Friendship Sloop Days



Gladiator - 1902-1992

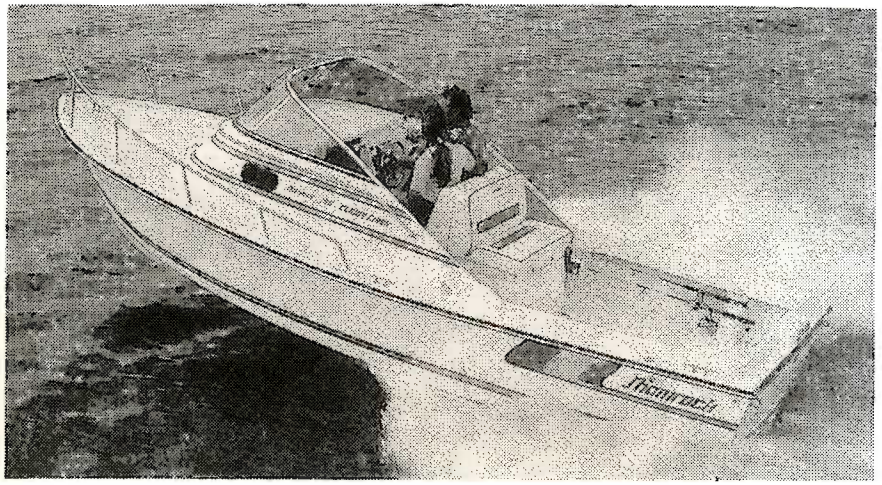
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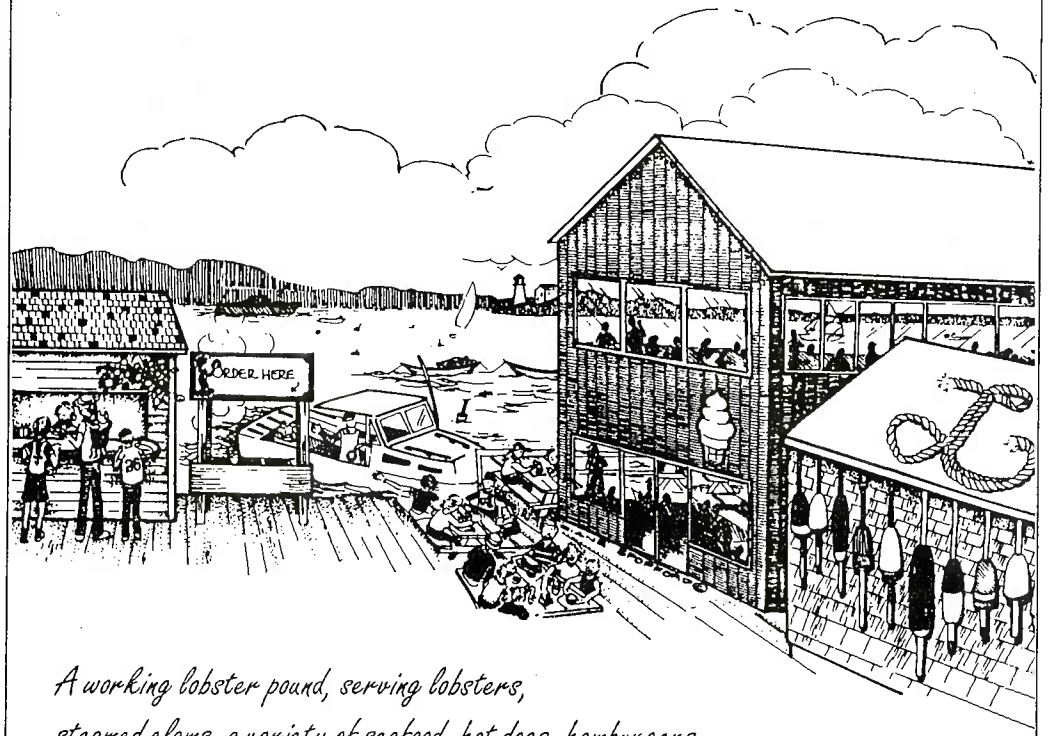
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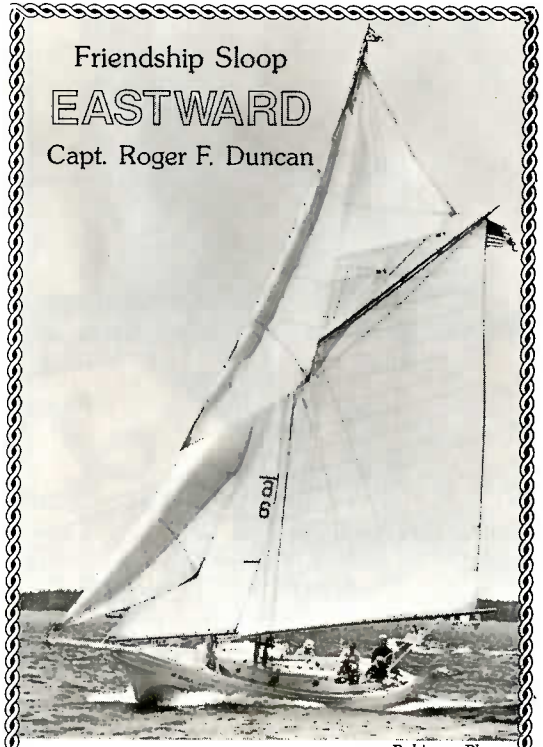
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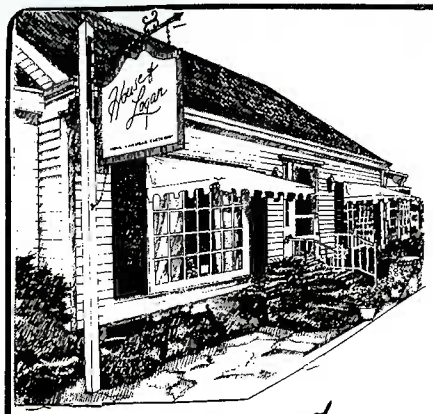
"Anchored in the lee of the unnamed island, Princess stretched her cable and waited... her shrouds hummed like the strings of a guitar as the wind went by. A lot of wind got away while I slept...to sleep while a fair wind blows is the same as running the engine...with the lines fast to the dock."

Thus wrote Joe Richards, winner of last year's Winthrop Bancroft award, and author of the Friendship epic "*Princess*-New York." These pleasing, restless words momentarily prompted a brief check on the wind and the Society's engine and lines.

From the seven founders back in 1961, the Society has grown to 251 members. Where fourteen sloops lined up for the start of that first race in Friendship, more than forty sloops now participate in the annual regattas at New London, Marblehead and Boothbay. The little laptop computer that will calculate this year's race results proves we are keeping up with the times, and in the off season it keeps tabs on our finances, which are sound. Brilliant young Friendship high school graduates are continuing their college education with help from Pendleton Scholarships. Yearbooks each year add color and fact to Friendship history. The popular Newsletter reports on our active lives and increases friendships by attracting new members. Critical historical records and sloop files are now safely stored at the Maine Maritime Museum. And each year we pay honor to our beginnings...we return to Friendship.

The Society flourishes because we have valuable objectives above and beyond self interest; members enjoy working together; they provide a constant source of fresh ideas and observe a regular turnover of officers. Yes, we take things seriously, yet we are quick to laugh, even at ourselves. I think Joe would feel pleased that not too much fair wind gets away when the Society is sleeping.

William M. Rand, Jr.



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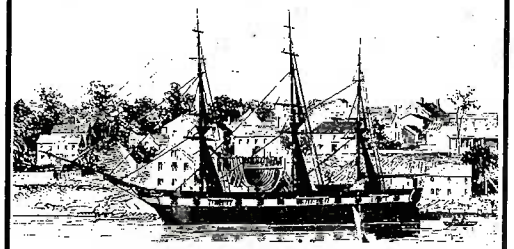


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Yearbook Editor	Roger Duncan	Box 66, E. Boothbay, ME
Newsletter Editor	John Wojcik	347 Lincoln St. Norwell, MA, 617-659-2820
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Cannoneer	Elbert Pratt	Friendship, ME
Honorary President	Bernard MacKenzie	Scituate, MA
Secretary Emerita	Betty Roberts	Friendship, ME

Honorary Members: William Danforth, Dorothy Gould, John Gould, David Graham, Cyrus Hamlin, Bruce Morang, Marcia Morang, Bernard MacKenzie, Albert Roberts, Betty Roberts, Carlton Simmons.

The Bill Hadlock Memorial Award

This award is given in memory of our past Commodore and skipper of *Heritage*, Bill Hadlock. It is given for:

1. Safe sailing and sound seamanship
2. Family participation
3. Sharing knowledge and helping others
4. Supporting the aims of the Society
5. Appreciation of the beauty, charm, and splendor of the Maine coast.

This year the award was given to Ernst Wiegleb, owner of *Chrissy*. Ernie sailed *Chrissy* with his sons in almost every race from 1962 through 1981 with complete dedication and consummate skill. Four times he won the Jonah Morse trophy for the fastest sloop built before 1920. In 1969 and 1970 Ernie rebuilt *Chrissy* almost single-handed. He has always been a staunch supporter of the Society and has served as treasurer since 1971.

Ernst Wiegleb died in November 1991, but not until after he had heard with delight of this award. An appreciation of his life appeared in the winter Newsletter. It is well worth re-reading.

The Bancroft Award

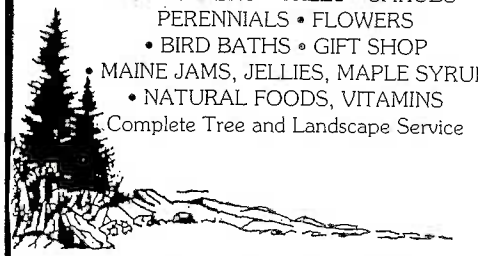
The Bancroft Award is given in memory of Winthrop Bancroft, owner of *Elicia III* and an enthusiastic supporter of the Society. It is awarded for an unusual contribution of the Friendship tradition. It might recognize an outstanding voyage, the launching of a new sloop, or the restoration of an old one. It might recognize the work of a poet, a painter, or a model maker. A committee appointed by the Executive Committee awarded the trophy this year to Joe Richards, author of "*Princess*-New York." Joe bought *Princess* in 1938, rebuilt her himself, and sailed her to Florida. In 1952 he published her dramatic story, a story which has inspired many of his readers to buy, build, or rebuild Friendship sloops.

Joe Richards died late in 1991.

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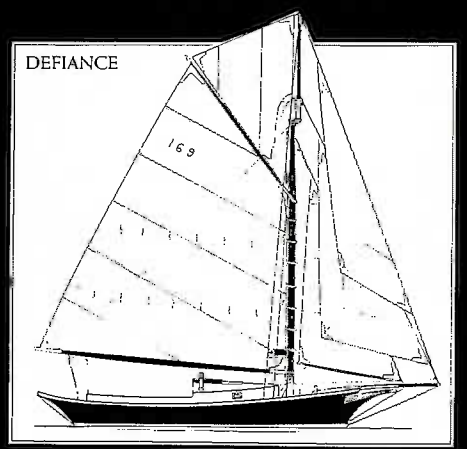
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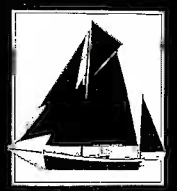
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Gladiator

by Caroline Zuber



Twenty-five years ago, in 1967, two families in New Jersey spent a rainy April Sunday afternoon searching for a used mast that would be suitable for a 36-foot strip-planked Friendship sloop hull rapidly nearing completion. In a boatyard in the headwaters of Barnegat Bay, they spied two Friendship sloops, both named *Downeaster*. Both sloops were for sale; both were white. One had the builder's name and the year 1963 carefully carved under the bowsprit. The other, the one that attracted the eye of the builder of the Friendship hull nearing completion, had the numbers 86611 carved in the deck beam. The cabin roof leaked, the sloop needed refurbishing, but the hull seemed sound. The two families retreated to drier quarters, called the owner, made an offer, and found themselves co-owners of a Friendship sloop.

In 1967, the men of these two families sailed this white Friendship sloop named *Downeaster* home to Friendship for the Friendship Sloop Society Regatta. In the dusty attic of the Rockland Custom House, after hours of poring over the records, they found that their sloop had been built by Alexander "Bugs" McLain on Bremen Long Island. It was launched in 1902 and had been named *Gladiator*. The Harbor Master typed a letter confirming the entry, and they drove triumphantly back to Friendship. The Authentication Committee of the Friendship Sloop Society viewed the carefully carved 86611, and officially declared that another "original" Friendship Sloop had been found and had come "home".

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These two families, Stu and Dorothy Hancock and Bill and Caroline Zuber, owned *Gladiator* together for 20 years. Bill (who sold the still-unfinished hull) owned a boatyard, did the maintenance and repairs, and provided the dockage and storage. Stu and Dot shared in the expenses of insurance and supplies, and both families sailed the sloop home to Friendship again in 1970, after a new topmast and upper sails had been added, and the color of the hull changed to what they fondly called "Gladiator Green." Friends came from near and far to sail, and racing trim was achieved by the movable ballast of kids and adults shifting from port to starboard. In December 1971, the Zubers bought some land in Friendship "for retirement" and perhaps to camp during summers.

Gladiator sailed in New Jersey waters during the summer of 1972 without the Zubers, who had managed to find a way to spend the summer on Hurricane Island in Penobscot Bay. Better yet, Bill found a way to earn a living in Maine, working on the boats of the Hurricane Island Outward Bound School, and the "retirement property" in Friendship became home to the Zuber family. *Gladiator* sailed for the last time from New Jersey to Maine in the fall of 1973. From 1974 through 1982, *Gladiator* was moored at Hurricane Island, and the Zubers sailed the Maine coast whenever free time allowed. Stu and Dot Hancock came to Maine for two weeks each summer, and *Gladiator* raced during the regattas.

By 1982, Bill was beginning to wonder what was below the concrete in the bilge near the mast step, and how to stop the leaks in the forefoot where rust was evident. He had *Gladiator* taken on a trailer to his home in Friendship, and built a plastic house over her. He planned to take a month off in the fall to do some serious repair to the hull. However, job commitments intervened, and five years later, in June of 1987, the newly rebuilt *Gladiator* was relaunched at age 85. The story of the rebuilding would take another volume.

Sadly, Dorothy Hancock died during the rebuilding years, and didn't get to sail on *Gladiator* again. Stu and Bill agreed amicably in 1988 to end the years of shared ownership. Bill and Caroline Zuber became sole owners, and Stu an "Owner Emeritus."

In 1989, *Gladiator* came home to Friendship Harbor and began to earn her way again, this time by taking paying passengers for day trips and charters. Usually *Gladiator* sails in the middle reaches of Muscongus Bay, where the hard-working descendants of her first owner are still fishing. A favorite trip is a sail to the western headwaters of Muscongus Bay past Cow Island through the narrow passage at the southern end of Bremen Long Island. With a favorable tide and the summer southerly breeze, *Gladiator* loves to sail past the long-deserted homestead of her builder on the westerly shore of the island. The McLain family seemed to build stout, lasting sloops. The *Estella A* at Mystic Seaport was built by a McLain, as was *Dictator*, currently being restored by Jarvis Newman in Southwest Harbor for her new owner, a member of the same family who had owned and sailed her in the 1930s.

Today, *Gladiator* is still sailing in her 90th year, in the same waters where she first worked. Bill and Caroline Zuber moved to Friendship, built a home, and raised their family here because of a Friendship sloop. Their oldest son married the daughter of a Friendship lobster fisherman, and their youngest son will soon be a licensed captain like his dad. Owning a boat for 25 years is somewhat unusual; buying a 65-year-old boat and still owning and sailing it when it is 90 years old *is* rather uncommon. The Zuber family will tell you that they like living in a town called Friendship; they enjoy sailing their Friendship sloop in the area where she was built; and, that in bringing *Gladiator* home, they are not "from away" in their hearts.

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Eagle Island Sailboat Races

by Ralph Stanley

The Eagle Island sailboat races were the highlight of the season for the visitors at the John H. Quinn-and-family guest house on Eagle Island in Penobscot Bay. These races were held each year from about 1903 through 1916. Eagle Island residents, both local and summer people, looked forward to this event with considerable excitement and interest. The race course most used was a triangle — Eagle Island light to Babbidge Island to Brown Cow Ledge and return.

The race committee was usually made up of Frank Smith, Richard Cleveland, Richard Hammond and John H. Quinn. At the end of the race there was a celebration, and prizes were awarded for first, second and third places.



The prizes, usually cups, were provided by donations from the summer people and entrance fees. The cup pictured here is now at the village library at Bernard in Tremont, Maine, in the care of the Tremont Historical Society. It was probably won permanently by Lewis Freeman Gott of Bass Harbor in 1916, although the date is not inscribed, making him a three-time winner of the cup.

On the face of the cup is the inscription:

Eagle Island Prize Cup
Won By
Sloop Merry Wings
Owner & Master Lewis F. Gott
Bass Harbor, Me.

On the back are a number of inscriptions:

Sept. 1907
Won By
Sloop Florence A. Gyndolen
Walter Gray, Cape Rosier, Me., Owner
W.N. Goodell, Bucks Harbor, Me., Master

Sept. 1909
Won By
Sloop Florence A. Gyndolen
Walter Gray, Cape Rosier, Me., Owner
W.N. Goodell, Bucks Harbor, Me., Master

Aug. 8, 1912
Won By
Sloop Lulu Marion
Owner M.D. Chatto
Master Capt. Joe Ladd
So. Brooksville, Me.

Aug. 13, 1914
Won By
Sloop Merry Wings
Owner & Master
Lewis F. Gott
Bass Harbor, Me.

Sept. 5, 1908
Won By
Sloop Lilac
Owner & Master
DeForrest H. Gray
So. Brooksville, Me.

Aug. 17, 1911
Won By
Sloop Merry Wings
Owner & Master
Lewis F. Gott, Bass Harbor, Me.

Aug. 21, 1913
Won By
Sloop Lottie
Owner & Master
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Won By
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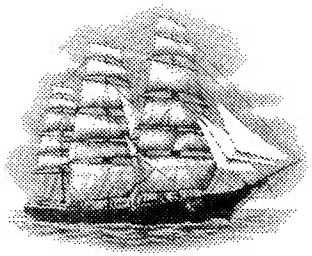
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There seems to have been no race in 1910. Perhaps it was foggy weather.

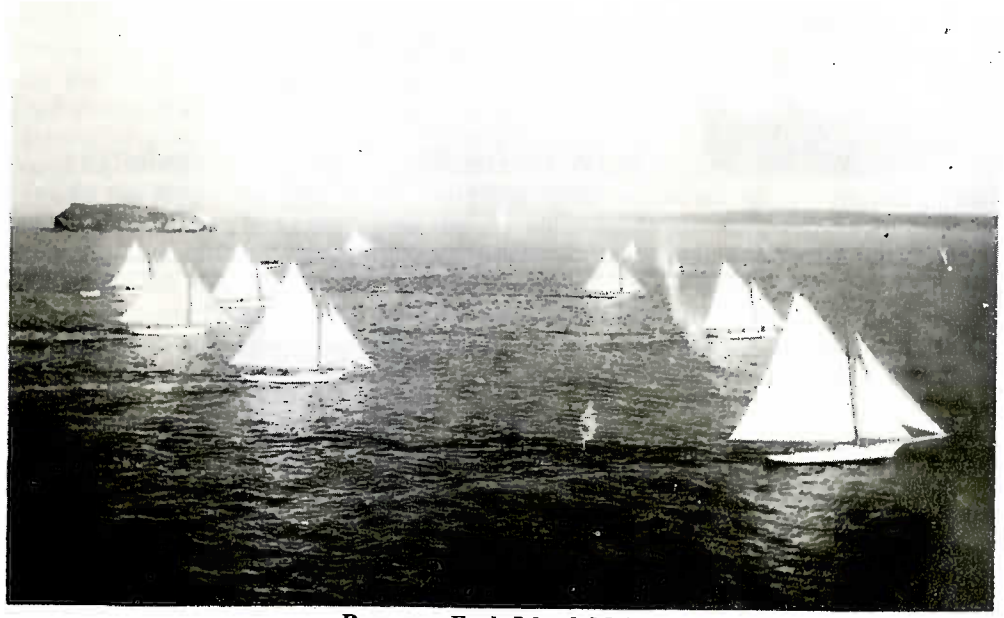
There are four other cups at Eagle Island in the possession of Robert L. Quinn. These cups are smaller, one being inscribed "1906" only, and another "1903 Catherine Marie." The *Catherine Marie* was a 36' Friendship sloop built by Wilbur Morse and owned by John H. Quinn. She was used as a general purpose boat for the island.

Other sloops not named on these cups that participated in the races were: *White Bear*, owned by the Fullers and Kings of Bear Island and sailed by John Johnson or Harold Ball; and *Glen Rose*, owned by the Harrimans of Butter Island. The *Catherine Marie* was usually sailed by Ed Howard and did well in a heavy wind.

Linda Billings of Little Deer Isle says that her Aunt Laura as a young woman worked on Eagle Island at the Quinn Guest House and sailed in one of the races. She said she was never so seasick in her life.

The races at Eagle Island were usually followed by others at Butter Island and Bucks Harbor, each a few weeks apart.

Many of the sloops were Friendship sloops, but it seems any sloop was eligible to enter the race. Due to the variety and different sizes of the sloops, a system of handicapping was adopted. Sounds familiar.



Race near Eagle Island, Maine.

Friendship

Icy waves tickle the rocky shore
as a cool mist seeps over the pines
and quietly envelops the harbor.

Snug in the inevitable Maine fog a lone sloop boat sits at
its mooring – ghostly in profile – Dreaming of earlier times
when the rustle of a sail bespoke the fisherman's trade.

- by Karen Looram



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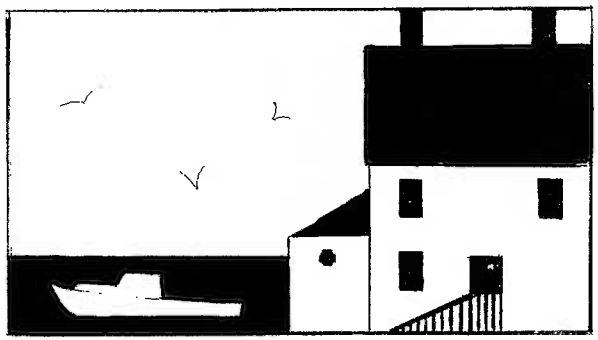
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an account of *Freedom's* Saint John River cruise in 1991

by Tom Halsted

We motored from Saint John as far as Pt. Lepreau, then had a beautiful sail across Mace's Bay. On the way we saw a porpoise, sailed through a huge raft of loons, and passed a nesting bald eagle as we motored the last half-hour into L'Etang Harbor. This is a largely unpopulated area, really many little interconnected harbors, but the waters are full of salmon farming operations. It is also a lovely place, with bold shores, deep water, and many little coves tucked into the dark wooded shoreline. It was a long but totally satisfying day – 47 miles in 12 hours.

We anchored, as our old edition of the *Cruising Guide* advised us, just inside Crazy Point, next to the floating shack that was part of a salmon farming operation. It was called Granger Cove.

We should have had a newer edition along. The day started early with a rude surprise. At 0215 I felt a bump that was *not* the dinghy bumping against the hull and realized that my feet were considerably higher than my head (I slept athwartships, with my head to port and my feet to starboard). We had not only grounded out; we were soon high and dry – an acute embarrassment to us both. We pulled on sweaters and seaboots, found a flashlight and scrambled down the high side of the vessel (though we could have stepped off the low side onto dry land), collected the dinghy and rowed across to the nearby float-cum-fishing shack. We sat in the cold on the float, gazing up at the starlit sky. Suddenly Dick exclaimed, "there's Tarazed!" – the star for which his WWII ship, a refrigerator supply ship, was named. That was about the only satisfying aspect of our plight. It was cold, and the rest of the night was long. Dick stretched out on a plank bunk inside the shack, but I found it too cold and didn't feel like going back to poor old *Freedom* for more clothing, so I paced around on the float awhile, rowed out to one of the salmon pens anchored nearby (three-feet-long fish were jumping and splashing around in the dark), then went back to the beach and waited for the sun to come up and the tide to come back in.

The sun rose on a sorry sight: the beautiful little ship lying there like a beached whale. Miraculously, though rocks were all around her she lay only on soft sand. Even the anchor was high and dry. Apparently salmon farmers sleep late; none came by to discover our plight, though a passing power cruiser did pause briefly to make sure we were all right and we waved it on. By 0730 *Freedom* was afloat again, and it could almost have been only a bad dream.

We dreaded the scornful jeers we would surely get when we later confessed to our gigantic miscalculation. Instead, so far I have found that telling the story has only produced comparable tales from yachtsmen who've had similar experiences, though no one brags about it.

I intend to adopt the attitude that you've not really cruised until you've gone thoroughly aground.

The Fisherman

by Karen Looram

A subtle blend of salt air and pine awakens
The gloom of the early morning fog
breaks
to the drone of a lobster boat
off to meet the new day.
Haul the traps – make the catch
Before the day's work is done.
Home through the pinks and blues of a tranquil sky.

Dictator, 1904-1992

by Jarvis Newman



***Dictator* winning the 1981 race.**

For more than 20 years I've had an ongoing relationship with *Dictator*, a wooden-hulled Friendship sloop that was built and launched in 1904.

I bought her back in 1971 from the Chesney family of Deer Isle. The Chesneys had owned *Dictator* for 46 years, and she was tired. And she needed extensive restoration.

It took the best part of two years to restore her – with a lot of help from Ralph Stanley, one of Maine's truly remarkable boat builders.

We completely restored *Dictator* with a new diesel engine, a new cabin and a larger cockpit to fit our needs for family sailing and cruising. Four berths, a complete galley, and a new head added to her comfort. That done, we re-launched her in July 1973.

For nine years my wife Susan, our daughters Kathe and Kim, and I sailed her around Mt. Desert Island and at Friendship for the annual sloop races in July.

With my father and mother, Laurence and Eleanor Newman, and other family members, we competed several times in the Retired Maine Skippers' race at Castine. We thoroughly enjoyed sailing her there and once we came excruciatingly close to a first-place finish – until two competitiors with a lot more sail passed us on the last leg as though we were standing still.

We sailed her in winds of up to 50 knots, with eight-foot seas, and we also had a few knockdowns. But even when the base of the mast and ports were under water, she was comfortable and stable.

I enjoyed sailing *Dictator* single-handed even though hoisting the main and pulling in the jib by hand was work, since winches aren't traditional on Friendships.

In 1982, despite some misgivings, we sold this lovely sloop to Dr. George Pappas of Ossining, New York. It seemed we couldn't find time enough to sail her and, besides, our daughters had grown up and found other interests. Hindsight tells us it was a mistake.

For eight years *Dictator* sat, neglected I thought, in a Hudson River marina with little use. I visited her several times in that time just to see how she was doing, and I anguished.

In the fall of 1990, Dr. Pappas donated her to Full Sea of Greenport, Long Island, and she was trucked there that December. Once again she drew some care and attention. Her engine was rebuilt, and a new boom was made.

Then, after I spotted a small ad in *WoodenBoat,* I contacted her owner, David Kiremidjian, and offered my services to help restore her for a new owner.

But David Kiremidjian clearly had other ideas. "Why not buy her and restore her yourself and make sure she is brought back the way you want?" he asked.

In the end, as he kept repeating that line, it was an offer I couldn't refuse. So, after many lengthy phone conversations, I bought her back, trucked her to Southwest Harbor last July, and started working on her in my shop.

Now, my father, the retired lobsterman and fisherman, at 85 joined me in helping bring *Dictator* back to life. Without getting into the details, let me say I knew it would be a long and difficult undertaking. But, as imposing as it was, this was a job I simply had to do.

As I started stripping the spars and refinishing the boat, Mr. and Mrs. Peter Chesney of Deer Isle came to my shop in August to have a look. Peter was the son of Alan Chesney, *Dictator's* owner back in 1925. He in turn called his son, Peter M. Chesney of California, who said he'd like to have her back in the family.

The following month the younger Chesney came to Southwest Harbor to inspect the sloop and negotiate a sale. In a matter of weeks we reached an agreement with one special stipulation – I'd continue the job of repairing and renovating *Dictator* over the winter.

As I write this, I can attest that she's looking far, far better than she did last July. Most of the cockpit has been replaced and several areas of dry rot are but memories.

As a two-time owner of *Dictator,* I find it's a pleasure to look ahead and think that in a couple of months Alan Chesney's son and grandson and their families will be enjoying the grand old sloop again.

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1910-1913	Roy Sargeant
1913-1923	Fred Torrey
1923-1925	William Raynes
1925-1971	Alan Chesney
1971-1982	Jarvis Newman
1982-1990	George Pappas
1990-1991	Full Sea
1991-1992	Jarvis Newman
1992--	Peter Chesney

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Ruth Logan

By Connie Pratt



***Ruth Logan* comfortably double-reefed.**

My grandfather, James Logan, first came to Friendship at the behest of his good friend Robert Armstrong to inspect the Y.M.C.A. camp on Crotch Island. The Logan family liked Friendship so much that, in 1907, he had a summer cottage built on Davis Point overlooking the harbor. Grandpa considered oil lamps and candles to be too dangerous, so he had a gasoline engine installed in the garage to charge the array of wet cell batteries which supplied electricity to the house. There was no public electricity on the Point at that time.

Since the family would be in residence all summer, while Grandpa would be away most of the time, he hoped to find someone who could maintain the generator, take care of the property, and also take him and the family on picnics and trips around the bay. Thus, one day, he went down to the wharf and asked if anyone had time to take him on a little trip around the harbor. Elbridge Albion Winchenpaw volunteered to take him in his Friendship sloop. While sailing, Grandpa told Mr. Winchenpaw that he needed someone to take the family and friends around Muscongus Bay and on picnics. He also hoped that that person would have time to do chores around the cottage. Thus, Ellie, as everyone soon came to call him, took on the Logan family and the care of the Logan property. To complete this story, Ellie renamed his Friendship sloop *Ruth Logan* for Grandpa's youngest daughter and moored it in front of the house.

Advantages of the Gaff Rig

By Francis West, Jr., Vineyard Haven, Massachusetts



For sixteen years I have been racing *Erda*, a McKee Roth 22-footer, in the Holmes Hole Sailing Association handicap series in Vineyard Haven, where we conduct 12 races a year, most of them around triangular courses. We have a great variety of hulls and rigs, from old-timers to the very modern boats ranging from 16' to 50' in length. Readers may recall the story in the 1987 Friendship Yearbook of *Erda* winning the big Moffett Race in Nantucket Sound. Considering the fact that I installed a 7h.p. Vire engine in 1980, *Erda's* racing record is quite respectable. My only regret is that I've never been able to get her up to Boothbay to pit her against her sisters.

All this racing has given me an abundant opportunity to compare the gaff and marconi rigs at close hand. This article is based on those observations.

The typical gaff rig sloop will have a large mainsail and a moderate-sized jib, or jib and staysail. These three sails will give you all the area you need for light winds, and for heavy winds the mainsail can be reefed. The jibs are small enough to be left up in anything less than half a gale. The sail plan is stretched out fore and aft, resulting in less heeling for a given sail area than in a marconi-rigged sloop with its tall, narrow mainsail and overlapping genoa jib.

When reefing in heavy weather, the gaff is lowered with the sail, thus reducing the weight and windage aloft, producing a sort of snugged-down effect. Reefing the mainsail instead of taking in the genoa jib favorably maintains good sail balance when it blows up. This will prevent excessive weather helm and consequent rudder drag. Almost all boats will increase weather helm as the wind increases.

The reefing outhaul line is rove permanently along the boom and preferably set up with a small tackle so the foot of the sail is pulled taut. A few reef points can be tied in to keep the bunt of the sail from hanging down, but I prefer to tie them all in for neatness and good sail shape. In the old days with cotton sails, we wouldn't dare reef without all points tied in for fear of stretching, while today we can "jiffy" reef because Dacron sailcloth is so strong.

The lower cost of wooden spars, Dacron halliards, no big winches and fewer sails can be a big saving with the gaff rig. And it is quieter, too, in the absence of aluminum.

The gaff rig is sturdy, partly due to its flexibility. The mast is allowed to bend slightly, as the shrouds are not set up bar tight. Stresses are spread up and down the mast and gaff, not concentrated at the masthead, and so compressive forces on the mast are low. The tall aluminum mast of the marconi rig requires careful adjustment of all stays to keep it standing straight and not bending.

Although it is well known that the tall, narrow marconi rig sails closer to the wind, and so makes faster time to windward, the gaffer, if her hull factors are comparable, with her sheets not hauled in so hard, will be footing as fast and will be standing up straighter as well.

On triangular courses, the windward leg has almost as much sailing distance as the other two legs combined, so the gaffer tries to make up by doing better on the off-wind legs.

The small jib on a gaff-rigged sloop requires less tension on the jib stay than a genoa to keep the luff from sagging when on the wind. Boats about 30' or less will usually depend on the mainsheet tension to pull the head of the mast aft when close-hauled to keep the jibstay taut. Over that size, running backstays are required with the marconi rig to do that job. The weather backstay is set up with a small winch or hand tackle for moderate tension. Some sag in the jib luff is allowable, especially if not racing.

The gaff mainsail is very powerful on reaching, close reaching, or broad reaching. I'm not going to try to explain why, but I know it is true. The marconi boat will need a big genoa to surpass it. On broad reaching, the moderate-sized jib and staysail will be getting plenty of wind, while the genoa will be partly in the shadow of the mainsail and so lose a lot of its drive. This is the situation where the gaff rig comes into its own, when the old rig can equal or surpass the modern rig (unless the latter uses a spinnaker).

The genoa jib is very fast close-hauled in moderate winds but has the drawback of overpowering the boat in strong winds and can be stretched out of shape in very strong winds, so must be taken in. And who wants to go forward in that weather! With its very long overlap, it often tends to backwind the mainsail and requires a big, powerful winch to sheet it in.

The marconi rig depends on the genoa, the spinnaker and other light sails to develop speed, while the gaffer does very well without them and with less crew work.

Sailing downwind the gaffer does fine under mainsail alone, simply because there will be sufficient sail area, while her more modern competitor will require a poled-out genoa or spinnaker to pass her. The down side of the gaff rig is having to haul in a long main sheet when getting ready to jibe around a leeward mark, and the long boom requires more time to reef and furl. My friends, I think this is a small price to pay for all the advantages.

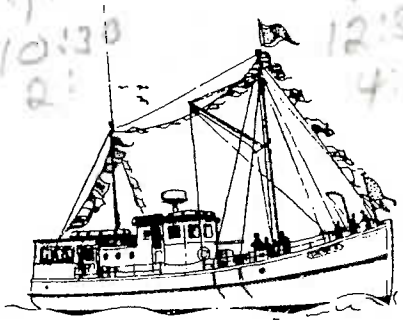
For years I have been wishing that a really fair test of the performance of the old and new could be made. Precisely this has now been done in England at Southampton University (see *The Apprentice* for Fall 1987). Six very different rigs were tested, both on models in a wind tunnel and by full-scale racing on the Solent with identical hulls, with most startling results. They show, among other things, that the gaff rig and the similarly shaped sprit rig were best and about equal in performance to the marconi rig when beating, superior in reaching, and about equal in running.

In the eye of the traditionalist the gaff sail is more beautiful, and this could possibly be a faint echo of our seagoing past.

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Pendleton Memorial Scholarship Fund

By Elbert S. Pratt



Bill Pendleton

On a warm summer day in late July 1967, a black-hulled sloop sailed into Friendship harbor from the east'ard on a fading southwest breeze. It rounded the can buoy at the head of the harbor in a leisurely fashion and slowly beat past the lobster wharves and boat sheds.

As *Blackjack* approached her anchorage, a signal cannon boomed from the slope above. A figure on the fore-deck raised one arm and waved as he allowed the anchor rode to slide through his other hand. Bill Pendleton was ready for another weekend of racing. In the winter Bill taught math at Suffield Academy in Connecticut, but he spent his summers at the family home in Searsport. He came by his love for the sea and sailing naturally, since his forebears, five generations of Pendletons back to the time of the Revolutionary War, were captains of schooners sailing in the coastal trade, as well as of square-rigged ships going to China, India and around the world.

But now Bill had brought with him an important proposal for the Sloop Society members; however, it must wait for the fleet to assemble on the morrow. Sloops arrived from the east and west. The cannon boomed its welcome repeatedly. Among the last to arrive was *Eastward*, a tall, white sloop, formidable in appearance, carrying main and jib topsails. Her owners, Roger Duncan and his wife Mary, take parties on day sailing trips in the Boothbay Harbor region.

In the assembled fleet was *Voyager*, owned by Bernard Mackenzie of Scituate,

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Massachusetts, founder of the Friendship Sloop Society and a naval architect by profession. Ted Brown had sailed down from Kittery in his sloop *Vida Mia*. Ted worked at the Portsmouth Naval Base. John Thorpe of Woolwich was there in *Ellie T.* He had built her from lines which he took from the sloop *Florida*. These were adopted for the "Pemaquid Class" of Friendships. There was Stuart Ford of Bailey Island, who built *Content* when he was 80. There was Ernst Wiegleb, a construction engineer on the Erie Railroad and a fiery competitor on the race course, in *Chrissy*. Ernst was treasurer of the Sloop Society for 29 years before his death in 1991. There was Bill Hadlock of Freeport in *Heritage* and Gordon Winslow from Boothbay Harbor in *Channel Fever*, and we must not forget the genial Dr. Myron Hahn in *Depression*. He usually managed to catch a few mackerel during a race and often, on the last day, brought back a couple of course markers to assist the race committee in its recovery work. These sloops and 20 to 30 more were in the harbor, waiting for the starting gun at noon on the following day.

It was to these assembled sloop owners that Bill Pendleton proposed that the Sloop Society needed to do more than meet in Friendship each summer for two or three days of racing and have an annual meeting in the fall. He said that the Society should have an ongoing project, such as a scholarship fund, with everyone working to make it grow. A gift shop selling Society memorabilia and items made by the members would be a good way to begin. The crowds at the summer regattas could get this project off to a good start and contributions from Society members and friends would add more. The interest from the fund would be used to help Friendship high school graduates who were planning to go on to college. Bill felt that this would be an appropriate way for the Society to express its appreciation to townspeople for all that they did each year to make the sloop races a success. Thus, at the annual meeting in 1967, the Society adopted a motion that the scholarship fund be established.

Since that date, 80 awards have been made. Last June the interest from the fund's certificates of deposit provided about $5000 to be distributed among eight recipients. This amounts to about $600 per student. This does not go very far when college tuition, room and board are $12,000 to $15,000 and up. These scholarships are important, because in Friendship today the average annual per capita income is $8,000. Bill Pendleton and his cohorts understood the financial situation in Maine's small coastal towns, and they realized that this was the best way for the Society to say "thank you."

Unfortunately, with the present state of the economy, most interest rates are falling, including the interest rates on certificates of deposit at renewal time. Probably in another year the income from the fund will be down substantially. And it is not just interest rates. Family income is decreasing as well. This all comes at a time when colleges are finding it necessary to increase their costs. For this reason, the trustees of the Pendleton Memorial Scholarship Fund have been conducting a fund drive in Friendship and in the Sloop Society.

Friendship graduates receive an education in high school adequate for them to do well in colleges throughout the nation. They are serious in their intent to reach their goals. Bill Pendleton recognized the need. The Sloop Society authorized the fund, and the young people of Friendship have been using it responsibly. We are proud of them and their accomplishments. We are confident that you will want to assist us with this program.

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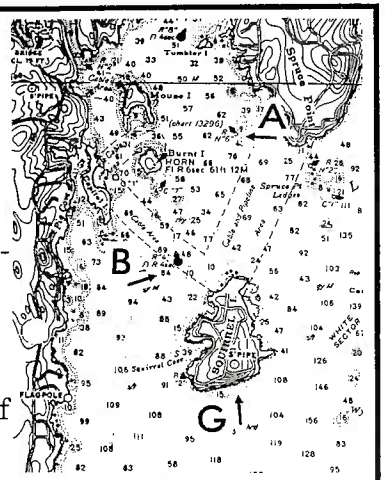
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Rounding "G"

By Priscilla W. Rand



With the annual race underway, the sloops sooner or later must make Mark "G," Squirrel Island. Some of us have spent more time contemplating "G" than we wished or felt necessary, occasionally trying to nudge it out of the way. But since it won't budge, "G" can at least serve as an intriguing diversion from the frustrations of tides and those light airs around the island.

Tacking toward the island's north shore, the sloops often get close to the "hotel beach." Nearby hovers the haunting spectre of the Squirrel Inn burning on an October day in the early 1960s. Had the wind been in the northeast, Squirrel would resemble Damariscove today; but fortunately a southeast wind fanned those horrifying flames harmlessly off the island. Because competing tennis players used to stay at the inn, the fire finished off the Northern New England Tennis Championships held annually at the island courts, visible beyond the wharf. Every August, crowds on bleachers and imposing judges viewed the tournament. Children were allowed but were decidedly silenced – not, however, the popular island sage who, walking softly by, would intone, "The poor man's Newport...the poor man's Newport."



The scene at the main wharf still goes on seven times a day, immortalized in an island refrain, "Hear the whistle blowing, see the people going, going back to Squirrel Isle..." often sung at the old Squirrel Casino. Another fire victim, the Casino was the setting for the summer hops featuring the home-grown "Hennessy Five Star Orchestra," vaudevilles and courtships, all of which, thankfully, survive today in the new town hall.

Hidden from full view by the majestic spruces and pines is Squirrel Island village, complete with post office, tea shop, chapel, and the Davenport Library. Dedicated in 1904, the library contains rich histories of the island long before it was purchased by a "company of Lewistonians" and organized as an association in 1871. Time-honored collections as well as current best-sellers provide a treasured resource for this well-read community.

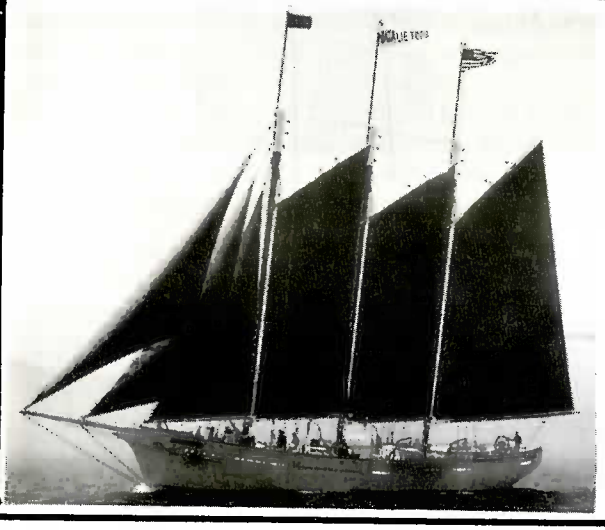
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As the southwesterly picks up and carries the sloops across Squirrel Cove, crews may be too busy to notice The Spring. Binoculars will reveal the large pump enshrined on the shore above the beach. The Spring produces fine drinking water, all the finer for being lugged home by the jug-full day by day. Otherwise, water arrives through a pipe from Spruce Point on the mainland near our start and finish line.

Luther Maddocks in *Looking Backward* recalls the laying of the pipeline to Squirrel as an initial disaster because the pipe kept breaking of its own weight as it sank through deep water to a hard bottom. Maddocks, however, contrived a wooden trough to float the pipe all the way to the island. He assured skeptics that as soon as the pipe was filled with water, the trough would sink, which it did, carrying the pipeline comfortably to the bottom and allowing fresh water to flow into island homes ever since. If this gives rise to further speculation, rest assured that a modern septic system now handles the disposal problem for the entire island.

On to the ultimate challenge: saving time by cutting the spindle. Not even the shoal draft *WMR*, egged on by a harpy crew member with local knowledge, has dared this. Yet one need have no fears, for these particular rocks are indeed the "softest rocks" on the coast of Maine, as an ardent suitor of yore proclaims in a line of that aforementioned song..."sitting with a maiden on the old South Shore..." There is a less romantic but more pertinent explanation for this "soft spot" so often experienced by ardent racers: because the island is high and the rocks warm at this point, the wind lifts over the island, abandoning the sloops in their effort to get past the south shore.

While thus drifting, visions of Indians spearing fish from Cunner Point could well occupy you. Or picture a lone householder from Fisherman's Island making for Squirrel to cut wood in the 1600s, for even then his home island was bare. Or imagine Sir Humphrey Gilbert's ship, coincidentally named *Squirrel*, foundering in 1583 in "outrageous seas." Take cheer, however, from his last words to the captain of a ship standing by, "We are as near to Heaven by sea as by land."

Having spent my youthful summers swinging at tennis balls, dancing at the hops and riding the spindle breakers, I find my contemplation dwelling on the many phantoms of these waters, but especially on a tall lady smiling and waving from her doorway above the spindle. That would be Grandma. Of course she loved to watch the ships sail by her cottage, so it would amuse her to think, as I like to when we sail by, that "G" might just stand for Grandma.



photo by Emily R. Herman

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SAZERAC IS FOR SALE

This handsome 35' Friendship Sloop is now being offered for sale by her second owner since new construction in 1967. Long admired as one of the loveliest and largest Friendship Sloops, SAZERAC has been exceptionally well-maintained by Paul Bryant at Riverside Boatyard, one of the finest Maine yards specializing in wooden boats. Highly recommended. Please call Jim Payne for full particulars. 207-236-2383.

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Best of Luck to Everyone at our 32nd Annual Rendezvous.

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All the best from the crew on *Content.*

ALERT URGENT

All available Friendship Sloops please report to New London,Ct. rendezvous 4 and 5 July '92 to help make it a success.

Greetings from Vineyard Haven.

Capt. Pat West

***EASTWARD* sends compliments.**

Noahsark

This photo might be called
"A Tale of Two Heart Attacks."
One would be that of photographer
John Parsons of Hampton,
New Hampshire, when he realized
Noahsark appeared unmanned,
and the other would be mine
when he put someone aboard
to check and woke me out
of a lovely nap.

- Dick Willis



1992 Program

July 4-5 **New London Regatta** Because the Tall Ships parade in New York may attract some sloops, we hope as many others as possible will come to New London. There will be free dockage at the city pier, a picnic on the beach Saturday night, and an awards party at the Thames Yacht Club after the Sunday race. For details, call Jack Vibber (203-442-7376).

July 10 **Boston Sail Rendezvous** Sloops which plan to participate in Boston Sail '92 will anchor off Hull to the eastward of Inner Seal Rock can. Plans for the parade on July 11 are still fluid as we go to press. For details, call Dick Salter (508-526-1004).

July 12-17 **Cruise from the Boston Area to Bath** Sloops from Massachusetts bound east plan to cruise in company. For details, call John Wojcik (617-659-2820).

July 18-19 **Bath Rendezvous** Sloops will sail together up the Kennebec River on Saturday morning. The tide will be fair from about 0800 until 1400. Moorings will be available off the Maine Maritime Museum below Bath. We are invited to the celebration of the commissioning of USS *Shiloh* to be held at the museum in the afternoon.

On Sunday, July 19, at slack water (either about 0930 or 1530) there will be a parade of sloops. A chicken barbecue or a cook-out will be held in the evening. The museum will be open to Friendship sloop crews all day.

July 20-23 **Boothbay Regatta** On Monday, the fleet will sail to Boothbay Harbor. Moorings will be available off the Yacht Club in the West Harbor. The tide will be flooding until about 1600, so low-powered sloops may find the Sasanoa River a problem. Late on Monday afternoon, the Central Park Model Yacht Club will hold races for model Friendship sloops off the Boothbay Harbor Yacht Club.

On Tuesday there will be a skippers' meeting at 0830, followed by a race at 1100.

On Wednesday at 0900, Commodore Rand will lead the fleet in a parade past the Fishermen's Memorial in Boothbay Harbor. There will be a race at 1100. Wednesday evening there will be a party at the Lions Club nearby. Thursday there will be a race followed by an awards ceremony on the Yacht Club deck. The outdoor fireplace will be available for those wishing to cook out.

July 24-25 **On Friday the fleet will sail to Friendship.** There will be an informal cook-out Friday night, breakfast ashore Saturday morning, followed by the customary flagpole ceremony to recognize our deceased members. A parade of sloops (at about 1030) will celebrate Friendship Day.

August 15-16 **Marblehead Regatta** Entry blanks and further information will be distributed in July. For details, call David Graham (617-631-6680).

September 5-6 **Gloucester Schooner Festival** There will be races for Friendship sloops as well as for other kinds of vessels including big fisherman-type schooners. Moorings and anchorage areas will be available behind the breakwater and in the inner harbor. For details and for information on the festivities ashore, call Mike Costello or Cal Morser (Mondays) at the Cape Ann Chamber of Commerce (508-283-1601).

November 21 **Annual Meeting** This will be held at the New England Center in Durham, New Hampshire. Overnight accommodations are available.

Friendship Trophies & Awards

Each year a number of awards and tropies are presented by the Society, both for success in racing at the annual regatta as well as for other achievements related to the Friendship sloop tradition. In the trophy descriptions below, *permanent* trophies are those given annually and held by the winner for a year then replaced by a keeper trophy the following year. *Annual* tropics are new each year and are kept by their winners.

Special Awards

The **Bill Hadlock Memorial Award** and the **Bancroft Award** are described on page 5.

Regatta Trophies

State of Maine Trophy: Presented by the Society each year for the sloop that accumulates the highest total point score in the three days of racing, regardless of Division.

Division I Trophies (sloops 25' and under):

Herold Jones Trophy, 1st in Division I: Presented by the Society, this annual trophy is in memory of Herold Jones, the first secretary of the Society.

Bruno & Stillman Trophy, 2nd in Division I: Given to the Society by the Bruno & Stillman Boat Co. of Newington, New Hampshire, builder of 30' fiberglass sloops, this beautiful ship's wheel is a permanent trophy.

Lash Brothers Trophy, 3rd in Division I: This annual trophy is presented by the Society in the name of the Lash Brothers of Friendship, Maine, builders of Class B sloops, which are replicas of the original sloops built by the Lash's ancestor, George Carter, of Bremen, Maine.

Division II Trophies (sloops 26' and over):

Presidents Trophy, 1st in Division II: This permanent trophy is presented by the Society in honor of its founders and its presidents for their leadership through the years.

Winslow Trophy, 2nd in Division II: This annual trophy is given to the Society by Ann Cochrane, daughter of Gordon Winslow, former owner of *Channel Fever* and an enthusiastic early member of the Society.

Homecoming Trophy, 3rd in Division II: Presented by the Society, this permanent trophy honors the annual homecoming of the sloops at their rendezvous.

Other Rendezvous Trophies

Wilbur Morse Trophy, 1st Class A (original) sloop overall: This permanent trophy, presented by the Society, is in memory of Wilbur Morse, builder of more Friendship sloops than anyone else.

Jarvis Newman Trophy, 1st Pemaquid sloop overall: Presented by the Society, this beautiful half model of a Pemaquid is a permanent trophy in honor of Jarvis Newman, builder of the first fiberglass sloops, the 25' Pemaquids, and 31' *Dictators*.

Liberty Trophy, 1st bald-headed sloop in Division II: Donated by past commodore Dick Salter, this permanent trophy is in honor of his *Liberty*, a much-loved member of the fleet.

The Stanley Cup, a special Race Committee award: A permanent trophy donated by David Graham of the Corinthian Yacht Club in honor of Ralph Stanley's many contributions to the Society and his generous and selfless dedication to rebuilding the Club launch.

Danforth Trophy, exact middle of the fleet overall: This annual trophy is presented by the Society as a tribute to Bill Danforth for his many years as a dedicated Race Committee Chairman.

Post Office Trophy, to the sloop most worthy of it: Donated by John Gould and presented by the Race Committee for the biggest goof in the fleet, this permanent trophy is a metal marconi-rigged Friendship sloop weathervane mounted in an old pot. John Gould claimed the vane when it was replaced by a more appropriate gaff-rigged sloop weathervane on the new Friendship post office.

Owner-Builder Trophy: Presented by the Society annually, this beautifully crafted, nearly fully planked half-hull model is a permanent trophy awarded to an owner-builder in recognition of the dedication and effort required to build, rebuild or restore a Friendship sloop which the builder has then sailed to the rendezvous.

***Gladiator* Trophy, sailing the furthest distance to the Rendezvous:** A permanent trophy presented to the Society by Bill and Caroline Zuber, who sailed their 1902 sloop *Gladiator* home from New Jersey to Friendship, where they restored it.

Nickerson Trophy, youngest crew member on a racing sloop: Donated by Leon Nickerson, race committee chairman of the first regatta in 1961, this annual trophy is presented by the Society in recognition of the impressive sight of that first regatta.

Spirit of Friendship Trophy, good spirit trophy: Presented in fun by the prior year Spirit of Friendship winner, who selects the new winner and provides the trophy, generally a bargain item from a flea market or yard sale. This annual trophy goes to the skipper who best exemplifies the spirit of friendship.

1991 Winners

New London

July 13 and 14

Saturday, Class A

Capt'n George	Walter Durant
Rights of Man	Phil Smith
Noahsark	Dick Willis

Class B

Elizabeth Jane	Bill Owens
Finest Kind	Mike Looram
Solomon Gundy	Bill Butcher

Sunday, Class A

Rights of Man	Phil Smith
Noahsark	Dick Willis
Capt'n George	Walter Durant

Class B

Elizabeth Jane	Bill Owens
Fiddlehead	Harry Jackson
Solomon Gundy	Bill Butcher

Boothbay

July 23-25

State of Maine Trophy for Over-all Winner

William M. Rand — Bill Rand, Jr.

Division I (25 feet and under)

Herold Jones Trophy

William M. Rand — Bill Rand, Jr.

Bruno & Stillman Trophy

Salatia — Miff Lauriat

Lash Brothers Trophy

Bucephalus — Alex Forbes

Division II (over 25 feet)

Presidents' Trophy

Toddy — David & Loretta Westphal

Winslow Trophy

Chance — Maine Maritime Museum

Homecoming Trophy

Phoenix — Tad Beck

Cup

Anna B — Murray McQuaid

Class A ("Originals" i.e. built before 1920)

Wilbur Morse Trophy

Chance — Maine Maritime Museum

Jonah Morse Trophy

Morning Star — Robert Brooks, Judy O'Neal

Cup

Gladiator — Bill Zuber

Owner-Builder Trophy

Leading Light — John & Eve Crumpton

Danforth Trophy

Ollie M. — Kent Murphy

Nickerson Trophy

Old Baldy — Robert Langton

Post Office Trophy

Morning Star — Robert Brooks, Judy O'Neal

Spirit of Friendship Trophy

Ted Brown

Jarvis Newman Trophy

Salatia

***Gladiator* Trophy**

Rights of Man — Phil Smith

Marblehead

August

Ridgeway Trophy (Over-all Winner)

Phoenix — Tad Beck

Division I (25 feet and under)

1st Runner-Up

Old Baldy — Jim Wilson

2nd Runner-Up

Defiance — Jonathan Leavy

3rd Runner-Up

Puffin — Suzanne Fleming

Division II (over 25 feet)

1st Runner-Up

Resolute — Charlie Burnham

2nd Runner-Up

Ollie M. — Kent Murphy

3rd Runner-Up

Liberty — Dick Salter

Gloucester Schooner Festival

August 31

At Last	George Kwass
Chebacco	Mike Ginn
Old Baldy	Jim Wilson

Sailing

Hoist the main
Tiller to windward
Make way on a broad reach
Glide by rocks and buoys and gulls
Free is the spirit of the wind and the sails she sets.

- Karen Looram

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FRIENDSHIP SLOOPS REGISTERED WITH THE FRIENDSHIP SLOOP SOCIETY

Sloops are classified as follows: Class "A" = "Originals" built prior to 1920; Class "B" = Replicas & Near-replicas built after 1920

L.O.D. rounded to nearest foot; TBL = To Be Launched; OLD = Built before WW II; c = circa

Builder names separated by "&" built together, by "/" built sequentially. Alphanumeric in "Builder(s)" column is builder's model & hull number (if known)

SAIL	NAME OF SLOOP	L.O.D.	BUILDER(S)	LAUNCHED	OWNER(S) & WINTER RESIDENCE	HOMEPORT
1.	VOYAGER	30'	Charles A. Morse	1906	Alex & Tina Moir, Staten Island NY	Great Kills Harbor NY
2.	DICTATOR	31'	Robert E. McLain	1904	Peter M. Chesney, Burbank CA	Deer Isle ME
5.	CONTENT	25'	Stuart M. Ford	1961	Richard & Beth Langton, Edgecomb ME	Boothbay Harbor ME
6.	EASTWARD	32'	James Chadwick	1956	Roger & Mary Duncan, East Boothbay ME	East Boothbay ME
7.	TANNIS	38'	W. Scott Carter	1937	Jack & Mary Cronin, Sturbridge MA	Salem Willows MA
9.	AMITY	30'	Wilbur A. Morse	c1900	James Russell Wiggins, Brooklin ME	Benjamin River ME
10.	MARY ANNE	31'	Lash Brothers	1958	Dr. Joseph Griffin, Damariscotta ME	Damariscotta ME
11.	SHULAMITE	24'	W. Prescott Gannett	1938	Nicholas Kingsbury, Kennebunkport ME	Cape Porpoise ME
13.	EASTING	29'	Charles A. Morse	1920	James & Beverly Pierpont, Key Largo FL	Milford CT
14.	POSH	30'	Wilbur Morse 2nd	1946	Curt & Jeanne Harding, St. Thomas USVI	Boothbay Harbor ME
15.	VIDA MIA	30'	Edward L. Stevens	1942	George & Cindy Loos, Cape May Court House NJ	Cape May NJ
16.	RETRIEVER	22'	W. Prescott Gannett	1942	Ben Rice, Shrewsbury MA, & Judith Rice, Scituate MA	Scituate MA
18.	CHRISSY	30'	Charles A. Morse	1912	Wiegleb Family, Cushing ME	Pleasant Point ME
19.	BLACKJACK	33'	Wilbur A. Morse	c1900	Wilson Fletcher, Bar Harbor ME	Northeast Harbor ME
21.	WILBUR A. MORSE	30'	Carlton A. Simmons	1946	Duncan & Susan Blair, Los Alamos CA	Ventura CA
22.	ELLIE T.	25'	John G. Thorpe	1961	John G. Collins IV, East Hampton NY	Three Mile Harbor NY
23.	DEPRESSION	30'	Unknown	1899	Lloyd & Tina Olson, Boothbay ME	Pleasant Cove ME
24.	TERN	25'	Wilbur A. Morse	c1900	Philadelphia Maritime Museum, Philadelphia PA	Philadelphia PA
27.	SARAH E.	25'	Bob McKean & Sid Carter	1939	Havre de Grace Maritime Museum, Havre de Grace MD	Havre de Grace MD
31.	WHITE EAGLE	28'	Wilbur A. Morse	c1914	William A. Cronin, Sturbridge MA	Rebuilding
32.	NOMAD	33'	Wilbur A. Morse	1906	Tom Ash, North Weymouth MA	Rebuilding
34.	PAL O' MINE	27'	W. Prescott Gannett	1947	James B. L. Lane, Winchester MA	Essex MA
35.	MARY C.	20'	Nathaniel D. Clapp	1962	Nathaniel D. Clapp, Prides Crossing MA	Prides Crossing MA
37.	CHANCE	31'	Wilbur A. Morse	1916	Maine Maritime Museum, Bath ME	Bath ME
39.	DOWNEASTER	30'	Lash Brothers	1963	Forrester B. Valle, Washington ME	Spruce Head ME
40.	COMESIN	32'	J. Ervin Jones	1962	John & Linda Livingston, Jacksonville FL	Jacksonville FL
42.	SELKIE	26'	C.A. Simmons & J.P. Hennings	1963	Captain Fred Perrone, Plymouth MA	Plymouth MA
43.	GYPSY	23'	Judson Crouse	1939	Bob & Jane Lash, Orland ME	Bucks Harbor ME
44.	SAZERAC	35'	Wilbur A. Morse	1913	Roland Barth, Alna ME & Alan Lewis, Boston MA	Round Pond ME
45.	FLYING JIB	30'	W. Scott Carter	1936	Kevin J. Crowley, Brentwood NH	Newburyport MA
46.	DIRIGO	30'	Lash Brothers	1964	Bill & Judy Wasson, Thomaston ME	Rockland ME
47.	GALATEA	30'	McKie W. Roth Jr.	1964	Don Murray, Sausalito CA	Sausalito CA
49.	SURPRISE	33'	Philip J. Nichols	1964	Steven & Eliza Bailey, Tenants Harbor ME	Tenants Harbor ME
50.	HERITAGE	29'	Elmer Collemer	1962	Frank & Brinna Sands, East Thetford VT	Bremen Long Island ME
52.	RIGHTS OF MAN	30'	Lash Brothers	1965	Philmore H. Smith Jr., Westfield MA	Newport RI
53.	EAGLE	32'	Wilbur A. Morse	1915	Captain Donald Huston, Nahant MA	Nahant MA
54.	ECHO	22'	Lee Boatyard	1965	William Thon, Port Clyde ME	Port Clyde ME
56.	IOCASTE	33'	Charles A. Morse	c1907	Maine Maritime Museum, Bath ME	Bath ME
57.	OLD BALDY	25'	James S. Rockefeller	1965	Jim & Andrea Wilson, Portsmouth NH	Kittery ME
58.	CATHY	21'	Jeremy D. Maxwell	1969	Ted & Cathy Chase, New Harbor ME	Round Pond ME
59.	SARAH MEAD	30'	Newbert & Wallace	1963	Ted Hanks, Jefferson ME	South Bristol ME
60.	OLD SALT	32'	Robert A. McLain & Son	1902	Joe Calvanese, Plantsville CT	Plantsville CT
61.	WINDWARD	25'	James S. Rockefeller	1966	David & Ruth Westphal, Cranberry Isles ME	Great Cranberry Isle ME
62.	COLUMBIA	23'	Lester Chadbourne	c1950	John & Kimberly Bundza, Barrington NH	Great Bay NH
63.	KOCHAB	28'	Speers	1953	Tom Gervais, Vinyard Haven MA	Vineyard Haven MA
64.	AMICITIA	33'	Lash Brothers	1965	Jeff Pontiff, Plymouth MA	Plymouth MA
66.	VENTURE	26'	Wilbur A. Morse	1912	William A. Sauerbrey III, Mystic CT	Mystic CT
67.	HIERONYMUS	33'	Ralph W. Stanley	1962	Albert P. Neilson, Honey Brook PA	Southwest Harbor ME
68.	ROBIN L.	25'	James H. Hall	1967	Patrick Farrin, Boothbay ME	Boothbay ME
69.	COAST O' MAINE	30'	Vernell Smith	1967	John Bundza & Peter Keefe, Barrington NH	Great Bay NH
70.	GRACE O'MALLEY	30'	Roger Morse	1967	Captain Jon P. Finger, Rockland ME	Rockland ME
71.	GLADIATOR	32'	Alexander McLain	1902	Bill & Caroline Zuber, Friendship ME	Friendship ME
74.	PATIENCE	30'	Malcom Brewer	1965	Rev. John Arens, Needham MA	Cataumet MA
75.	OMAHA	35'	Norris Carter	1901	Adrian Hooydonk, Waldoboro ME	Friendship ME
80.	HEADWAY	35'	Fred Buck & "Skip" Adams	1941	Chris & Julie Head, Norwell MA	Marion MA
82.	MORNING STAR	28'	Albion F. Morse	1912	Judy A. Oneal-Brooks, Nashua NH	Sandy Point ME
83.	PERSEVERANCE	30'	Bruno & Stillman (01)	1969	Robert L. Jacobson, Hoboken NJ	Stonington ME
84.	PHILIA	22'	McKie W. Roth Jr.	1969	Betty & Al Whritenour, St. Augustine FL	Cotuit MA
85.	HEIDI LEE	38'	Jeremy D. Maxwell	1974	Matthew & Heidi Gabrilowitz, Cranston RI	Wickford RI
86.	ALLEGIANCE	24'	Albert M. Harding	1970	Hale Whitehouse, Cape Porpoise ME	Cape Porpoise ME
87.	EAGLE	22'	McKie W. Roth Jr.	1969	Dana Williamson, Cambridge MA	Charles River MA
88.	APOGEE	30'	Bruno & Stillman (02)	1969	Dr. H. Maurice Landemare, Toms River NJ	Toms River NJ
89.	ERDA	22'	McKie W. Roth Jr.	1970	Francis "Pat" West, Vineyard Haven MA	Vineyard Haven MA
90.	SALATIA	25'	Newman (P02) / Newman	1969	Miff Lauriat, Southwest Harbor ME	Southwest Harbor ME
91.	PHOENIX	30'	Bruno & Stillman (04)	1970	Alfred E. Beck, Vinalhaven ME	Carvers Harbor ME
92.	PUFFIN	25'	James Rockefeller / Basil Day	1975	Suzanne C. Fleming, Stony Creek CT	Stony Creek CT
93.	ANNA R.	25'	Kenneth Rich	1970	Stuart L. Rich, Cape Elizabeth ME	Cape Elizabeth ME
94.	DIANA	25'	Newman (P03) / Rockefeller	1971	Ebenezer & Diana R. Gay, Hingham MA	Vinalhaven ME
95	WESTWIND	40'	Charles A. Morse	1902	John & Diane Fassak, Mansfield MA	Rebuilding
96.	VOYAGER	32'	Lash Brothers	1965	Bernard W. MacKenzie, Scituate MA	Scituate MA
97.	GANNET	27'	Unknown	1903	Tom Miller, New Boston NH	Rebuilding
99.	BUCCANEER	29'	Wilbur A. Morse	c1911	Tirocchi Family, Johnston RI	Johnston RI
100.	MORNING WATCH	26'	Bernard Backman	1970	Dan Stevens, Mystic CT	Mystic CT
101.	GOOD HOPE	30'	Bruno & Stillman (07)	1971	Barta & Lee Hathaway, Newburyport MA	Salem MA
102.	TODDY	35'	Lubbe Vosz (Germany)	1972	Mary L. Morden, Bad Axe MI	Lake Huron MI
103.	SOLASTER	25'	Newman (P04) / Newman	1970	Dr. Curtis C. Ruff, Falmouth ME	Deer Isle ME
104.	COCKLE	28'	Elmer Collemer	1950	Rupert & Regina Hopkins, Miller Place NY	Mt. Sinai Harbor NY
105.	AT LAST	30'	Bruno & Stillman (05)	1971	George Kwass & Steve Bloom, Andover MA	Manchester MA
106.	HOLD TIGHT	25'	Newman (P05) / Newman	1970	William C. Reiff, Mount Desert ME	Somesville ME
107.	MAGIC	22'	Passamaquoddy (01) / Johnston	1970	Nancy & Andrew Kandutsch, Bar Harbor ME	Surry ME
109.	PETREL	31'	G. Cooper	1933	Robert & Paula Libby, Cape Porpoise ME	Cape Porpoise ME
112	SECRET	27'	Philip J. Nichols	1971	Bob & Bette Monk, Burlington MA	Winthrop MA

113.	YANKEE PRIDE	30'	Bruno & Stillman (14a)	1971	James J. & Margaret E. Craig, Keyport NJ	Keyport	NJ
114.	BASCHERT	30'	Bruno & Stillman (08)	1971	Bill & Carol Schunemann, Braintree MA	Weymouth	MA
115.	GOOD FRIEND	30'	Bruno & Stillman (12)	1971	Harvey & Lee Goodfriend, Simsbury CT	Groton	CT
117.	LEADING LIGHT	30'	Bruno & Stillman (10)	1971	John & Eve Crumpton, Oxford ME	South Freeport	ME
118.	WENONAH	30'	Bruno & Stillman (14b)	1971	Beth & Mike Mullen, Pasadena MD	Pasadena	MD
119.	VALHALLA	30'	Bruno & Stillman (15)	1971	Paul & Sally Wolfe, Pittsburgh PA	Ben Avon	PA
120.	PERSISTENCE	30'	C. Simmons / J. Lichtman	T B L	John Lichtman, Friendship ME		Building
122.	EDEN	25'	Francis Nash & Ed Coffin	1971	Douglas Tarr, Bar Harbor ME	Bar Harbor	ME
123.	RESOLUTE	28'	Charles A. Burnham	1973	Charles A. Burnham, Essex MA	Essex	MA
124.	CALLIPYGOUS	30'	Bruno & Stillman (17)	1971	Richard & Tina Sharabura, Toronto, Ontario, Canada	Toronto	Ont
125.	BILLY BUDD	25'	Al Paquette	1969	Holbrook Family, Rochester MA	Mattapoisett	MA
126.	WHIM	20'	Chester Spear	1939	Peter Lindblom, Hanover MA		Ashore
127.	MARIA	21'	Charles A. Burnham	1971	Frank Friend, Essex MA		Rebuilding
128.	SCHOODIC	31'	Elmer Collemer / Bruce Lanning	1973	Bruce & Mary Lanning, Winter Harbor ME	Winter Harbor	ME
129.	GISELA R.	25'	Andrew P. Schafer	1969	James O'Hear, Sag Harbor NY	Noyack	NY
130.	NARWHAL	25'	Newman (P06) / Newman	1972	James Rosenbaum, Milwaukee WI	Milwaukie	WI
131.	NOAHSARK	25'	John Chase	1972	Richard R. Willis, Ipswich MA	Ipswich Bay	MA
133.	INDEPENDENCE	30'	Bruno & Stillman (21)	1973	Frederick G. Schwarzmann, Bernardsville NJ	Oxford	MD
134.	BEAR	22'	Passamaquoddy / Collins	1973	Jim Horigan, Reading MA	Swampscott	MA
135.	HATSY	25'	Newman (P07) / Morris	1973	Richard C. Kennedy, Nobleboro ME	Round Pond	ME
136.	SQUIRREL	28'	Charles A. Morse	1920	Larry & Stephanie Moxon, Mystic CT	Mystic	CT
137.	AYSEHA	35'	McLain?	O L D	Larry Thomas, New Orleans LA	Lake Pontchartrain	LA
138.	UNICORN	25'	Robert P. Gardner	1973	Chris Day, Islesboro ME	Isleboro	ME
139.	LYNX	25'	Newman (P08) / Morris	1973	Al & Jimmy Lee Lindquist, Columbia Falls ME	Somes Sound	ME
141.	KATIE E.	25'	James H. Hall	1974	Frank D'Agosta, Jonesport ME	Jonesport	ME
142.	ALBATROSS	21'	Peter Archbold	1976	Stephen & Annette Locke, Brockport NY	Brockport	NY
143.	FAIR AMERICAN	25'	Newman (P10) / Morris	1974	Francis P. McIntire, Santa Maria CA	Port St. Louis	CA
144.	JOSIE	25'	Newman (P09) / Morris	1974	Bruce & Trudy Andrews, Ghent NY	Southwest Harbor	ME
145.	YANKEE LADY	31'	Newman (D02) / Lanning	1974	Paul & Carolyn Edwards, Mattituck NY	Mattituck	NY
146.	FIDDLEHEAD	25'	Newman (P01) / Carl Chase	1970	Harry Jackson, Groton CT	Groton	CT
147.	ANNA B.	31'	Newman (D01) / Jones	1974	C. Murray McQuaid, Jacksonville FL	Boothbay Harbor	ME
148.	SLOOP OUT OF WATER	38'	Norris Carter	1905	Joe Vinciguerra, Andover MA		Patio Gazebo
149.	FIDDLER'S GREEN	25'	Roy O. Jenkins	1978	Dick Leighton, Bowdoinham ME	Yarmouth	ME
150.	WOODCHIPS	25'	Deschenes & Willet / Unfinished	T B L	Neil Allen, Orleans MA		Building
151.	DEPARTURE	14'	W. Prescott Gannett	1936	Dr. Llewellyn Bigelow, Alexandria VA	Alexandria	VA
152.	OLLIE M.	32'	Kent F. Murphy	1977	Kent F. Murphy, Swampscott MA	Swampscott	MA
153.	ANGELUS	22'	Passamaquoddy / Collins	1975	Jim & Elaine Carter, Everett MA	Bass River	MA
154.	MUSCONGUS	28'	Albion F. Morse	1909	Dave Barbieri, Fairfield CT		Ashore
155.	QUEEQUEG	25'	Newman (P11) / Morris	1975	Mark Roman, Riviera FL	Riviera Beach	FL
156.	DEPARTURE	31'	Newman (D03) / Morris	1975	Doug & Irene Amsbary, Sugar Hill NH	Pemaquid Harbor	ME
157.	LIBERTY	31'	Newman (D04) / Salter	1980	Peter Carter, York ME	York	ME
159.	PACIFIC CHILD	30'	Bruno & Stillman (03)	1969	Preston Schiwitz, El Cajon CA	San Diego	CA
160.	DEFIANCE	22'	McKie W. Roth Jr.	1973	Morgan L. Hendry, Wilmington DE	Round Pond	ME
161.	SUMMERWIND	22'	Sam Guild & Bill Cannell	1976	Norman McNeil, Watertown MA	Falmouth	MA
162.	IRENE	38'	Charles A. Morse	1917	First NH Bank, Manchester NH	Rockland	ME
164.	JESSIE MAY	28'	Charles A. Morse	1906	Dennis Mayhew, Niceville FL	Choctawhatchee Bay	FL
165.	REUNION	25'	Clifford G. Niederer	1975	Mason E. "Ric" Stober III, Concord CA	Oakland	CA
166.	SCHOODIC	25'	Concordia Co.	1967	Elton "Toby" Hall, South Dartmouth MA	South Darthmouth	MA
167.	FREEDOM	28'	Ralph W. Stanley	1976	Richard Dudman, Ellsworth ME	Islesford	ME
168.	LOON	30'	Newbert & Wallace / Jacob	1974	Edward Brennan, Newcastle ME	Muscongus Harbor	ME
169.	DEFIANCE	22'	Eric Dow	1976	Jonathan & Vivi Leavy, Newton MA	Winthrop	MA
170.	LADY OF THE WIND	31'	Newman (D05) / Morris	1976	William Manookian, New York City NY	Travers Island	NY
171.	GOLDEN ANCHOR	31'	Newman (D06) / Morris	1976	Golden Anchor Inn, Bar Harbor ME	Bar Harbor	ME
172.	AMNESTY	25'	Jim Drake	1982	Jim Drake, Carlisle PA	Baltimore	MD
174.	- None -	31'	Newman (D07) / Unfinished	T B L	Arnie & Jill Standish, Brunswick ME	Unfinished	
175.	EDELWEISS	15'	David Major	1975	David Major, Putney VT	Friendship	ME
177.	- None -	19'	Ahern (B5) / Unfinished	T B L	Tim Hoffman, Camden ME	Unfinished	
178.	ESSENTIAL	25'	Newman (P13) / Carl Chase	1977	Robert M. Stein, Huntington NY	Huntington	NY
180.	BANSHEE	25'	Newman (P12) / Wojcik	1978	John & Carole Wojcik, Norwell MA	Mattapoisett	MA
181.	ROBRE	19'	Ahern (B3) / Brownlie	1975	Henry K. Borden, Danvers MA	Salem	MA
182.	MUSCONGUS	22'	Aprenticeshop	1977	Holt C. "Jack" & Virginia Vibber, Waterford CT	New London	CT
183.	SILVER HEELS	25'	Newman (P14) / Morris	1978	Jack A. Sanders, Jefferson City MO	The Lake of the Ozarks	MO
184.	PERSEVERANCE	27'	Simms Yachts	1963	Denis & Kathie Paluch, Chicago IL	Chicago	IL
185.	SINE DIE	27'	J. Philip Ham	1978	Christopher J. Dodd, East Haddam CT	North Cove	CT
186.	RAGTIME ANNIE	27'	Nick Apollonio	1975	Bartlett H. Stoodley Jr., Unity ME	Camden	ME
187.	PEREGRINE	27'	Ralph W. Stanley	1977	Peter P. Blanchard III, Mount Desert ME	Somesville	ME
188.	MAUDE	32'	Harvey Gamage	1939	Frank Chaput, Newburyport MA		Rebuilding
189.	TRADITION	31'	Newman (D09) / Nehrbass	1981	Roger Nehrbass, Port Washington WI	Port Washington	WI
191.	ANNABELLE	22'	Apprenticeshop	1978	South Street Seaport, New York City NY	South Street Seaport	NY
192.	KERVIN RIGGS	22'	Williams & Bouchard	1977	John Chase, Friendship ME	Friendship	ME
193.	LADY	32'	Harvey Gamage	1978	Linwood Gamage, South Bristol ME	South Bristol	ME
194.	HUCKLEBERRY BELLE	25'	Clifford G. Niederer	1977	Brian & Mary Clare, Gloucester VA	Gloucester	VA
195.	PRINCESS	25'	Wilbur A. Morse	1908	McMillion Family, Anna Maria FL		Rebuilding
196.	ENDEAVOR	25'	Ralph W. Stanley	1979	Betsey Holtzmann, Southwest Harbor ME	Southwest Harbor	ME
197.	NATANYA	31'	Newman (D11) / Davis	1978	Joe & Miriam Hliva, Greenwich CT	Greenwich	CT
198.	BAY LADY	31'	Newman (D12) / Lanning	1979	Bruce & Tom Witt, West Southport ME	Boothbay Harbor	ME
199.	TRINITY	31'	Newman (D13) / Liberation	1979	James Peck, Waverly PA	Sargentville	ME
200.	ESTELLA A.	34'	Robert E. McLain	1904	Mystic Seaport Museum, Mystic CT	Mystic Seaport	CT
201.	ENDEAVOR	31'	Newman (D08) / Genthner	1979	James Genthner, Falrhaven MA	Nantucket	MA
202.	ARRIVAL	31'	Newman (D14) / Niedrach	1981	John & Carole Wojcik, Norwell MA		Rebuilding
204.	MARIE-ANNE	27'	Jason Davidson	1977	Diana Echeverria, Seattle WA	Seattle	WA
205.	DAYSTAR	28'	Richard E. Mosher	1989	Rich & Sally Mosher, Kalamazoo MI	Kalamazoo	MI
206.	MARY ELIZA	31'	Newman (D15) / Clarke	1979	Wyndham Clarke, Washington DC	Washington	DC
208.	LADYSHIP	31'	Newman (D16) / Lanning	1981	Bruce Witt, West Southport ME	Ft. Lauderdale	FL
209.	FRIEND SHIP	31'	Newman (D17) / Pettegrow	1981	Dan Fellows, Hyannis MA	Hyannis	MA
210.	THE SLOOP JOHN B.	22'	Passamaquoddy / Oliva	1974	Al Perrin, Canandalgua NY	Canandalgua Lake	NY
211.	ANSA	22'	James D. Hamilton	1982	James D. Hamilton, Andover MA	Isleboro	ME
212.	ACHATES	22'	McKie W. Roth Jr.	1980	Richard C. Leigh, Nashville TN	Charleston	SC

213.	AMIE	25'	Bob Holcomb (Alaska)	1978	Hal Hanson, Edmonds WA	Edmonds	WA
214.	GAIVOTA	31'	Newman (D19) / Pettegrow	1982	Bill & Kathy Whitney, Newton MA	Cataumet	MA
215.	ELLEN ANNE	22'	Passamaquoddy Yachts	1968	David Colinan, Lincoln RI	East Greenwich	R I
216.	AMITY	39'	W. Scott Carter	1941	John F. Nichols, Takely by Stortford, Herts., England	Ipswich, England	
217.	ODYSSEY	33'	Shoreline Boats	1972	Dr. Peter Haynicz, East Stroudsburg PA	Georgetown	MD
218.	WILLIAM M. RAND	22'	John B. Rand	1982	William M. Jr. & John B. Rand, Raymond ME	Cundys Harbor	ME
219.	YANKEE BELLE	23'	Paul G. Edwards	1983	Paul & Carolyn Edwards, Mattituck NY	Mattituck	NY
220.	AIKANE II	31'	Newman (D20) / Pettegrow	1984	Hal C. Marden, Wilmington DE	Bluehill	ME
221.	SEAL	22'	Ahern (01) / Zink	1984	Alvin J. Zink Jr., Andover MA	Manchester	MA
222.	LADY JANE	16'	Richard L. McInnes	1982	McInnes Family, Belpre OH	Belpre	OH
223.	CORREGIDOR	25'	Newman (P17) / Peter Chase	1981	Brian Flynn & Mary Clay, Brooklyn Heights NY	Salem Bay	MA
224.	TRUE LOVE	19'	James Eyre Wainwright	1983	Jim Wainwright, Gig Harbor WA	Gig Harbor	WA
225.	PHILIP J. NICHOLS	28'	Philip J. Nichols	1981	Sigurd A. Knudsen Jr., Freeport ME	South Freeport	ME
226.	DESIRE	31'	Larry Plumer	T B L	Larry Plumer, Newbury MA		Building
227.	CELEBRATION	25'	Newman (P15) / Hodgdon	1980	Greg & Annette Merrill, Southbury CT	Bayville	ME
228.	CAIRDEAS	22'	Ahern (09) / Fitzgerald	1990	John F. Fitzgerald, East Walpole MA	Fairhaven	MA
229.	CAPT'N GEORGE	30'	Bruno & Stillman (09)	1970	Walter & Joan Durant, Mystic CT	Mystic	CT
230.	HEGIRA	25'	McKie W. Roth Jr.	1980	David MacClain, Marlborough CT	Stonington	CT
231.	SOLOMON GUNDY	22'	M.W. Roth Jr. / W.C. Butcher	1984	William C. Butcher, Suffield CT	Branford	CT
232.	COMPROMISE	22'	Ahern (08) / White	1979	Peter C. Toppan, Scituate MA	Scituate	MA
233.	PRINCESS PAT	22'	Harry Armstrong	1987	Harry & Pat Armstrong, Winter Park FL	Titusville	FL
234.	ELIZABETH JANE	22'	M.W. Roth Jr. / D.W. Owens III	1985	D. William Owens III, Branford CT	Stony Creek	CT
235.	FINEST KIND	22'	Sam Guild & Geoff Heath	1981	Mike & Karen Looram, East Haddam CT	Noank	CT
236.	AUNTY POOLE	25'	Harry Bryant	1970	Steve Morrissey, Kingston NH	New Castle	NH
237.	R. V. WINKLE	19'	Ahern (B1) / Patten	1975	Randy Caruthers, New Castle NH	New Castle	NH
238.	VIKING	22'	Ahern / Ulwick	1980	Steve Ulwick, Wakefield MA	Lynn	MA
239.	CHEBACCO	30'	Bruno & Stillman (22) / Ginn	1987	Mike & Jayne Ginn, Jupiter FL	Essex	MA
240.	RAVEN	26'	Rodney Reed	1965	Philip L. Holt, Brunswick ME	Orrs Island	ME
241.	BLUE SANDS	34'	Boston Boat Co.	T B L	Dan Gould, Phil Rice & Dave Beeman, Charlestown MA		Building
242.	TECUMSEH	36'	Charles A. Morse	1902	Dan Traylor, Ft. Lauderdale FL	Hollywood	FL
243.	JOHN PATRICK	22'	Ahern (05) / Hersey	1979	John P. Donohue, Upper Darby PA	Sorrento	ME
244.	WEST INDIAMAN	30'	Bruno & Stillman (18)	1971	David R. Branch, Boca Raton FL	Boca Raton	FL
245.	LA PALOMA	25'	Unknown (B.C., Canada)	1969	John J. Caldbick, Seattle WA	Seattle	WA
246.	DAME-MARISCOTTA	19'	Ahern (B6) / Shelley	1983	Rose & Hans P. Sinn, Huntington NY	East Boothbay	ME
247.	RITA	35'	Apprenticeshop	1989	Frank V. Snyder, Greenwich CT	Rockport	ME
248.	TIMBER	22'	Rick Conant / Greg Fisher	1979	Greg Hickey, West Hartford CT	South Lyme	CT
249.	BABY BLUE	25'	Newman (P18) / Pettegrow	1983	Dorothy & Bob Reuman, Waterville ME	Cape Split	ME
250.	BELFORD GRAY	29'	WoodenBoat School	T B L	WoodenBoat School, Brooklin ME		Building
251.	BUCEPHALUS	19'	Ralph W. Stanley	1986	Alex Forbes, Greenings Island ME	Greenings Island	ME
252.	- None -	30'	Harry Quick / J.R. Sherman	T B L	J. Robert & Elf Sherman, Corea ME		Building
253.	IOLAR	25'	Wm. McCarthy & George Richards	1989	William L. McCarthy, Riegelsville PA	Georgetown	MD
254.	CHAOS	22'	Passamaquoddy (02) / Corea	c1972	Howard & Jeanne Haskins, Chester CT	Essex	CT
255.	GENEVIEVE	25'	Emmet Jones	1982	Robert E. Edmiston, Boulder Creek CA	Alameda	CA
256.	FRIENDSHIP	22'	Edgar Knowles	1985	John Griffin, Rutherford NJ	Point Pleasant	NJ

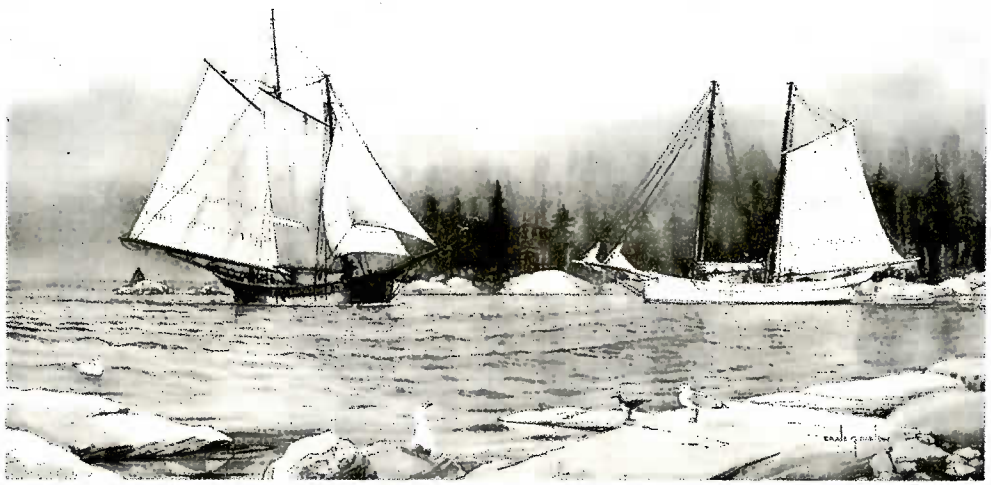
REGISTERED SLOOPS NO LONGER IN EXISTENCE: "GONE BUT NOT FORGOTTEN"

SAIL	SLOOPNAME (Former Names)	L.O.D.	BUILDER	LAUNCHED	COMMENTS
4.	GOLDEN EAGLE (Queequeg)	26'	Albion F. Morse	c1910	Destroyed c1980 at Lynn MA
8.	BANSHEE	30'	Wilbur A. Morse	OLD	Destroyed c1968 at New Bedford MA
17.	JOLLY BUCCANEER (Sky Pilot, Myrtle E.)	45'	Eugene McLain	1906	Sunk 1972 at Melbourne FL, destroyed during 1973 salvage attempt
20.	MURRE (Moses Swann, Joeanna, Wanderer)	30'	Morse	c1910	Wrecked on Guilford CT sand bar October 1974, destroyed c1978 at Branford CT
26.	VIRGINIA M. (Swan)	28'	Morse	1917	Destroyed c1962 at Waterford CT
28.	BOUNTY	22'	W. Prescott Gannett	1932	Destroyed in the Spring 1984 at Noank CT
29.	SUSAN (Ocean Belle)	41'	Charles A. Morse	1902	Wrecked Christmas Eve 1977 on sand bar at Hillsboro Inlet FL
36.	MARGIN	25'	Unknown	OLD	Destroyed c1985 at Waldoboro ME
48.	CHANNEL FEVER	33'	F. A. Provener	1939	Destroyed October 1985 at Rockport ME
55.	RIGHT BOWER (Finnetta, Right Bower)	40'	Wilbur A. Morse	1915	Destroyed c1968 at Norwich CT
72.	TEMPTRESS (Pensive, Result)	33'	Philip J. Nichols	1934	Destroyed in the Fall 1987 at Westerly R I
76.	PACKET	26'	Charles A. Morse	1925	Damaged in storm, then destroyed in Fall 1980 at Vineyard Haven MA
78.	EMMIE B.	37'	Reginald Wilcox	1958	Burned 1974 at Southport ME
79.	NIMBUS	30'	A. T. Chenault III	1954	Twice hurricane damaged (Camille & Betsy), destroyed c1979 at Slidell LA
109.	LOON	35'	Charles A. Morse	c1907	Destroyed c1972 at Stamford CT
111.	AMOS SWAN (Amos Swann)	26'	Wilbur A. Morse	c1910	Blown ashore and wrecked November 1980 at Camden ME
116.	TINQUA	30'	Bruno & Stillman	1971	Lost rudder and wrecked July 1977 on Whaleback Ledge ME
159.	EVA R.	33'	Edward Robinson	1906	Sunk in Hurricane David 1979; destroyed c1983 at Port Chester NY
173.	MEDUSA	25'	Ron Nowell	1979	Blown ashore and wrecked in 45 knot gale c1982-3 at Marshall CA
190.	AIKANE	31'	Newman (D10) / Carl Chase	1978	Burned in February 1983 boatyard fire at Stonington ME
203.	AURORA (Lucy S., Aurora)	26'	Unknown	OLD	Abandoned c1981 outside Green's Point Boat Yard, Ipswich MA, beyond repair
207.	SAFE HOME (Daisy Nell, Lannette M.)	31'	Herbert Molquist	1980	Blown ashore and wrecked in Hurricane Bob 1991 at Beverly MA

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

If the Reader has ANY INFORMATION regarding these Sloops, please contact the Society

12.	FRIENDSHIP	29'	Wilbur A. Morse	1902	Last seen c1983 at Little Compton RI, ashore since c1968
25.	SEA DUCK (Freya)	36'	Charles A. Morse ?	c1901	Ketch rigged 1951, sold to unnamed parties c1970, believed taken to ME
30.	KIDNAPPED (Fly-a-way)	21'	Unknown (Bremen ME)	1921	Sunk off Hull MA in August 1965 squall, salvage confirmed, believed sold to RI parties
33.	SMUGGLER (Cyrano, Suchel, Pressure)	28'	Philip J. Nichols	1942	Owned by North Kingston RI parties in 1983
38.	ELEAZAR (Gold Ivy, Eleazar)	38'	W. Scott Carter	1938	Advertised for sale in 1977, then located on the Hudson River
51.	- None - (Dream Boat?, Khanum?)	32'	Wilbur A. Morse	c1915	No information since registration with Society in 1965
65.	GALLANT LADY	33'	Morse	1907	Last known to be at Toronto c1980
73.	WEST INDIAN (Dauphine)	26'	Pamet Harbor Boat	1951	Located in the Naples FL area until 1974, then gone
77.	BEAGLE (Sea Queen)	28'	Charles A. Morse	1905	Sold May 1970 to unnamed Staten Is. NY party
81.	REGARDLESS (Friendship)	39'	Fred Dion	1963	Reported repaired in Manatee Pocket FL boatyard in 1979 enroute to Caribbean
98.	DOWN EAST	30'	Bruno & Stillman (06)	1970	Last known to be cruising the Caribbean Feb. 1987
110.	AMISTAD	25'	R.T. White / R. E. Lee	1977	Sold in Galveston Bay TX area c1979 to unknown parties
121.	CLARA (Island Trader, Etta May)	27'	Elmer Collemer	1960	Sold March 1988 to unidentified parties, reportedly in Anacortes WA area
132.	VOGEL FREI	30'	Wilber A. Morse	c1910	Cruising in Euopean waters in 1977, rumored to have wrecked on West Africa coast
140.	BRANDYWINE		McKie W. Roth Jr.	1968	Last known to be in the southern part of San Francisco Bay in the mid-1970's
163.	REWARD	25'	William A. Greene	1975	Last known at Isleton CA with UOP student living aboard
176.	TRUMPETER (Grace, Grace W., You & I)	28'	Charles A. Morse ?	OLD	Last known to be in the Galveston Bay TX area in the mid/late 1970's
179.	CELENE	22'	Unknown	OLD	Sold c1979 from Canada to unknown parties, believed to have gone to the Detriot area



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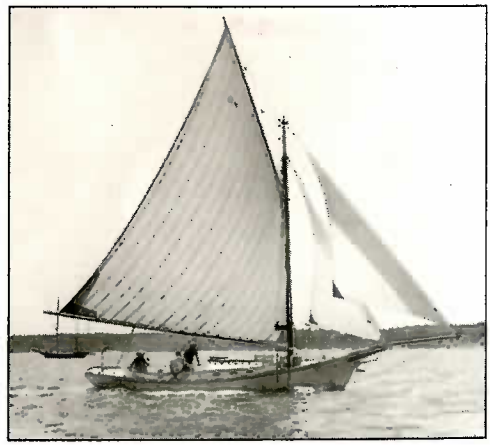
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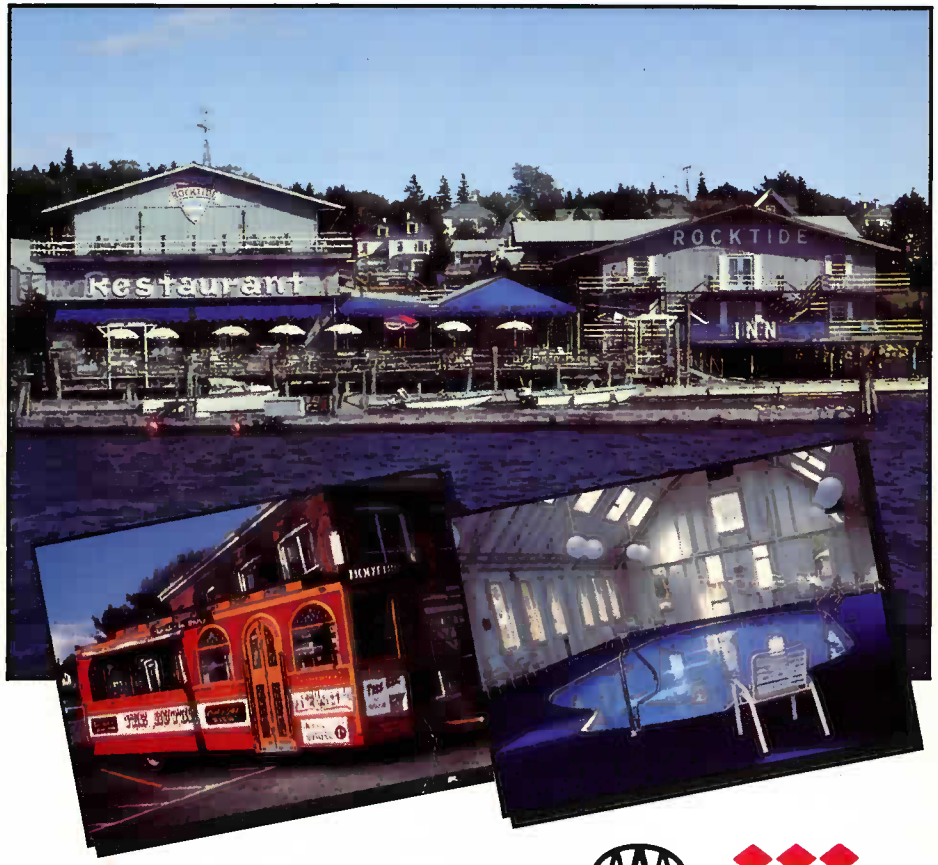
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