Friendship SLOOP DAYS



Gathering of the sloops in Rockland Harbor, 1995

Photo by Richard Langton, Friendship Sloop Society Commodore

THE FRIENDSHIP SLOOP SOCIETY

36th Annual Regatta

1996 YEARBOOK & GUIDE

ROCKLAND-THOMASTON AREA CHAMBER OF COMMERCE



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Join the Sloop Society members for public breakfasts daily, public supper and free entertainment on Wednesday. The public is welcome to attend the skippers' meeting each morning, visit sloops dockside at the Public Landing. Other events include a USCG demonstration and rowboat races.

OTHER SUMMER EVENTS

July 4
Thomaston 4th of July

July 5-7
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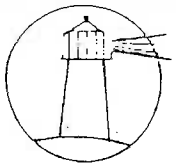


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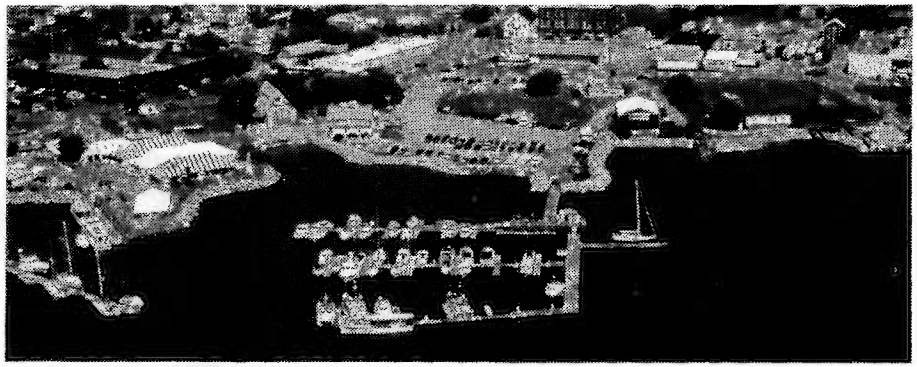
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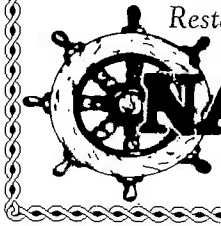
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ROCKLAND HOMECOMING SCHEDULE OF EVENTS:

SUNDAY AND MONDAY • JULY 21 AND 22

Sloops arrive in Rockland
Bring-your-own cookout Monday, 5-6 p.m., under the tent

TUESDAY • JULY 23

8:00 Breakfast under the tent
9:00 Skippers' Meeting – Welcome to the City
10:00 Rowboat race training
11:00 Race
3:30 Rowboat race
4:30 Boat handling demonstration
5 - 6 Bring-your-own cookout

WEDNESDAY • JULY 24

8:00 Breakfast under the tent
9:00 Skippers' meeting
9:30 PARADE OF SLOOPS
11:00 RACE
4:00 PUBLIC TOUR OF SLOOPS at City float
5:00 PUBLIC BARBECUE
5 - 8 ENTERTAINMENT

THURSDAY • JULY 25

8:00 Breakfast under the tent
9:00 Skippers' meeting
11:00 RACE
5:00 AWARDS CEREMONY & bring-your-own cookout

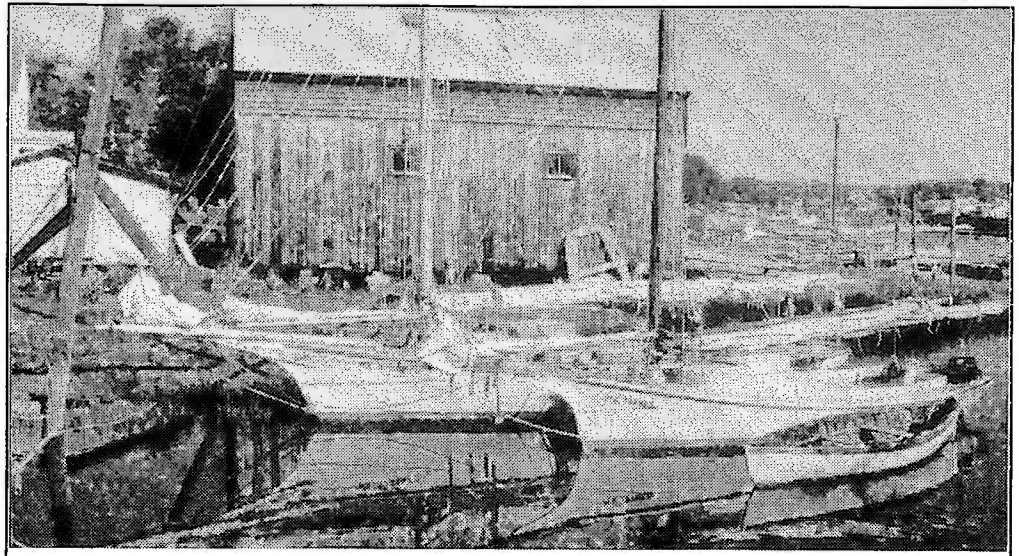
FRIDAY • JULY 26

8:00 Breakfast under the tent
9:30 Depart Rockland for Friendship

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The Friendship Sloop Society Yearbook is published annually by The Free Press (6 Leland St., Rockland, Maine), in cooperation with the Friendship Sloop Society.



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Dedication

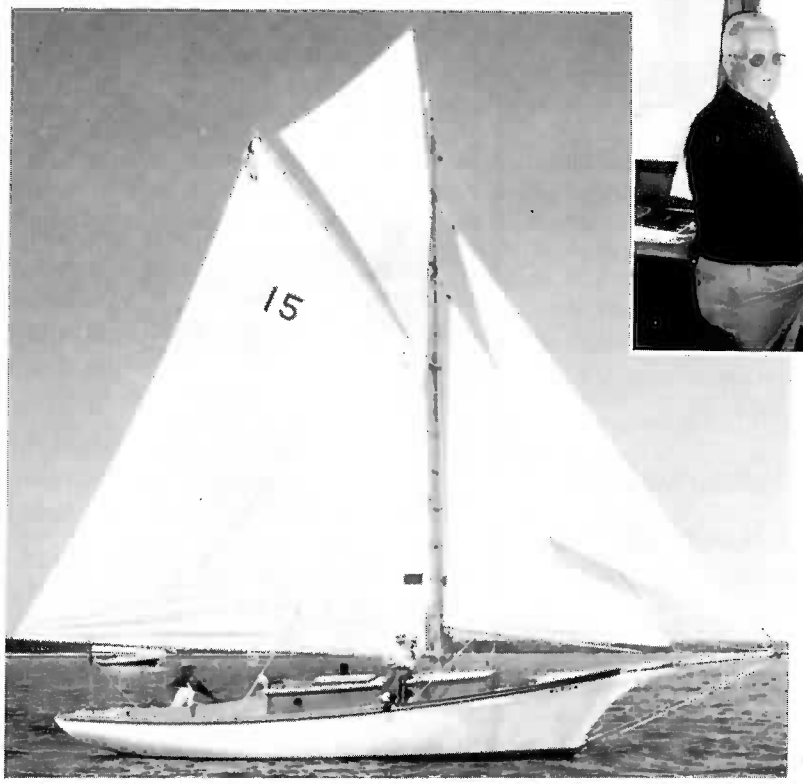
We dedicate this issue to the memory of Captain Ted Brown. He joined the Friendship Sloop Society in 1961 and never left. He raced his sloop *Vida Mia* in our first regatta in 1961, and in every race thereafter through 1975. Not a cut-throat competitor, he liked to start with clear air to windward and no protest flag. Yet in 19 starts, he scored two second places and eight thirds. He was vice president of our Society from 1971 to 1972 and president from 1973 to 1974.

After he sold *Vida Mia* in 1976, he continued as an active member of the Society. His yard in the Back Channel at Kittery always had a mooring for the itinerant Friendship sloop, and he was quick to help in time of trouble. When *Ollie M.* lost her rudder, when *At Last* was dismasted, when John Rutledge was lost overboard from *Coast O' Maine*, Ted Brown was ready to help. He was always welcome aboard our sloops as a reliable hand in a race and a delightful presence in the cockpit. He was voted the Hadlock Award in 1989 in recognition of his commitment to the Society.

Captain Ted Brown wore his title proudly. He was a professional seaman. After graduating from the Massachusetts Maritime Academy, he went to sea for six years in the merchant marine, leaving as Chief Mate, then worked as a rigger at the Portsmouth Naval Shipyard. During the War, he served as a navigator, an executive officer, and finally in command of PF-56 *Covington*. After the War, he held management positions in the Portsmouth Naval Shipyard and was relief captain of R.V. *Jere Chase*. On the shore of Back Channel, he built boats, finished out hulls, adjusted compasses and, winter or summer, lobstered in his own boat.

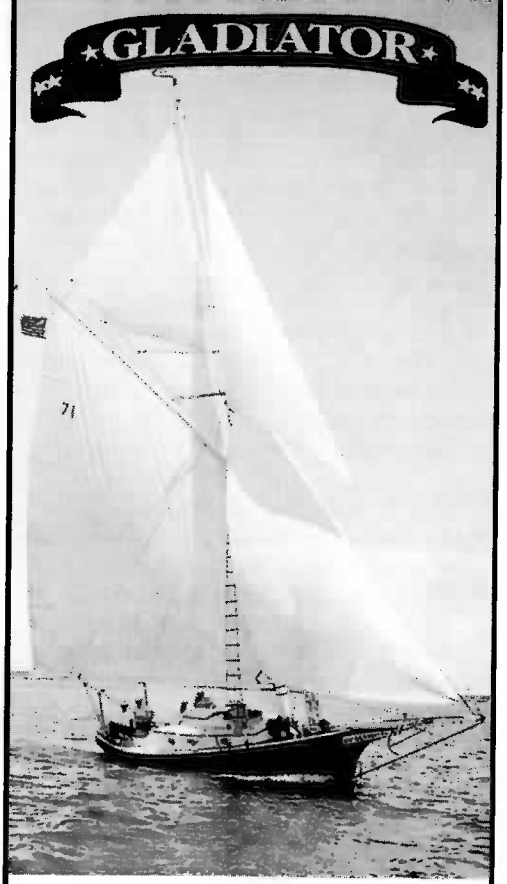
We are proud to have known Captain Ted Brown.





above:
Captain
Ted Brown

left:
Vida Mia



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JULY & AUGUST

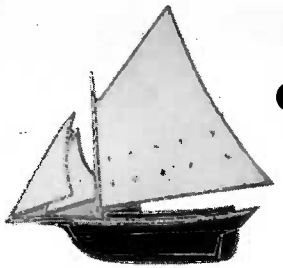
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Commodores' Message



Content, The Flagship

Welcome to the 36th year of the Friendship Sloop Society. This yearbook presents our program for the 1996 sailing season, together with the thoughts and reflections of some of our members.

Each summer Sloop Society members and friends gather in New London, Connecticut, Southwest Harbor and Rockland, Maine, and Marblehead, Massachusetts, to race our sloops and share stories about the trials and tribulations of sailing the New England coast. Our 36th year is not remarkable in its own right; it is not a landmark year or anniversary for any particular occasion in the Society's history. It is remarkable, however, when you consider the longevity of a Society established to memorialize a single boat design. What's actually more remarkable are the individuals and families that have dedicated time and energy to keep the Society functioning for so long.

Perhaps the most important aspect of the 36th year is that it signifies an evolution from the involvement of dedicated individuals to the involvement of several generations of family members. In the case of our family, it was Bernard Langton's fascination with the idea of owning a Friendship that was passed on to his son to realize. Our children, Ruthie and Robert, have sailed since they were six months old and are both proud to have been officially recognized as youngest crew members during the annual homecoming races. Our family is typical of what is happening in the Society. The sons and daughters, and grandchildren, of some of the original members that first gathered in Friendship, Maine, are now taking command of an extended family that includes 262 registered Sloops. Won't you join our family for part of the summer's activities? Perhaps you, too, will develop a fascination with Friendship sloops that can be passed on and nurtured by your family over the years to come.

Commodores Richard and Beth Langton

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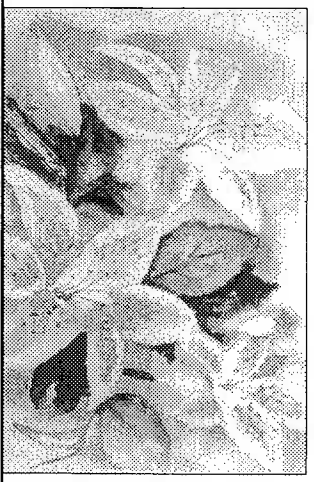


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A Dream Realized

by Paul C. Haley

When I was ten, my father opened a marine center on Marblehead harbor, and I found that I had a dream.

As a lad, I worked in the store and on the gas dock and had the use of our outboards. A couple of boats in the harbor caught my eye, and I soon learned that these were Friendship sloops. There was one belonging to Bill Haskell, who also had a half model of a Friendship over the door to his house on State Street. I would often stop to admire the graceful lines of that model and would always go out of my way to admire a Friendship sloop.

A few years later my dream became etched in my mind. One July day we moored in Friendship. I was sitting in the cockpit of my friend's Triton sloop when, over the top of an island, just above the trees, I saw a gaff topsail. Just behind it was another and another. The first one rounded the point with all sails set, followed by the rest of the fleet. It was the most beautiful thing I had ever seen. Until then, I had seen only one sailing at a time. To see a fleet with all sails set is indescribable, even if you're not an impressionable kid of fourteen. On that July day I vowed that one day I would own a Friendship sloop.



Tern – #24, c. 1900, Wilbur Morse – Owners: Paul C. Haley and Betty A. Stubbs PHOTO BY JOHN SHERWOOD

My father sold the marine center, piled the family onto a 57 Elco, and off to Florida we went . We lived on the boat at Dinner Key Marine in Coconut Grove, where I encountered the largest Friendship sloop I had ever seen – *Susan* (#29), owned by sailmaker Brad Mac. At the age of 19 the sight of a Friendship still made an impression on me. As I went down the dock, I had to be careful not to hit the bowsprit of *Susan* as I went by. She was well-known on Biscayne Bay because, year after year, she won the Columbus Day regatta.

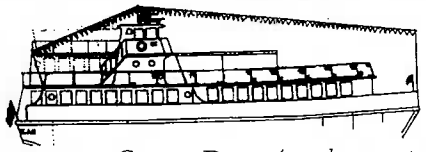
In 1985, I joined Giffy Full as a marine surveyor. In that capacity I surveyed several Friendship sloops, and the dream was still there. Each time I crawled through the bilges and decks of a Friendship, I thought to myself, "I will own a Friendship some day." In 1988, I was called to Mystic, Connecticut, to survey a Friendship named *Ancient Mariner*. Holt Vibber, who was selling the boat, had rebuilt it over 22 years, working off and on. Again, my dream was rekindled.

continued on page 11

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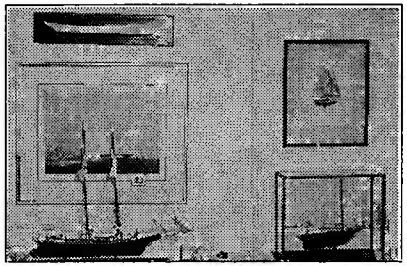
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The buyer who bought the boat took it to Rumery's Boat Yard, where I would go and look at it and watch its progress. The vessel was sound, but the new owner wanted a more stylish interior, and there were some of the old (c.1900) planks that were weeping. When the yard was finished, the boat was absolutely beautiful. The interior was varnished oak, the exterior was professionally painted and sparkled like a diamond, and sported a new varnished bowsprit. She was also sporting a new name, *Tern*. This was her original name, and her owner decided to give it back to her. The next year, the boat was donated to the Philadelphia Maritime Museum, which had planned to put it into a program in Philadelphia. That didn't work out, and *Tern* was slid into a back corner of the storage shed at Rumery's. There she sat for the next five years. The storage location was excellent, however, as the shed was at the foot of a hill and had a dirt floor, and the rain ran down the hill and under the boat, helping to keep her from opening up.

July of 1995 found me again at Rumery's to survey a boat. Back into the shed I went to look at *Tern*. I pulled the cover back and went inside. I was hooked. I came back from that trip and Friendship was all I could talk about. Finally, I believe out of desperation, Betty, my partner in life, said, "Why don't you call the museum? If you ever heard that someone bought the boat for a price that you could afford, you would kick yourself." I had Betty's blessing. After a couple of calls to the museum, I came home to tell Betty, "They accepted my offer; we own a Friendship."

Tern had fared well during five years of storage. The engine started when I tested it, and then I set about to find all the parts and pieces that had been in storage all that time. Most of the parts were found. A block and fall that the boatyard was using was my main sheet – I captured it back, and *Tern* was launched. I waited a week to step the mast so the hull would take up, and, on the first weekend in August, set out for Marblehead with my uncle, Dr. Bill Haley, and Betty's brother, Bob Quadros. That trip is another story for another article, but we made it, and, after 16 hours under power, entered Marblehead harbor. My dream had been realized. I came home with my own Friendship sloop.



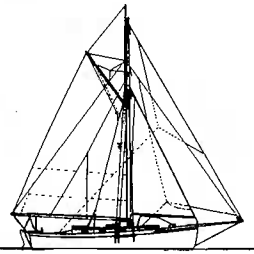
Racing in Rockland harbor 100 years ago. PHOTO COURTESY OF COURIER GAZETTE

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Broken Bowsprit

By Tad Beck

I was sitting on my foredeck contemplating what I had done wrong. *Phoenix* had lost her bowsprit.

At the time this happened, *Phoenix* had been sailing along proudly, making as well to windward as a Friendship sloop can with all sails set. My crew and I had the Marblehead finish line in sight and victory on our minds. A *Phoenix* breeze is what I have come to call it. This *Phoenix* breeze begins at around 12 knots, when *Tannis* drops her jib topsail, and is heavenly until we drop our main topsail at around 18 knots. In this wind, *Phoenix* can do no wrong.



Tad Beck with his father Al in a 1976 photo

Suddenly the bronze through-hull fitting for the bobstay had gone bad. This allowed the bobstay to shake free, taking the forward half of the bowsprit. There was a sharp crack and the helm lost its balance; the jib and jib topsail acted like parachutes. There was a horrible whacking of the splintery bowsprit against the back of my mainsail. From the cockpit, the mainsail was like a shadow puppet screen. The bowsprit danced horribly, and I had the mental image of it popping through the mainsail. I should've been scared, but I wasn't even thinking. I just started doing what needed to be done, and a few minutes later we were under power in Marblehead harbor. People took pictures of our sorry sight, while others just gawked. Ugh.

Phoenix had lost her bowsprit. Could I have foreseen it? Did I have too much sail up? Would my Dad have done anything differently? Better? My father had sailed *Phoenix* since I was a year old. He always came home with a trophy. Other captains talk about how my father frustrated them by sailing directly into the wind. Some captains just let him by instead of luffing him up because he would get by anyway. One person sold his boat the year after he finally beat my father. And I had a broken bowsprit! This was the first broken spar that I had encountered on *Phoenix*. Was it my fault? Was I not living up to *Phoenix's* reputation? I thought the sky might start falling because of this disgrace. But it didn't.

What happened instead was an amazing pulling together of friends. I banged heads with and got the opinion of anyone who didn't run away. Harold Burnham was the least phased by my predicament. He couldn't really help with my psychological ruminations, but with the bowsprit, he was the man. First things first – I had to fix the bowsprit. I also found a small hole in the mainsail by the number 91. But, step by step, Harold got me through it.

A week later, *Phoenix* was back together, and Hurricane Felix had fallen apart. I was ready to move on. I planned to sail single-handed to Provincetown. Sailing alone with one's thoughts can be a scary thing, but not this time. Later that afternoon, *Phoenix* and I were alone, no land in sight. The sky was clear with fair weather clouds, and the breeze

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was perfect for a close reach under full sail. Big swells, but *Phoenix* and I slid along at seven knots. My mind, of course, turned to the events of the past summer. I'd been to Southwest Harbor, Rockland, and Marblehead, with new and old friends as crew. No, I hadn't won any trophies, but I had learned how to make a bowsprit and never to paint a bronze fitting. I learned that I do not need to prove my skills to anyone. (Freud, take a hike. My dad would've broken the bowsprit too.) I learned about caring friends. And then it occurred to me that, most importantly, I had enjoyed more good times and fulfillment with my 26-year-old Friendship than ever before.

The Big Bang

By Mary Cronin

Fog delayed our departure from Rockland, but we made up for the lost time with beautiful weather and sailed to new harbors each afternoon, swimming (brrrr), gunkholing in the kayaks, eating, watching the wildlife, and just enjoying ourselves. Our last day together arrived too soon. Lobster was purchased for dinner, and afterwards we sat in the cockpit and chatted for hours under a star-filled sky, recounting the wonderful week it had been.

Next morning at about 7 a.m. I headed for the galley to start breakfast. I lit the match to start the coffee and instantaneously there was a flash and a tremendous explosion! The base cabinets blew apart, breaking the doors, and the face frame hit my foot, splitting my toe in half and crushing the bone. My face was slightly scorched, and my eyebrows, eyelashes, and hair turned orange! I was not burned otherwise, and there was no fire.

We were stunned! When we regained our composure, we realized how fortunate we were. Somehow a small amount of propane had leaked into the small cabinet under the sink, but none had leaked into the bilges. The cabinets could be repaired, but I needed medical attention, and here we were on a mooring at Wayfarer Marine in Camden!

A call made to Wayfarer was answered by Amy Armstrong, a long-time family friend from Friendship, Maine. Amy sent out a launch for us, lent us her car, and we went to Penobscot Bay Medical Center. Again, we were lucky.

I guess I realized the severity of the situation when the X-Ray technician at the hospital commented, "I'm pleased to meet a survivor of a propane explosion. We generally just place them on a gurney, cover them with a sheet, and wait for the coroner!"

A "911 Haircut" was unusual, but it did get rid of the toasted look. The doctor said I would not wear conventional shoes for about a year, and she was right; here it is April, and I still cannot tolerate a closed shoe.

The propane stove has been checked out thoroughly, and there is no problem with it. The explosion was due to human error; probably mine. It had been such a wonderful week. Had I let my guard down? For 20 years we have been so cautious: all three switches have been opened or shut in order, and the propane tank is located outside the cabin.

We considered alternate fuels for cooking but each had disadvantages, so we are staying with propane. All connections have been updated, and the stove itself is now located in a stainless steel pan with a safety vent pipe going out through the hull. Sniffers have been added, automatic shut-offs, etc. No matter what kind of fuel you use on board, the fire should never be left unattended or safety taken for granted. A fire or explosion at sea could ruin more than just your day!

The foot is gradually getting less painful, but I can predict weather better than a satellite now! Yes, and now we have a beautiful new galley with handsome cherry cabinets and a Corian countertop with an undermounted Corian sink in a 1937 Friendship Sloop. Now, if I could just think of a painless way to get new cabinets for my kitchen at home....hmmmm!

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The *Ralph W. Stanley*

by her designer & builder, Ralph W. Stanley

Here are three pictures of the *Ralph W. Stanley*.

The first is of her sailing in Southwest Harbor last fall.



The next photo is in the container just before she left for Boston, last February, to be shipped to La Spezia in Italy onboard the container ship, *Amerigo Vespucci.*



From Boston, the container went to Leghorn and then on a feeder ship to Olbia in Sardinia.

Marion and I left for Rome on March 6, where we stayed for five days, then flew to Olbia, where the boat was ready to launch.

The last picture is at Olbia, just before launching. After rigging and sailing her, we returned home on March 20.



The boat is 21' in length, 7'-7" beam and 4' draft. Power is a 20 HP YanMar diesel.

The design of this boat is a larger version of the 19 footer (*Bucephalus*) and is based on the round-bow Friendship sloop model.

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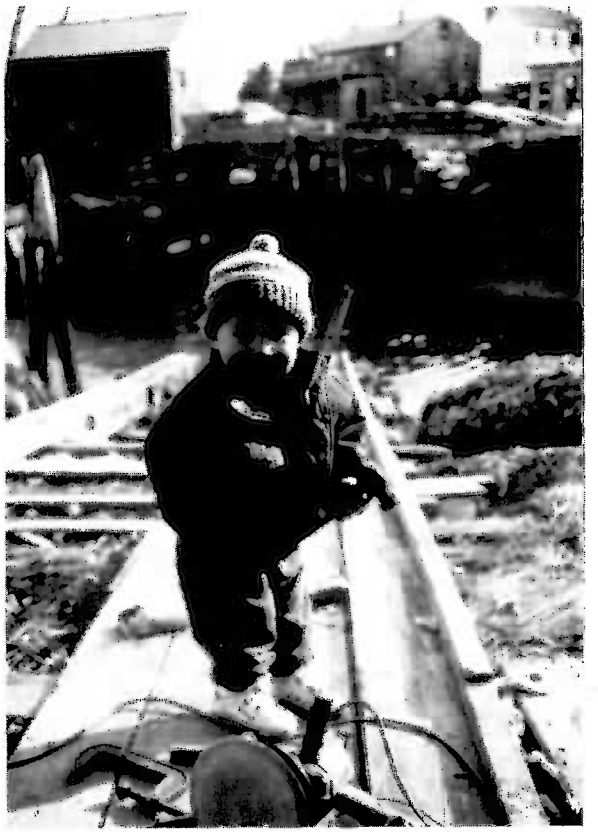
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The Big Boy Bed

By Harold Burnham



Alden Burnham getting the railway ready for *Chrissy*, spring 1996.

After I bought *Chrissy*, got her home from Maine and safely hauled her out of the water, one of the first things I did was to gut her from stem to stern.

It hurt to tear out all of *Chrissy*'s beautiful joinery that Ernie Wiegleb had spent much of his life building. Unfortunately, it was necessary in order to conduct repairs on the hull. I kept every piece of *Chrissy's* interior, looking forward to the time when I could put it all back. This winter, with *Chrissy's* hull sound and deck tight, I finally reached that point, but as I had shortened *Chrissy's* cabin by about six feet, there were some pieces I just couldn't fit back.

One piece that I most regretted not using was *Chrissy's* big, old, pull-out double bunk. I had only slept in this a few nights, and, although I had to keep one hand dangling to tell me when to pump, it was a wonderful bed. It had a beautiful mahogany side board which stuck up high enough on the ends to keep you in it, yet was cut down in the middle to allow easy access and a place to sit when you woke up.

Bruce Morang spoke fondly and frequently of the bunk when talking about his many years aboard *Chrissy*. In one of his stories about her, he mentioned how he used to toss and turn in it, "for, oh, maybe five or six seconds before *Chrissy* rocked me to sleep." It seemed to me that this would be a great quality to have in a child's bed.

Years ago, when my sister no longer fit in her crib, my father fashioned her a beautiful bed of some wood he salvaged from the dump. Much to the chagrin of my mother, who doesn't like anything from the dump, this cute little bed was passed around the family and used for many years by our cousins. This winter, when my son Alden began to outgrow his crib, we knew just where to get him what he called a "big boy bed." Alden was quite excited to get it, but the nice new mattress his grandmother bought was just a little higher than the one that had been in it, so he needed a higher side board to keep him from falling out. I knew just where to get one.

It took a little trimming to get Chrissy's sideboard to look right, but, once this was done, even Alden's skeptical mother admitted it was "perfect." So, as I write, it brings me great pleasure to know that Alden is sleeping soundly under a quilt his mother made, on a bed his grandfather made, with a little piece of *Chrissy* keeping him safe and snug.

Cruising Rules

By Roland S. Barth

"Roland, are we on cruising rules yet?"

With these words, Snyder comes aboard. Snyder and I have owned a succession of three Friendship sloops: *Amos Swann, Moses Swann,* and *Sazerac.* Once a year Snyder and I sail together -- just the two of us. During our four days together, things are different.

In planning the menu for our first night, each agreed to bring "some stuff." We figured the law of averages would yield a balanced and perhaps nourishing diet. Snyder brought a five-pound brick of cheddar, a case of ale, and two packs of Oreos. I arrived with a large hunk of Swiss, some beer, and Oreos.

Friendship is a particularly revered quality aboard a Friendship sloop, but mariners know that compatibility aboard a sailing vessel is a complex and fragile matter. No matter how agreeable and adaptable one's partner, there is the matter of "getting along." As our annual adventures began to accumulate, we found ourselves running up against the abundant and inevitable warts of the other, and even the occasional warts in ourselves.

Cruising Rules are the norms of personal behavior requisite for two individuals to stay on speaking, even friendly, terms while confined for an indefinite period afloat in small quarters. For a quarter-century, Snyder and I have refined our cruising rules, at first on Friendships, now on other vessels. We have complied with them faithfully, and I am proud to say in their behalf that we continue to cruise happily together on sea and land, fortified, of course, with the now traditional staples of cheese, beer, and Oreos.

We have kept these rules pretty much to ourselves, but a growing realization of their usefulness, even profundity, causes me to place a few of them in the public domain in the hope they will offer others the same lasting serenity and compatibility on board ship -- and perhaps in other leaky relationships -- as they have us.

CRUISING RULE #1

In order to purchase our first Friendship sloop, we put together a "syndicate" of five owners who collectively put up the $2,500 for a "handyman's delight." *Amos Swann*, at 26', was a homely, leaky, and lovable old vessel with corroded fastenings, rotten garboards, and two good pumps.

The theory was that to minimize not only capital expenses but our maintenance expenses, we would assemble at the boatyard each spring to scrape, sand, and paint. When the appointed May weekend arrived -- cold and raw and spitting snow – only two of us arrived with it. Snyder and I scraped and sanded. Sunday morning, with *Amos* all primed and ready to paint, we faced a crucial judgment: what color should the house roof be? The arguments were between a clean white, an off-white, battleship gray, or what Snyder, for some inexplicable reason, called "cat's ass brindle." The latter, a brownish, orangeish, somewhat pukeish buff, allegedly the authentic hue of the Friendship sloop, probably evolved as a camouflage for fish entrails, lobster bait and seaweed. We selected and applied, of course, the brindle.

Having diligently dispatched our boatyard duties for the fitting-out season, we drove home with a feeling of considerable satisfaction, if not virtue. This warm aura persisted until, one-by-one, the other three owners weighed in with their outrage over the dubious aesthetic properties of cat's ass brindle as proper topping for their boat.

A cruising rule emerged in time to save the day, the partnership, and – the cat's ass brindle:

THE HAND THAT HOLDS THE PAINTBRUSH DETERMINES THE COLOR.

CRUISING RULE #2

Our lives are a trail of un-had conversations. On shore we must speak in code, abbreviation, and haste in the always unsuccessful attempt to get our licks in before the next person intercedes or the time expires. One of the virtues of being at sea for an extended passage with a companion is sufficient time for "the long version." Of everything. On a cruise it is possible to experience the following in conversation: leisure, civility, grandeur and complete resolution.

On the other hand, blessed with a captive audience and the undisputed floor – or deck – nothing insults and assaults more than to be unceremoniously interrupted while attempting the long version. Hence the necessity for the second rule of cruising:

WHEN A PARTY IS TALKING, HE (THE PRONOUN "HE" IS USED THROUGHOUT DELIBERATELY AND ADVISEDLY) IS NOT TO BE INTERRUPTED UNTIL HE HAS COMPLETED ALL OF WHAT HE WANTS TO SAY. TO BE ABSOLUTELY CERTAIN THAT THE PARTY OF THE FIRST PART IS INDEED FINISHED, NOT JUST PAUSING FOR AIR OR GATHERING HIS MEMORY, A 30-SECOND WAIT TIME SHALL BE OBSERVED AT THE CONCLUSION OF THE WORDS OF THE FIRST PARTY BEFORE THE PARTY OF THE SECOND PART SHALL COMMENCE SPEAKING.

CRUISING RULE #3

One bright spring day *Sazerac* was launched, newly painted and varnished, looking like a million dollars. Three of us – Snyder, me, and another owner who shall remain nameless – sailed her down the Damariscotta River, around Pemaquid, and up Muscongus Sound. Now, there is only one submerged impediment between Pemaquid Point and our home port of Round Pond: Poland North Ledge awaits patiently just below water level, prominently marked by a large can buoy.

When on that fateful day the wind died, the (then) third owner took the helm and powered us along at about six knots, all the while engrossed in his own erudite lecture on the sinking of the *Lusitania,* as Snyder and I furled the generous mainsail. Suddenly our cushioned world of the sea was rudely replaced by an 8.2 Richter scale jolt. As our upper filings fell to the deck, *Sazerac* lurched over on her beam, and we literally ground to an indelicate halt square atop Poland North Ledge. Bright green "C3" glistened not ten yards away. Right, red, return indeed! Necessity called upon us to craft Cruising Rule #3 at once:

IN THE RARE AND UNLIKELY EVENT THAT DAMAGE TO THE CRAFT IS SUSTAINED DUE TO AN UNDENIABLE AND INESCAPABLY HUMAN ERROR, LACK OF JUDGMENT, OR JUST PLAIN STUPIDITY, NO MENTION OF THE INCIDENT SHALl BE MADE AT THE TIME, NOR THEREAFTER, TO THOSE ON BOARD WHO WITNESSED THE EVENT. MOST ESPECIALLY, NOTHING SHALL EVER BE DISCLOSED TO THOSE ASHORE.

The rock has been locally re-named in honor of the hapless helmsperson, "__'s Mistake."

These are three of our Cruising Rules. Others continue to evolve and expand as circumstances permit – and demand. The Cruising Rules have become indispensable in protecting and sustaining annual sailing relationships on Muscongus and Penobscot Bays. Try them. Refine them. Celebrate them. Amend them. Embellish them with the wisdom of your own experiences at sea. But always bear in mind that it is the CONCEPT of cruising rules which is universal and immutable. Particular cruising rules, like particular sailors and particular vessels, are idiosyncratic and must be reckoned with case by case.

"The Gods do not deduct from our allotted time on Earth the days we spend sailing." This extraordinary insight makes it obligatory that each of us spend a maximum number of days at sea. Which, in turn, makes it essential we find ways of forging hospitable relationships with our sailing companions. It is no exaggeration to say, therefore, that the absence of Cruising Rules is life-threatening; and their presence is truly a gift of the Gods.

Now you know why, the moment Snyder comes aboard, he inquires, "Roland, are we on cruising rules yet?"

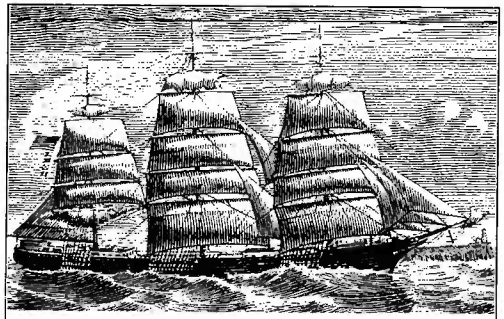
Editor's Note: We are told that a complete version of Cruising Rules will be published in book form this fall, "Sometime after the boat is hauled."

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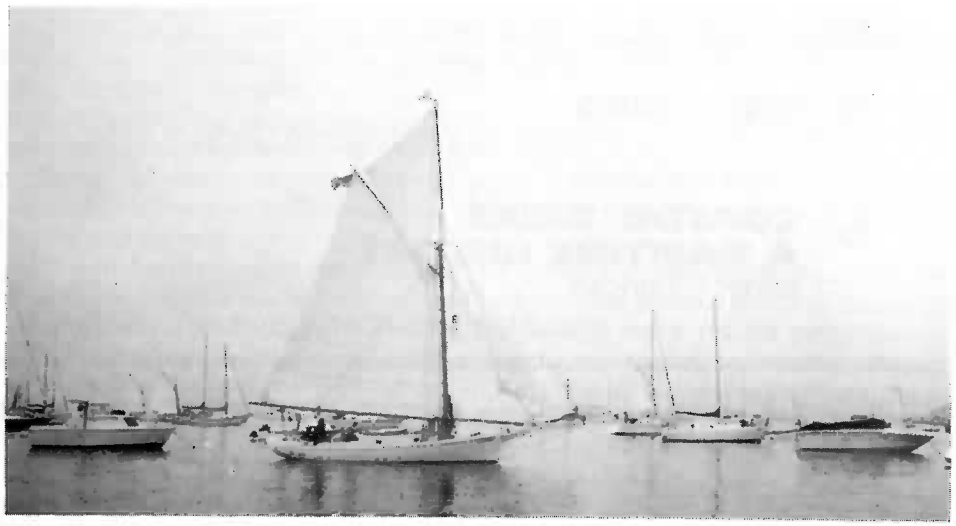
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At WoodenBoat School

By Rich Mosher



Eastward GAIL RICHTER PHOTO

At WoodenBoat School, the week of June 23, 1991, I took a course, entitled "Craft of Sail aboard *Eastward,"* with Roger and Mary Duncan. There were six of us in the crew. These are extracts from the log I kept:

MONDAY, 8:30 A.M. DAY #1

FOG FOG FOG! The harbor was like a sheet of glass. There were traditional wooden boats all around: sloops, yawls, 12-1/2's and, best of all, *Eastward.* At 9 a.m., just when the rest of the crew arrived, the fog lifted and revealed a magnificent view of islands, near and far. The wind came rippling across the inlet as if to say, "Get ready for a great day!" Before we left the mooring, Roger took the crew around and showed us the lines and rigging. Then, he discussed the proper procedure for raising and lowering the mainsail with her huge gaff. He also showed us how to set the tops'l and then said, "Let's take her out!"

We made it out of the mooring without anyone getting hurt or falling overboard. We saw a dolphin and picked up a nice breeze. The dolphin led us out into Eggemoggin Reach and stayed with us for about 15 minutes. As he left, he had a big smile on his face, and I had the feeling this was going to be a memorable week.

The crew was ready to listen to every word Roger had to say, such as, "You keep testing your sail trim like a loose tooth to see if it still hurts by wiggling it a bit."

Roger is a good story teller and a good teacher. He says to let her (*Eastward*) turn slowly, and she will teach you how to sail. Two miles to the east is some fog Roger says to keep an eye on. Wind is shifting. We head southwest by west with a good wind, four to five knots. Roger tells John, "Sail the boat with the wind you've got." Roger also told the crew the best way to tell where you are going to fetch on the next tack: Stand in the middle of the boat facing to windward; Close your forward eye and turn your head so the shadow of your nose is on the mast; Open your forward eye and close your after eye; The shadow of your nose is about where you will fetch.

11:50 a.m. We made it to a mooring – had a great lunch of Down East cuisine. I asked Mary, Roger's wife and First Mate, how *Eastward's* name came about. Roger's father always wanted to go eastward, so that's what Mary named her. The name symbolizes a place of adventure and romance.

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TUESDAY, 8 A.M. DAY #2

Before we began, Roger showed us how to tighten up the lanyards for the deadeyes, using a big spike to hold the lanyard line in place. The weather was perfect. I was assigned to navigate the day's sail and plot each passage through the islands with a sharp eye out for rocks. We saw many seals sunning themselves on rocks and acting as if they didn't see us.

Roger said this morning after we had set all sails that we were the only class to set the tops'l the first try. He didn't know that we had practiced raising and lowering it several times after Mary had showed us how to set it. There were so many lines that it was a miracle that we could get them all up without any tangles.

We saw the windjammer *Angelique* sailing up Eggemoggin Reach under full canvas. She looked like a ghost from the past, her tan bark sails taut, with a stiff breeze propelling her through the mist.

We were having so much fun sailing that we lost track of time, and Roger said we had to get back in time for dinner. He indicated that we could get back in time if the navigator could find a short cut. After studying the charts, I saw a possible narrow passage between some islands. Roger knew about the short cut, but in his teacher's way didn't say anything and expected me to find this out. We did make it back in time for dinner, but the navigator lost several pounds and nearly his vision looking out for huge rocks between the islands. The amazing thing is that Roger is always cool and unflappable.

WEDNESDAY, 8 A.M. DAY #3

No wind! The mooring was smooth as glass, and Roger decided to show us how to serve lines with a special wooden hand tool. Around 11 a.m. the wind picked up, and it was my turn to take *Eastward* out of the harbor. After lunch Roger showed us how to take fixes with a sextant.

Mary Duncan is a gem. She is the quintessential sea captain's wife, is always cheerful and aims to please everyone. She has a favorite place on *Eastward*, the cockpit floor, which is down low enough to keep the breeze away. She maintains a shipshape boat and enjoys telling of her many years with Roger and her children on board *Eastward*.

The most important thing Roger has imparted to us is a sense of pride and confidence in ourselves. He has an unlimited amount of patience and has passed on some valuable information on seamanship. Owning a Friendship and sailing on Lake Michigan is different from sailing off the Maine coast. On the first day, Roger showed us the inboard engine, only to tell us, "WE DON'T USE IT." For me this is hard to fathom. On the Great Lakes, the engine is a necessity for navigating under bridges and getting through channels to the Lakes.

THURSDAY, DAY #4

Beautiful day with no wind. Even though Roger said we would never use the engine, we motored over to the clubhouse dock to fill the water tank. Then we spread out the charts on the clubhouse deck and spent the morning learning about coastal navigation.

FRIDAY, DAY #5

A beautiful, sunny day, but the harbor was again a sheet of glass. Roger told us an interesting story about heavy-weather sailing and how to anchor in a hurricane. Again (ha, ha!) we used the engine to motor out of the harbor, and we passed by a Friendship sloop which seemed to say, "Have a good time!" As we entered the Reach, we practiced reefing the mainsail. We saw a seal. He was so close his big eyes looked like black buttons. He had long whiskers. I said to myself, "I don't want to go back! I want to stay here and enjoy Roger and Mary and good grub and fine company!"

We sailed about six miles out and decided to head back for the mooring. The wind picked up, and we finally buried the starboard rail. It was *Eastward*'s way of telling us that we had been a fine crew, and she was going to give us a jolly good ride back to our mooring. Roger and Mary made quite an impression on all of us, and the pleasure of their company will be a forever-cherished memory.

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Once Upon A Time...

by Bob Rex

Hark back to the days of sailing ships in trade, and take a look through the eyes of the sailors who manned them. Such a sailor was Howard Paul Grant, an 18-year-old lad from Greenwood, Massachusetts, whose forbears were seafarers from Ellsworth, Maine. Grant shipped aboard the bark, *Willard Mudgett*, berthed at Boston on March 21, 1904. Barks were laborers of the sea – three-masted vessels designed to carry a ship's cargo with half a ship's crew. Following are some extracts from Grant's diary. (The bark was bound for Sierra Leone and Guinea in West Africa, Barbados B.W.I., Brunswick, Georgia, and, finally, New York City.)

Sat , Apr 2	Sailed at noon. Course due E. Steady breeze. Fine weather.
Mon., Apr 4	Severe snow squalls at night. Very rough. Froze to death.
Wed., Apr 13	Dead calm. Hot. First mate gave compass to learn by Sunday. 128 pts.
Sat., Apr 23	Gale, thunder, lightning and rain all night and day. Got rain water. Pair porpoises play around. Sighted steamer.
Sun., May 8	Sighted high land at noon. Anchored off Sierra Leone at night. Fine town. Beautiful country. Mountains back palm trees. Red earth. Sunburnt.
Sun., May 15	Went ashore. Walked all over town and in country. Picked mango plums and flowers to press.
Thu., June 2	Terrible gale - rain. Dragged anchor. Went ashore. All hands called at 2 a.m. Worked all day. Got off. Anchored half way out.
Sun., June 5	Storm drove us back in sight of land. Black night. All hands called twice. Hard Sunday. No rest. Rain all day. Neck sore.
Wed., Jun 22	Grand cleaning-out of bunk. Too many bugs. Bed and clothes go overboard. 800 miles more.
Sun., Jun 26	Sail into bay (Barbados) and anchor. 3 barks, 2 barkentines, 1 brigantine and one steamer in. Very pretty island, resembles Africa.
Tue., Jul 12	No wind today. Big row today. Sailors dissatisfied with grub. Complain to captain. He fights with one. Captain knocked down.
Sun., Aug 7	Cooler every day. No more tropical heat. Off Delaware. Passed 7-master *Lawson* under tow. Coal barges. Spoke tug *John E. Mehrer*. Brigantine. Many vessels.
Tue., Aug 9	Towed into N.Y. Bay at 5:30 a.m. Anchor in front of Statue of Liberty. Brooklyn Bridge in sight. Thousand craft. *Kaiser Wilhelm.*

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4. Supporting the aims of the Society
5. Appreciation of the beauty, charm and splendor of the Maine coast

This year the award went to Bill and Caroline Zuber of Friendship, owners of *Gladiator*. Caroline was the Society's secretary from 1979 to 1985 and did much to make the yearbook a success. Bill brought *Gladiator* back to Friendship, rebuilt her, and now sails parties out of Friendship. He was our Commodore in 1987-1988.

He is on the Friendship Day Committee and hosts a cook-out and evening ashore for participating sloops on the night before Friendship Day.

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The Pendleton Memorial Scholarship Fund

By Elbert S. Pratt, President

In the spring of 1961, John Gould brought Bernard MacKenzie of Scituate, Massachusetts, enthusiastic owner of *Voyager*, to Friendship, Maine, to meet with Carlton Simmons. Ralph Winchapaw and Herald Jones. Bernard wanted to bring all the Friendship sloops that were still sailing to Friendship for a day of racing on their home waters. Accordingly, the Friendship Sloop Society was established with Bernard MacKenzie as President, Ralph Winchapaw as Vice-President, Herald Jones as Secretary and Carlton Simmons as Treasurer.

As many sloops as possible were invited to come to Friendship on July 22, 1961, and participate in the first Society regatta on the first official Friendship Day. Fourteen sloops graced the harbor that day and had a good time racing and socializing.

Some 5,000 people came to watch that first race. The people of Friendship rose to the occasion. Some families near the harbor provided parking areas. Snacks could be obtained at the wharves and up-town. After the race there was a clambake in the field above the Roberts' wharf, and in the evening the Awards Banquet was prepared by the Women's Auxiliary Fire Department. Governor Reed came to present the trophies.

As years passed, more and more sloops appeared at the starting line. Finally, Bill Pendleton, owner of *Blackjack*, suggested that one thing the Society could do in return for the support of Friendship people was to establish a scholarship for the young people of the town. The members agreed and the Fund was established at the Society's annual meeting in 1967.

The Fund produces about $4,000 a year and is available to Friendship high school graduates who are planning to further their educations at college or technical school. Since four to eight students apply each year, the amount each one receives is small. For this reason the Trustees are pleased to accept contributions to increase the Fund's principal, thus providing more assistance for each student.

If you would like to contribute, please make your check payable to the Pendleton Memorial Scholarship Fund and mail to: Reverend David Bell, HC 61, Box 321 Pumpkin Cove Road, New Harbor, Maine 04554. Thank you.



Sloops gathered at the Rockland Public Landing, Summer 1995

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Friendship Sloop Society Officers 1996

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Vice-Commodores	Larry & Debbie Plumer	Newbury, MA
Secretary	Caroline Phillips	164 Sturbridge Rd. Charlton, MA 01507 (508) 248-7026
Treasurer	Rev. David Bell	HC 61, Box 321 New Harbor, ME 04554
Historian	Betty Roberts	Friendship, ME
Measurer	Richard Salter	Manchester, MA
Race Committee Chairman	Robert Rex	Reading, MA
Membership Chairman	Douglas Amsbary	Franconia, NH
Publicity Chairman	Robert Monk	Burlington, MA
Friendship Day Chairpersons	Betty Roberts & Bill Zuber	Friendship, ME
New London Race Committee	Jack Vibber	5 Soljer Dr., Waterford, CT, (860) 442-7376
Southwest Harbor Race Committee	Miff Lauriat	20 East Ridge Rd., Southwest Hbr., ME (207) 244-4313
Marblehead Race Committee	David Graham	7 Batchelder Rd.. Marblehead, MA, (617) 631-6680
Pendleton Scholarship Fund Chrmn.	Elbert Pratt	P.O. Box 129 Friendship, ME
Yearbook Editor	Roger Duncan	P.O. Box 66 E. Boothbay, ME
Newsletter Editor	John Wojcik	347 Lincoln St. Norwell, MA
Piper	Donald Duncan	Milton, MA
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 Hamilin, Marcia Morang, Bernard MacKenzie, Albert Roberts, Betty Roberts, and Carlton Simmons.

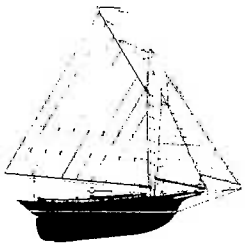
The Bancroft & Morang Awards

The Bancroft Award is given in memory of Winthrop Bancroft, owner of *Elicia III*, and an early and enthusiastic supporter of the Society. It is awarded to celebrate an unusual contribution to the Friendship tradition. It might recognize an outstanding voyage, the launching of a new sloop or the restoration of an old one, the work of a poet, a painter or a model maker. This year's award went to John Gould: an original incorporator of our Society; Master of Ceremonies at early banquets; author of numerous articles, essays and books about Friendship and Friendship sloops; editor of the yearbook; and, while we raced in Friendship, enthusiastic supporter of the Pendleton Scholarship Fund. His wife Dorothy, with John's support, ran a gift shop featuring Friendship collectibles; he rallied high school girls to sell peanuts from an antique peanut-roasting machine on the wharves; and he saw that ice was always available – with proceeds from all going to the Fund. He also made numerous dump runs on the principle that cleanliness is next to godliness.

The Morang Award is in memory of Bruce N. Morang: helmsman, Yearbook Editor, Race Committee Chairman, and a pillar of our Society. Professionally, he was a newspaper editor and a talented writer. The award is for the best manuscript submitted for publication in the Yearbook. In 1995, it went to Harold Burnham for "The Sawzall."

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We welcome Friendships on our guest mooring at the head of Hurricane Sound, Vinalhaven.
Ebenezer & Diana Gay

Hope for new Friendships, clear days, and a Tad more wind.
Phoenix

Best of Friendship sailing.
-Jerry & Lois Ross

May Your Boots Never Leak
- Ralph Stanley

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The Whitneys
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A true compass always points to Friendship.
crew of the *Compromise*, The Toppans

Have Experience Will Crew
Nancy & David Bell

Old Friendships never die; they just get restored.
Eastward

Compliments of the Corinthian Yacht Club Race Committee

"To reach the port of Heaven, we must sail sometimes with the wind and sometimes against it – but we must sail and not drift at anchor"
- Oliver Wendell Holmes

TERN
Marblehead
Paul Haley – Betty Stubbs

Dedicated to the memory of
Ted Brown
-Jim and Andrea Wilson

Smooth Sailing
Betty Roberts

THE FRIENDSHIP SLOOP SOCIETY'S
—BULLETIN BOARD—

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- crew of *Banshee*

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Bill Finch and Carol Rose

"If I take the Wings of the Morning and dwell in the uttermost parts of the sea..."
Best Wishes for a Fine Season
from Jill & Rodney Flora

O Camden, beautiful Camden,
May your seas be calm
And winds be ever free.
- Camden Kingsbury Carter

It's no Secret;
Rockland Homecoming is the Best
-Bob and Bette Monk

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1995 Winners

—New London—

Class A

Natanya, Joe Hliva
Rights of Man, Phil Smith

Class B

Fiddlehead, Harry Jackson
Beatrice Morse, Bill Owens
Finest Kind, Mike Looram
Muscongus, Harry Oakley
Lady Jeanne, Ray Dupree

—Southwest Harbor—

Resolute
Phoenix
Freedom
Bucephalus
Salatia
Blackjack
Endeavor
Schoodic
Josie DNF

—Rockland Homecoming—

State of Maine Trophy

Best Overall Performance - *Tannis*

Division I

Herald Jones Trophy - *Salatia*
Bruno & Stillman Trophy - *William Rand*
Lash Brothers Trophy - *Bucephalus*
4th Place Trophy - *Endeavor*

Division II

Commodore's Trophy - *Resolute*
Winslow Trophy - *Sarah Mead*
Homecoming Trophy - *Eastward*

Class A

Wilbur Morse Trophy - *Gannet*
Charles Morse Trophy - *Gladiator*
Alexander McLain Trophy - *Morning Star*
Spirit of Friendship - Harold Burnham (*Chrissy)*
Gladiator Trophy - *Rights of Man*
Nickerson Trophy - Matthew Phillips (*Tannis)*
Owner/Builder Trophy - Tom Miller *(Gannet)*
Post Office Trophy - Peter Carter (*Liberty*)
Danforth Trophy - *Freedom*
R. W. Stanley Cup - *Windhorse*
Liberty Trophy - *Sarah Mead*
Jarvis Newman Trophy - *Salatia*
Chrissy Trophy -Marcia Morang
Cy Hamlin Trophy - Bob Lash (*Gypsy*)

—Marblehead—

Ridgeway Trophy

Tannis, Jack Cronin

Division I

1. *Tern,* Paul Haley
2. *Aurora,* Bill Finch

Division II

1st Runner up, *Resolute*, Charles Burnham
2nd Runner up, *Schoodic*, Bruce Lanning
3rd Runner up, *Gannet*, Tom Miller

—Gloucester—

1. *Resolute*, Charles Burnham
2. *Tannis,* Jack Cronin
3. *At Last,* George Kwass
4. *Ollie M.*, Kent Murphy
5. *Gannet*, Tom Miller
6. *Chrissy*, Harold Burnham
7. *Eagle,* Don Huston
8. *Tern*, Paul Haley
9. *Aurora,* Bill Finch
10. *Kim,* grounded out

1996 Schedule

NEW LONDON, CONNECTICUT
July 13 - 14

The Thames Yacht Club will again host the regatta – this year in celebration of New London's 350th anniversary.
There will be a full, two-day program, including more spectacular fireworks than ever.
Call or write Jack Vibber, 5 Soljer Drive, Waterford, CT 06385.
(860) 442-7376

SOUTHWEST HARBOR
July 20

An informal race in the Western Way.
Call or write Miff Lauriat, 20 East Ridge Road, Southwest Harbor, ME 04679.
(207) 244-4313

ROCKLAND HOMECOMING RENDEZVOUS
July 23, 24 & 25

See Page 3 for the full program

FRIENDSHIP DAY
July 26 - 27

Cook-out Friday night, flagpole ceremony and parade of sloops Saturday morning.
We celebrate the traditional home of the Friendship sloop and of our Society.
Call Bill Zuber, (207) 354-8036.

MARBLEHEAD REGATTA
August 10 - 11

Hosted by David Graham and the Corinthian Yacht Club, we show Massachusetts Bay what gaff-headed sails can do.
Call or write David Graham, 7 Batchelder Road, Marblehead, MA 01945.
(617) 631-6680

GLOUCESTER SCHOONER FESTIVAL
August 31 - September 1

Moorings and anchorage space in Gloucester Harbor. Races for small boats, including one for Friendship sloops, on Saturday – followed by a fish fry.
Mayor's Race for big schooners on Sunday. Awards ceremony.
Call the Gloucester Chamber of Commerce, (508) 283-1601.

ANNUAL MEETING
November 16

New England Center, Durham, New Hampshire

FRIENDSHIP SLOOPS REGISTERED WITH THE FRIENDSHIP SLOOP SOCIETY

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

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

Builder names separated by "&" built together; separated by "/" built sequentially

Alphanumeric in "Builder(s)" column is builder's model & hull number (if known)

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Residence	Homeport
1.	VOYAGER	30'	Charles A. Morse	1906	Rockland Apprenticeshop	*Rebuilding*
2.	DICTATOR	31'	Robert E. McLain	1904	Peter M. Chesney, Burbank CA	Deer Isle ME
5.	CONTENT	25'	Stuart M. Ford	1961	Rich & 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	Ted & Patricia O'Meara, South Portland 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	Frank & Janet Muddle, Cushing ME	Cushing ME
13.	EASTING	29'	Charles A. Morse	1920	Art & Louise Toncre, La Porte TX	Rockland ME
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 Courthouse NJ	Cape May N J
16.	RETRIEVER	22'	W. Prescott Gannett	1942	Phil Rotondo & Susan Franklin, Scituate MA	Scituate MA
18.	CHRISSY	30'	Charles A. Morse	1912	Harold & Kim Burnham, Essex MA	Essex MA
19.	BLACKJACK	33'	Wilbur A. Morse	c1900	Wilson Fletcher, Bar Harbor ME	Northeast Harbor ME
21.	WILBUR A. MORSE	30'	Carlton A. Simmons	1946	Richard Brown, Port Townsend WA	Port Townsend WA
22.	ELLIE T.	25'	John G. Thorpe	1961	John G. Collins IV, East Hampton NY	Three Mile Harbor NY
23.	DEPRESSION	30'	Unknown	1869	Lloyd & Tina Olson, Boothbay ME	Pleasant Cove ME
24.	TERN	25'	Wilbur A. Morse	c1900	Paul Haley & Elizabeth Stubbs, Marblehead MA	Marblehead MA
27.	SARAH E.	25'	Bob McKean & Sid Carter	1939	Havre de Grace Maritime Museum	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	Roger Burke, Ipswich MA	Islesboro ME
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. Simmons & J. Hennings	1963	Captain Fred Perrone, Plymouth MA	Plymouth MA
43.	GYPSY	23'	Judson Crouse	1939	Bob & Jane Lash, Orland ME	Buck Harbor ME
44.	SAZERAC	35'	Wilbur A. Morse	1913	Roger Lee, Weston MA	Islesboro ME
45.	FLYING JIB	30'	W. Scott Carter	1936	Stuart Richardson, Rye NH	Newburyport MA
46.	DIRIGO	30'	Lash Brothers	1964	Windjammer Cruises, Newport RI	Newport R I
47.	GALATEA	30'	McKie W. Roth Jr.	1964	Don Murray, Sausalito CA	Sausalito CA
49.	WINDHORSE	33'	Phillip J. Nichols	1964	David C. Jones, Bethel ME	Rockland ME
50.	HERITAGE	29'	Elmer Collemer	1962	Frank & Brinna Sands, East Thetford VT	Bremen Long Is. ME
52.	RIGHTS OF MAN	30'	Lash Brothers	1965	Philmore H. Smith Jr., West Springfield MA	Newport R I
53.	EAGLE	32'	Wilbur A. Morse	1915	Captain Donald Huston, Nahant MA	Nahant MA
54.	ECHO	22'	Lee Boatyard	1965	Thomas McCobbe, Pomfret CT	Bremen ME
57.	OLD BALDY	25'	James S. Rockefeller	1965	Jim & Andrea Wilson, Rye NH	Kittery ME
58.	CATHY	21'	Jeremy D. Maxwell	1969	Ted & Cathy Chase, New Harbor	New Harbor 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 Westphal, Mt. Desert ME	Somesville ME
62.	COLUMBIA	23'	Lester Chadbourne	c1950	John & Kimberly Bundza, Barrington NH	Great Bay NH
63.	KHOCHAB	28'	Speers	1953	Tom Gervais, Vineyard Haven MA	Vineyard Haven MA
64.	AMICITA	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	Ronald Terenzi, Bristol ME	Bristol ME
69.	COAST O' MAINE	30'	Vernell Smith	1967	John Bundza & Peter Keefe, Barrington NH	Great Bay NH
70.	WINGS OF THE MORNING	30'	Roger Morse	1967	Rodney Flora & Jill Schoof, Georgetown MA	Buck Harbor ME
71.	GLADIATOR	32'	Alexander McLain	1902	Bill & Caroline Zuber, Friendship ME	Friendship ME
73.	WEST INDIAN	26'	Pamet Harbor Boat	1951	Christoff Skoczylas, Kenora, Ontario	Kenora Ont
74.	PATIENCE	30'	Malcom Brewer	1965	Rev. John Arens, Needham MA	Cataumet MA
75.	OMAHA	35'	Norris Carter	1901	Adrian Hooydonk, South Thomaston ME	Spruce Head Island ME
80.	HEADWAY	35'	Fred Buck & *'Skip'* Adams	1941	Jay Theise, Newton Centre MA	*Rebuilding*
82.	MORNING STAR	28'	Albion F. Morse	1912	Judy A. Oneal-Brooks, Sandy Point ME	Sandy Point ME
83.	PERSEVERANCE	30'	Bruno & Stillman (01)	1969	Robert L. Jacobson, Hoboken NJ	Jericho Bay 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 R I
86.	ALLEGIANCE	24'	Albert M. Harding	1970	Hale Whitehouse, Cape Porpoise ME	Cape Porpoise ME
87.	EAGLE	22'	McKie W. Roth Jr.	1969	Captain James Russell, Scituate MA	Scituate MA
88.	APOGEE	30'	Bruno & Stillman (02)	1969	Paul & Libby Collet, Freeport ME	Lewis Cove ME
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 (03)	1970	Tad Beck, New York NY	Carvers Harbor ME
92.	PUFFIN	25'	James Rockefeller/Basil Day	1975	Norman M. Sulock, Baldwinsville NY	Oneida Lake NY
93.	ANNA R.	25'	Kenneth Rich	1970	Stuart L. Rich, Tenants Harbor ME	*Rebuilding*
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	Salem Willows MA
99.	BUCCANEER	29'	Wilbur A. Morse	c1911	Tirocchi Family, Johnston RI	Johnston R I
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 Voß [Germany]	1972	Mary L. Morden, Bad Axe MI	Lake Huron M I
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.	LINCOLN D.	25'	Newman (P05)/Newman	1970	John Herron, New York NY	Somesville ME
107.	MAGIC	22'	Passamaquoddy (01)/Johnston	1970	Paul Moorhead & Rebecca Otter, Clairborne MD	Clairborne MD
109.	PETREL	31'	G. Cooper	1933	Jamie Smith, East Waterboro ME	*Rebuilding*
112.	SECRET	27'	Philip J. Nichols	1971	Edward Good, Townsend MA	Salem Willows MA
113.	YANKEE PRIDE	30'	Bruno & Stillman (14[a])	1971	James J. & Margaret E. Craig, Keyport NJ	Keyport N J
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 (14[b])	1971	Thomas L. Berry, 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	TBL	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	Toronto Ont
125.	BILLY BUDD	25'	Al Paquette	1969	Holbrook Family, Rochester MA	Mattapoisett MA
126.	WHIM	20'	Chester Spear	1939	Bob Clay, Cambridge NY	Lake Champlain NY
127.	MARIA	21'	Charles A. Burnham	1971	Frank Friend, Essex MA	*Rebuilding*
128.	SCHOODIC	31'	E. Collemer/B. 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	Milwaukee W I
131.	NOAHSARK	29'	John Chase	1972	Nicholas Kingsbury, Kennebunkport ME	Cape Porpoise ME
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 Pound ME
136.	SQUIRREL	28'	Charles A. Morse	1920	Larry & Stephanie Moxon, Mystic CT	Mystic CT
137.	AYSEHA	35'	McLain?	OLD	Larry Thomas, New Orleans LA	Lake Ponchartrain LA
138.	UNICORN	28'	Robert P. Gardner	1973	Chris Day, Islesboro ME	Islesboro ME
139.	LYNX	25'	Newman (P08)/Morris	1973	Al & Jimmy Lee Lindquist, Columbia Falls ME	Somesville ME
141.	KATIE E.	25'	James H. Hall	1974	Frank D'Agosta, Jonesport ME	Jonesport ME
142.	ALBATROSS	21'	Peter Archbold	1976	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, Standish ME	Southwest Harbor ME
145.	YANKEE LADY	31'	Newman (D02)/Lanning	1974	Horst Beyer, Emden, Germany	Embden, Germany
146.	FIDDLEHEAD	25'	Newman (P01)/C. 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/*et al*	TBL	Neil Allen, Orleans MA	*Unfinished*
151.	DEPARTURE	15'	W. Prescott Gannett	1936	Dr. Llewellyn Bigelow, Alexandria VA	Alexandria VA
152.	OLLIE M.	32'	Kent F. Murphy	1977	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	Captain's Cove Seaport, Bridgeport CT	Bridgeport CT
155.	QUEEQUEG	25'	Newman (P11)/Morris	1975	Marc Roman, Riviera Beach 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 Harbor ME
159.	PACIFIC CHILD	30'	Bruno & Stillman (03)	1969	Art Fox & Michael Scott, Parker AZ	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 E. MacNeil, Woods Hole MA	Falmouth MA
162.	IRENE	38'	Charles A. Morse	1917	Bob Wakefield, Falmouth ME	Rockland ME
164.	VERA JEAN	30'	Charles A. Morse	1906	Dennis Mayhew, Niceville FL	Choctawhatchee Bay FL
165.	REUNION	25'	Clifford G. Niederer	1975	Mason E. *'Ric'* Stober III, Concord CA	Oakland CA
166.	SCHOODIC	25'	Concordia Company	1967	Elton *'Toby'* Hall, South Dartmouth MA	South Dartmouth MA
167.	FREEDOM	28'	Ralph W. Stanley	1976	Richard Dudman, Ellsworth ME	Isleford ME
168.	LOON	30'	Newbert & Wallace/Jacob	1974	Edward Brennan, Newcastle ME	Round Pond ME
169.	DEFIANCE	22'	Eric Dow	1976	Jonathan & Vivi Leavy, Newton MA	Winthrop MA
170.	LADY OF THE WIND	31'	Newman (D05)/Morris	1976	James Halbkat Jr., Hilton Head Island SC	Hilton Head Island SC
171.	GOLDEN ANCHOR	31'	Newman (D06)/Morris	1976	Peter Metzler, Sorrento ME	Bar Harbor ME
172.	AMNESTY	25'	Jim Drake	1982	Jim Drake, Carlisle PA	Baltimore MD
174.	- NONE -	31'	Newman (D07)/*unfinished*	TBL	Arnie & Jill Standish, Brunswick ME	*Unfinished*

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Residence	Homeport
175.	EDELWEISS	15'	David Major	1975	David Major, Putney VT	Friendship ME
177.	LIBERTY	19'	Ahern (B5)/Hoffman	1994	Tim Hoffman, Camden ME	Camden ME
178.	ESSENTIAL	25'	Newman (P13)/C. Chase	1977	James R. Sherman, Corea ME	Corea ME
180.	BANSHEE	25'	Newman (P12)/Wojcik	1978	John & Carole Wojcik, Norwell MA	MattapoisettMA
181.	AURORA	19'	Ahern (B3)/Brownlie	1975	Bill Finch & Carol Rose, Beverly MA	Beverly MA
182.	MUSCONGUS	22'	Apprenticeshop	1977	Harry Oakley Jr., Old Lyme CT	Sshelter Is. NY
183.	SILVER HEELS	25'	Newman (P14)/Morris	1978	Robert Horn, Allschwill, Switzerland	Jamestown R I
184.	PERSEVERANCE	27'	Simms Yachts	1963	Denis & Kathie Paluch, Chicago IL	Chicago I L
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
189.	TRADITION	31'	Newman (D09)/Nehrbass	1981	Roger Nehrbass, Port Washington WI	Port Washington W I
191.	ANNABELLE	22'	Apprenticeshop	1978	South Street Seaport, New York City NY	*Museum Display*
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	26'	Wilbur A. Morse	1908	Joe Dubois & John Harror, Sarasota 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	1978	Captain Bill Campbell, Boothbay Harbor ME	Boothbay Hbr. ME
199.	WILD ROSE	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, Fairhaven 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	Severn River MD
205.	DAYSTAR	28'	Richard E. Mosher	1989	Rich & Sally Mosher, Kalamazoo MI	Kalamazoo M I
206.	MARY ELIZA	31'	Newman (D15)/Clarke	1979	Wyndham Clarke, Washington DC	Annapolis MD
208.	LADYSHIP	31'	Newman (D16)/Lanning	1981	Bruce Witt, West Southport ME	Boothbay Harbor ME
209.	FRIEND SHIP	31'	Newman (D17)/Pettegrow	1981	Captain Frank S. Stefanone, West Seneca NY	Buffalo NY
210.	THE SLOOP JOHN B.	22'	Passamaquoddy/Oliva	1974	Al Perrin, Canandaigua NY	Canandaigua Lake NY
211.	ANSA	22'	James D. Hamilton	1982	James D. Hamilton, Andover MA	Islesboro ME
212.	ACHATES	22'	McKie W. Roth Jr.	1980	Richard C. Leigh, Nashville TN	Charleston SC
213.	AMIE	25'	Bob Holcomb [Alaska]	1978	Harvey & C.R. Nobe, Newcastle WA	Seattle WA
214.	GAIVOTA	31'	Newman (D19)/Pettegrow	1982	Bill & Kathy Whitney, Newton MA	Cataument 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., Eng.	Ipswich UK
217.	ODYSSEY	33'	Shoreline Boats	1972	Dr. Peter Haynicz, East Stroudsburg PA	Georgetown MD
218.	WILLIAM M. RAND	22'	John B. Rand	1982	John B. Rand, Raymond ME	Cundys Harbor ME
219.	YANKEE BELLE	23'	Paul G. Edwards	1983	Paul & Carolyn Edwards, Mattituck NY	Mattituck NY
220.	AMOR BRUJO	31'	Newman (D20)/Pettegrow	1984	Roy Gutierrez, Auburn ME	South Freeport ME
221.	SEAL	22'	Ahern (01)/Zink	1984	Bill & Ollie Davison, Methuen MA	Great Bay NH
222.	LADY JEANNE	16'	Richard L. McInnes	1982	Jeanne & Raymond Dupere, Fayetteville NC	Fayetteville NC
223.	CORREGIDOR	25'	Newman (P17)/P. 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	Robert Bradley, Bremen ME	Bremen ME
226.	DESIRÉE	31'	Chris Sparrow/Larry Plumer	1993	Lary Plumer, Newbury MA	Newburyport MA
227.	CELEBRATION	25'	Newman (P15)/Hodgdon	1980	Greg & Annette Merrill, Southbury CT	Bayville ME
228.	CAIRDEAS	22'	Ahern (10)/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 & Nancy 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	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	Ken & Judy Hayes, York ME	Kittery ME
237.	CHRISTINE	19'	Ahern (B1)/Patten	1975	Robert D. Hamilton, Greenfield MA	Center Harbor ME
238.	VIKING	22'	Ahern/Ulwick	1980	Steve Ulwick, Wakefield MA	Lynn MA
239.	CHEBACCO	30'	Bruno & Stillman (22)/Ginn	1987	Mike & Jayne Ginn, Jupiter FL	Jupiter FL
240.	RAVEN	26'	Rodney Reed	1965	Philip L. Holt, Brunswick ME	Orrs Island ME
241.	BLUE SANDS	34'	Boston Boat Company	TBL	D. Gould, P. Rice & D. 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 [BC, Canada]	1969	John J. Caldbick, Seattle WA	Seattle WA
246.	DAME-MARISCOTTA	19'	Ahern (B6)/Shelley	1983	Rose & Hans-Peter Sinn, Huntington NY	East Boothbay ME
247.	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	Wesley & Carol John, Wayne NJ	West Addison VT
250.	BELFORD GRAY	29'	WoodenBoat School	1992	WoodenBoat School, Brooklin ME	WoodenBoat ME
251.	BUCEPHALUS	19'	Ralph W. Stanley	1986	Alex Forbes, Greenings Island ME	Greenings Island ME
252.	- NONE -	30'	Harry Quick/J.R. Sherman	TBL	J. Robert & Eff Sherman, Corea ME	*Building*

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Residence	Homeport
253.	IOLAR	25'	W. McCarthy & G. Richards	1989	William L. McCarthy, Riegelsville PA	Georgetown MD
254.	CHAOS	22'	Passamaquody (02)/Corea	c1972	Howard & Jeanne Haskins, Chester CT	Essex CT
255.	GENEVIEVE	25'	Emmet Jones	1982	Robert E. Edmiston, Boulder Creek CA	Alameda CA
257.	TODDY B.	28'	Dave Westphal	1992	Dave & Lorretta Westphal, Key Largo FL	Key Largo FL
258.	KIM	22'	Harold Burnham	1992	Harold & Kim Burnham, Essex MA	Essex MA
259.	SPARTAN	28'	Steve Merrill/Roland Shepard	1992	Roland Shepard, Brunswick ME	Harpswell ME
260.	NIMBLE	25'	Nelson Cutler/Kim Smith	1994	Christopher Zimmer, Halifax, Nova Scotia	Hallifax N.S.
261.	BLUENOSE	19'	David Holmes	1974	David & Charlie Holmes, Annapolis MD	Annapolis MD
262.	GYPSY	22'	Ahern (04)/Almedia	1980	Robert & Rebecca Hastings, Marblehead MA	Marblehead MA

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

If the Reader has ANY INFORMATION regarding any of these sloops, please contact the Society

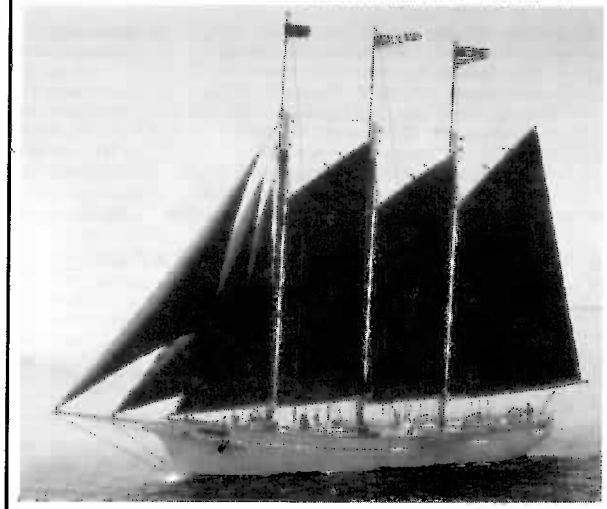
Sail	Name (Former Name)	L.O.D.	Builder(s)	Launched	Coments
12.	FRIENDSHIP	29'	Wilbur A. Morse	1902	Last seen c1983 at Little Compton RI, ashore since c1968
25.	SEA DUCK (Freya)	36'	Charles A. Morse?	c1901	Ketch rigged 1951, sold to unnamed parties c1970, taken to ME
30.	KIDNAPPED (Fly-A-Way)	21'	Unknown	1921	Sunk off Hull MA in August 1965 squall, salvage confirmed
33.	SMUGGLER (Pressure)	28'	Philip J. Nichols	1942	Owned by North Kingston RI parties in 1983
38.	ELEAZAR (Gold Ivy)	38'	W. Scott Carter	1938	Advertized for sale 1977, then located on Hudson River
51.	- NONE - (Khanum?)	32'	Wilbur A. Morse	c1915	No information since NJ registration with the Society in 1965
56.	IOCASTE	33'	Charles A. Morse	c1907	Sold 1992 to unidentified parties
65.	GALLANT LADY	33'	Morse	1970	Last know to be at Toronto c1980
77.	BEAGLE (Sea Queen)	28'	Charles A. Morse	1905	Sold May 1970 to an unnamed Staten Island NY party
81.	REGARDLESS (Friendship)	39'	Fred Dion	1963	Repaired 1979 at Manatee Pocket FL enroute to Caribbean
98.	DOWN EAST	30'	Bruno & Stillman	1970	Last known to be cruising the Caribbean Feb. 1987
110.	AMISTEAD	25'	R.T. White/R.E. Lee	1977	Sold in Galveston Bay TX area c1979 to unknown parties
121.	CLARA (Etta May)	27'	Elmer Collemer	1960	Sold March 1988 to unidentified Anacortes WA parties
132.	VOGEL FREI	30'	Wilbur A. Morse	c1910	In Mediterranean in 1977, rumored as wrecked in West Africa
140.	BRANDYWINE		McKie W. Roth Jr.	1968	Last known in south San Francisco Bay in the mid-1970's
163.	REWARD	25'	William A. Greene	1975	Last known at Isleton CA in 1980's; UOP student living aboard
176.	TRUMPETER (You & I)	28'	Charles A. Morse?	OLD	Last known to be in the Galveston Bay TX area in late 1970's
179.	CELENE	22'	Unknown	OLD	Sold c1979 from Canada to unknown (Detroit area?) parties

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

Sail	Name (Former Name)	L.O.D.	Builder(s)	Launched	Coments
3.	FINNETTE (Right Bower)	40'	Wilbur A. Morse	1915	Destroyed c1968 at Norwich CT
4.	GOLDEN EAGLE (Queequeg)	26'	Albion F. Morse	c1910	Destroyed c1980 at Lynn MA
8.	BANSHEE	30'	Wilbur A. Morse	OLD	Destroyed c1980 at New Bedford MA
17.	JOLLY BUCCANEER (Myrtle E.)	45'	Eugene McLain	1906	Sunk 1972 at Melbourne FL, destroyed 1973
20.	MURRE (Moses Swann)	30'	Morse	c1910	Wrecked Oct. 1974 at Guilford CT, destroyed c1978
26.	VIRGINIA M. (Swan)	28'	Morse	1917	Destroyed c1982 at Waterford CT
28.	BOUNTY	22'	W. Prescott Gannett	1932	Destroyed Spring 1984 at Noank CT
29.	SUSAN (Ocean Belle)	41'	Charles A. Morse	1902	Wrecked Christmas Eve 1977 at Hillsboro Inlet FL
36.	MARGIN	25'	Unknown	OLD	Destroyed c1985 at Waldoboro ME
48.	CHANNEL FEVER	33'	F. A. Provener	1939	Destroyed Oct. 1985 at Rockport ME
72.	TEMPTRESS (Result)	33'	Philip J. Nichols	1934	Destroyed Fall 1987 at Westerly RI
76.	PACKET	26'	Charles A. Morse	1925	Destroyed Fall 1980 at Vineyard Haven MA
78.	EMMIE B.	37'	Reginald Wilcox	1958	Burned 1974 at Southport ME
79.	NIMBUS	30'	A.T. Chenault III	1954	Destroyed c1979 at Slidell LA after Hur. *Camille & Betsy*
108.	LOON	35'	Charles A. Morse	c1907	Destroyed c1972 at Stamford CT
111.	AMOS SWAN (Amos Swann)	26'	Wilbur A. Morse	c1910	Blown ashore Nov. 1980 at Camden ME
116.	TINQUA	30'	Bruno & Stillman	1971	Lost rudder & wrecked 1977 on Whaleback Ledge ME
158.	EVA R.	33'	Edward Robinson	1906	Sunk Hur. *David* 1979; destroyed c1983 at Port Chester NY
173.	MEDUSA	25'	Ron Nowell	1979	Blown ashore in 45 knot gale c1982/3 at Marshall CA
188.	MAUDE	32'	Harvey Gamage	1939	Burned in barn fire at Salisbury MA while being rebuillt
190.	AIKANE	31'	Newman (D10)/Chase	1978	Burned in Feb. 1983 boatyard fire at Stonington ME
203.	AURORA (Lucy S.)	26'	Unknown	c1898	Destroyed Fall 1993 at Ipswich MA
207.	SAFE HOME (Lannette M.)	31'	Herbert Melquist	1980	Blown ashore in Hurricane *Bob* 1991 at Beverly MA
256.	OCTOBER 4TH (Friendship)	22'	Edgar Knowles	1985	Sunk in squall Sept. 1993 on Oneida Lake NY

If you find any errors in these lists, please drop a postcard with corrections to the Yearbook Editor:

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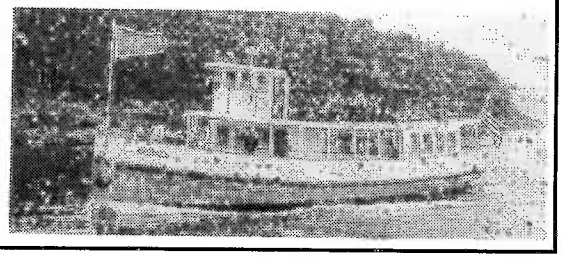
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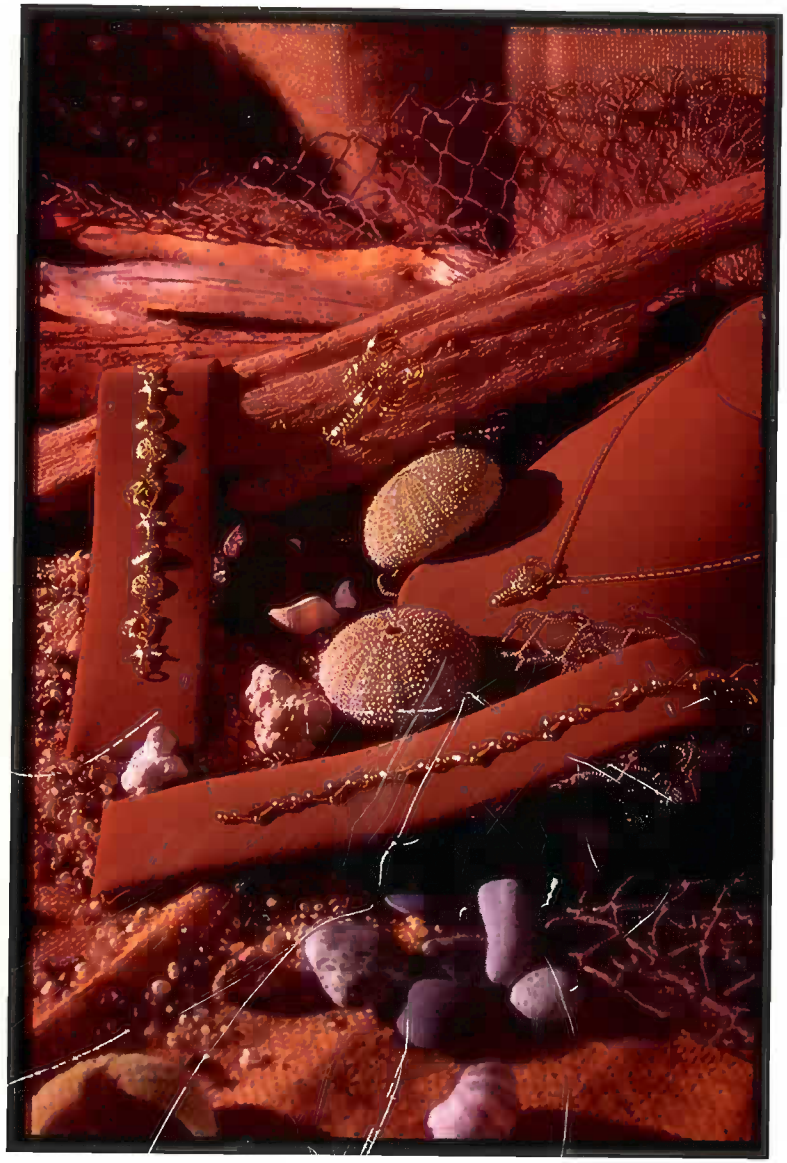


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