83	@ Stonington, ME	-Burned
191.	ANNABELLE	22'	Apprenticeshop	1978	South Street Seaport	New York, NY	New York, NY
192.	KERVIN RIGGS	22'	Roth, McKie	1977	Chase, John	Chapel Hill, NC	Robinhood, ME
193.	LADY	32'	Gamage, Harvey	1978	Gamage, Linwood	South Bristol, ME	South Bristol, ME
194.	HUCKLEBERRY BELLE	25'	Niederer, Clifford G.	1977	Nofzinger, John	Florence, AL	
195.	PRINCESS/Marconi	25'	Morse, Wilbur A.	1910	Richards, Joe	New Jersey	Florida
196.	ENDEAVOR	25'	Stanley, Ralph W.	1979	Holtzmann, Betsy	Southwest Harbor, ME	Southwest Harbor, ME
197.	CHRISTANIA	31'	Newman (D11)/Davis	1978	Hliva, Joe & Miriam	Greenwich, CT	Greenwich, CT
198.	BAY LADY	31'	Newman (D12)/Lanning	1979	Fish, Robert	Boothbay Harbor, ME	Boothbay Harbor, ME
199.	TRINITY	31'	Newman (D13)/ Thompson	1979	Jacoby, Doug	Marblehead, MA	Marblehead, MA
200.	ESTELLA A.	34'	McLain, Robert E.	1904	Mystic Seaport Museum	Mystic, CT	Mystic Seaport, CT
201.	ENDEAVOR	31'	Newman (D08)/Genthner	1979	Genthner, James	Fairhaven, MA	Mattapoisett, MA
202.	ARRIVAL	31'	Newman (D09)/Niedrach	1981	Niedrach, Anne	Amherst, NH	Marion, MA
203.	AURORA		Unknown	OLD	Greenpoint Boatyard	Ipswitch, MA	-Unfinished
204.	MARIE-ANNE	27'	Davidson, Jason	1977	Echeverria, Diana	Unknown	-Annapolis?
205.	DAY STAR	28'	Mosher, Richard E.	TBL	Mosher, Richard E.	Kalamazoo, MI	-Building, MI
206.	MARY ELIZA	31'	Newman (D15)/Clarke	1979	Clarke, Wyndham	Washington, DC	Washington, DC
207.	SAFE HOME	31'	Melquist, H.	1980	Rose, Kevin	Westborough, MA	Salem Willows, MA
208.	LADYSHIP	31'	Newman (D17)/Lanning	1981	Dewsnap, Toni F.	Boothbay Harbor, ME	Boothbay Harbor, ME
209.	FRIEND SHIP	31'	Newman (D17)/Pettigrew	1981	Unknown		-Savannah??
210.	THE SLOOP JOHN B.	22'	Quoddy/Oliva	1974	Perrin, AL	Canandaigua, NY	Canandaigua Lake, NY
211.	ANSA	22'	Hamilton, James D.	1982	Hamilton, James D.	Andover, MA	Islesboro, ME
212.	ACHATES	22'	Roth, McKie	1980	Leigh, Richard C.	Nashville, TN	Nashville, TN
213.	AMIE	25'	Holcomb, Bob	1978	Hanson & Lovelace	Edmonds, WA	Edmonds, WA
214.	GAVIOTA	31'	Newman (D19)/Pettigrew	1982	Karoff & Montgomery	Shrewsbury, MA	Cataumet, MA
215.	ELLEN ANNE	22'	Passamaquoddy Yachts	1968	Colinan, David	Lincoln, RI	East Greenwich, RI
216.	AMITY/Marconi	39'	Carter, W. Scott	1941	Nichols, John F.	New York, NY	Greenwich, RI
217.	ODYSSEY	33'	Shoreline Boats	1972	Hayniez, Peter	East Stroudsburg, PA	Georgetown, MD
218.	WILLIAM M. RAND	22'	Rand, John B.	1982	Rand, John/William, M. Jr.	Lincoln Center, MA	Cundy's Harbor, ME
219.	YANKEE BELLE	23'	Edwards, Paul G.	1983	Edwards, Paul G.	Mattituck, NY	Mattituck, NY
220.	AIKANE II	31'	Newman (D20)/Pettigrew	1984	Marden, Hal C., Jr.	Wilmington, DE	Blue Hill, ME
221.	SEAL	21'	Ahern (01)/Zink	1984	Zink, Alivn J.	Andover, MA	Manchester, MA
222.	LADY JANE	18'	McInnes, Richard L.	1982	McInnes, Richard L.	Belpre, OH	Belpre, OH
223.	HOSTESS	25'	Newman (P17)/Chase, P.	1981	Chase, John P.	Marblehead, MA	Marblehead, MA
224.	TRUELOVE	19'	Wainwright, Jim	1983	Wainwright, Jim	Gig Harbor, WA	Gig Harbor, WA
225.	PHILIP J. NICHOLS	28'	Nichols, Philip J.	1981	Knudsen, Siguard A., Jr.	Freeport, ME	So. Freeport, ME
226.	DESIRBE	31'	Plummer, Larry	1987	Plummer, Larry	Newbury, MA	-Building, MA
227.	CELEBRATION	25'	Newman (P15)/Hodgdon	1980	Merrill, Greg/Annette	Southbury, CT	Bayville, ME
228.	CAIRDEAS	22'	Ahern/Fitzgerald	1987	Fitzgerald, John F.	East Walpole, MA	Boston, MA
229.	CAPT'N GEORGE	30'	Bruno & Stillman (09)	1970	Durant, Walter/John	Mystic, CT	Noank, CT
230.	HEGIRA	25'	Roth, McKie	1980	MacClain, David	Glastenbury, CT	Stonington, CT
231.	SOLOMON GUNDY	22'	Roth/Butcher	1984	Butcher, William C./Jill	Suffield, CT	Branford, CT
232.	COMPROMISE	22'	Ahern (08)/White	1979	Toppan, Peter C.	Scituate, MA	Scituate, MA
233.	PRINCESS PAT	22'	Armstrong, Harry	1987	Armstrong, Harold T.	Winter Park, FL	Titusville, FL
234.	ELIZABETH JANE	22'	Roth/Owens	1985	Owens, D. William, III	Branford, CT	Stony Creek, CT
235.	FINEST KIND	22'	Guild, S./Heath, G.	1981	Looram, Michael E.	Woodbury, CT	Noank, CT
236.	AUNTY POOLE	25'	Bryant, Harry/ Ferrocement	1970	Morrissey, Stephan P.	Kingston, NH	Salem, MA
237.	R.V. WINKLE	19'	Ahern/Patten	1975	Tilney, Nicholas	Boston, MA	Newburyport, MA
238.	VIKING	22'	Ahern/Ulwick	1980	Ulwick, Steve	Wakefield, MA	Lynn, MA

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SLOOPS WRECKED OR DESTROYED

	Name		Builder	
12	FRIENDSHIP	29	1902 Morse, Wilbur A.	Last seen c.1984
25	SEA DUCK/ketch	36	Morse Boatyard	Unknown
30	KIDNAPPED	21	OLD Unknown	Sunk ca'65?
51	— None —	32	Morse, Wilbur A.	Morrison, Robert
62	COLUMBIA	23	Chadbourne, Lester	Unknown
99	BUCCANEER	27	189x Morse, Wilbur A.	Tirocchi, Eugene
127	LUCY S.	28	189x Unknown	Smith, Jonathan
173	MEDUSA/Ferrocement	25	Nowell, Ron	Nowell, Ron
3	FINETTE	47	1915 Morse, Wilbur A.	Reregistered 1965
120	— Reserved —		Simmons, Carleton	Reserved for C. Simmons
4	GOLDEN EAGLE	26	1910 Morse, Albion F.	Destroyed ca.1980
8	BANSHEE	30	Morse	Destroyed ca.1968
17	JOLLY BUCCANEER	45	1909 McLain Eugene	Sunk/Destroyed '73
26	VIRGINIA M.	28	1910 Morse, Wilbur A.	Destroyed ca.1982
29	SUSAN	41	1902 Morse, Charles A.	Wrecked 12/24/77
48	CHANNEL FEVER	33	1939 Provener, F.A.	Destroyed 10/85
55	RIGHT BOWER	47	1915 Morse, Wilbur A.	Destroyed ca.1968
76	PACKET	26	1925 Morse, Charles A.	Destroyed ca.1980
78	EMMIE B.	37	1958 Wilcox, Reginald	Burned 1974
79	NIMBUS	32	1954 Chemault, A.T., III	Destroyed ca.1979
108	LOON	35	1905 Morse, Wilbur A.	Destroyed ca.1974
111	AMOS SWAN	26	1910 Morse, Wilbur A.	Wrecked 11/80
116	TINQUA	30	1971 Bruno & Stillman	Wrecked 9/77
190	AIKANE	31	1978 JNI (D-10)/Chase, C.	Burned 2/12/83



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2nd	Bruno & Stillman Trophy		*Banshee*	
3rd	Division I Cup		*Seal*	
4th	Lash Brothers Trophy		*Kervin Riggs*	
		Division II		
1st	President's Trophy		*Anna B*	
2nd	Winslow Trophy		*Tannis*	
3rd	Homecoming Trophy		*Eastward*	
4th	Anjaca Trophy		*Liberty*	
5th	Division II Cup		*Resolute*	

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1986 *Morning Star* 1987

2nd Jonah Morse Trophy, named for the brother of Wilbur Morse and grandsons of Charles and Wilbur Morse.
1986 *Chance* 1987

3rd Class A Cup Not awarded in 1986 1987

Owner-Builder Trophy *Seal* Alvin J. Zink, Jr.

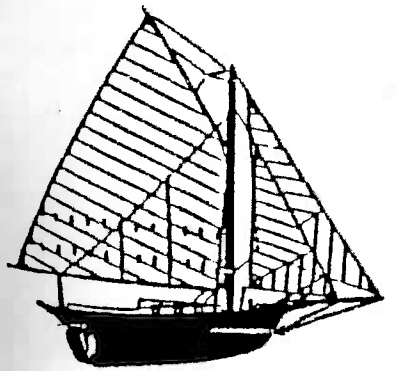
Gladiator Trophy, awarded for coming the longest voyage to the race *Banshee* John Wojcik

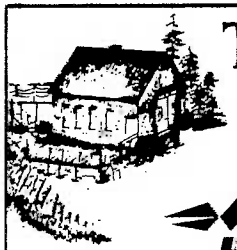
Danforth Trophy, awarded for being in the middle of the fleet *Sarah Meade* Ted Hanks

Nickerson Trophy, awarded to the sloop having the youngest skipper *Anna B*

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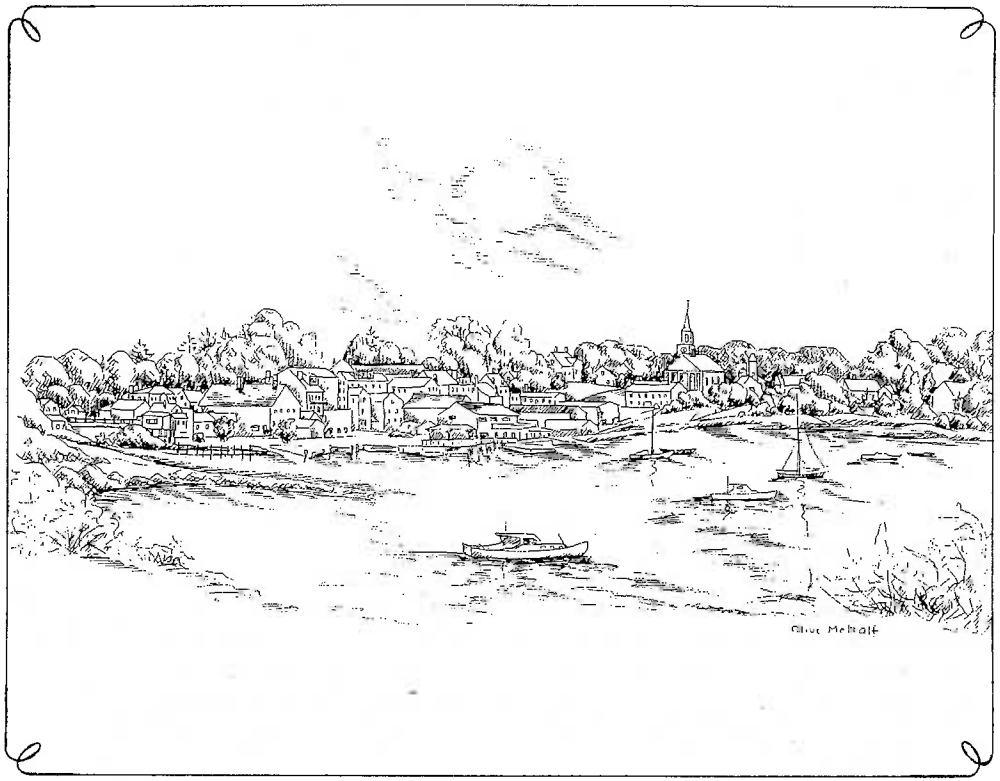
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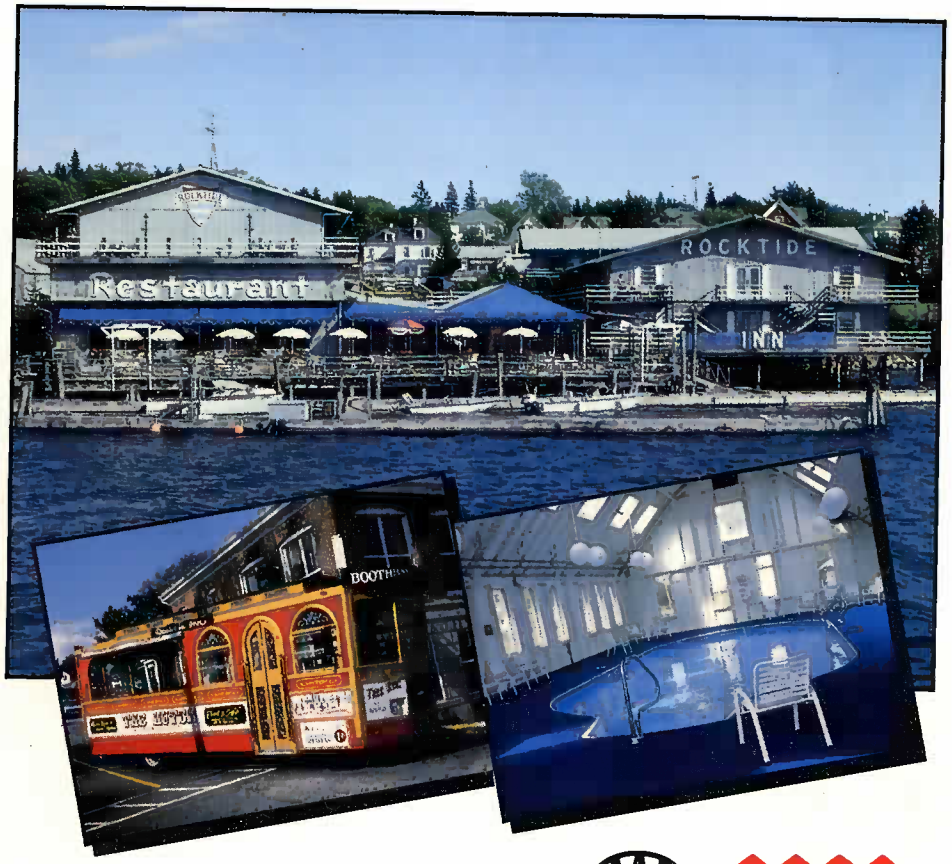
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