Friendship SLOOP DAYS



THE FRIENDSHIP SLOOP SOCIETY'S

37th Annual Regatta

1997 YEARBOOK & GUIDE

ROCKLAND-THOMASTON AREA CHAMBER OF COMMERCE

WELCOMES

THE FRIENDSHIP SLOOP SOCIETY TO ROCKLAND, MAINE, July 22-24

Join the Friendship Sloop Society members for a public supper and free entertainment on Wednesday. The public is also welcome to attend breakfasts and skippers' meetings each morning, and visit sloops dockside at the Public Landing. There will be races each day, and a parade of sloops on Wednesday (see page 5 for full schedule).

OTHER SUMMER EVENTS

July 4
Thomaston 4th of July

July 11-13
Schooner Days

July 31-August 3
Maine Lobster Festival

For more information on the area, contact the Rockland-Thomaston Area Chamber of Commerce
P.O. Box 508 • Rockland, ME 04841

1-800-562-2529 or 207-596-0376

E-mail: rtacc@midcoast.com • Web Site: http://www.midcoast.com/~rtacc

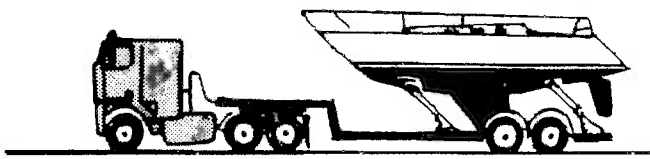
MARBLEHEAD TRADING COMPANY

Your Total Boatyard...

- Boat Hauling & Launching
- Diesel & Gas Engines
- Custom Rod Rigging/Hydraulics
- Fiberglass Repairs
- Wooden Boat Restoration
- Storage

NAVTEC
Authorized Dealer • Sales • Service • Parts
WESTERBEKE MARINE ENGINE PRODUCTS
AWLGRIP
Sealand
SEA FROST

Marine Transportation

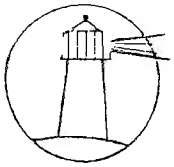


HYD. TRAILERS
BOATS WITH OR WITHOUT CRADLES
LOCAL OR LONG DISTANCE

FULLY INSURED D.P.U. #21036 I.C.C. #198736

Marblehead Trading Company

89 Front Street, Marblehead, MA 01945-3201
Boat Repairs (617) 639-0029 • Transportation (617) 631-4650
Facsimile (617) 631-0542



Security In Boating Through Expert Service

Shaw's Yacht Service

At The Landings Marina

Bernie Shaw
P.O. Box 1187
Rockland, Maine 04841-1187

207-594-5035
1-800-594-5035 In Maine

PROCK MARINE COMPANY

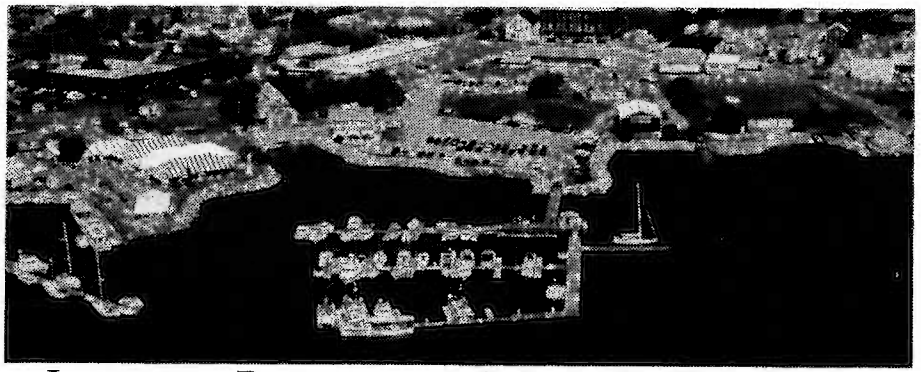
Quality Construction for Commercial & Residential Customers

Serving The Coast of Maine Since 1963

Dredging • Wharves • Breakwaters
Foundation Pilings • Pipe-Lines
Barge Crane & Sewer Service
Sewage Out-Falls

119 Tillson Ave., Rockland **594-9565**

ROCKLAND LANDINGS MARINA



LANDINGS RESTAURANT & PUB ON THE SHORE

LUNCH & DINNER

Take-out Service from Restaurant • Gas & Diesel Fuel • Water • Ice
• Power • Pump-out Station • Showers • Laundromat • Storage • Hull & Engine Repair

WE MONITOR CHANNELS 16 & 9

Near Rockland Public Landing • Restaurant 596-6563 • Marina 596-6573

80 Air-Conditioned Rooms Overlooking Rockland Harbor
Open Year-Round • Color Cable TV • Elevator • Room Service

Restaurant and Lounge Serving Breakfast, Lunch and Dinner

NAVIGATOR MOTOR INN

Across from Maine State Ferry Terminal

520 Main St., Rockland, Me. 04841 • 207-594-2131

1997 Schedule of Friendship Sloop Society Events

NEW LONDON, CONNECTICUT
July 5-6

The Thames Yacht Club will again host this regatta.
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 19-20

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

ROCKLAND HOMECOMING RENDEZVOUS
July 22, 23 & 24

See page 5 for the full program of Rockland events.

FRIENDSHIP DAY • July 25 - 26

Island cook-out Friday night, memorial 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 9-10

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 30-31

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 15

New England Center, Durham, New Hampshire

"Maine's Discount Marine Store"
Order Line 1-800-639-2715
Located in Searsport and Portland
Suppliers to Boatbuilders, Commercial
and Recreational Boaters for 17 Years
Call for Free Catalog
HAMILTON MARINE
Route 1 Searsport, Maine 04974 (207) 548-6302

SINCE 1870
BOHNDELL SAILS & RIGGING
US RTE 1
PO BOX 628
ROCKPORT, MAINE 04856
T 207 236 3549
F 207 236 3560

CAMDEN CUSTOM EMBROIDERY
1-800-597-8626 • 207-236-8626 (Phone & Fax)
2 Main St., P.O. Box 188, Camden, ME 04843
Computerized Embroidery
Over 16,000 stocked designs to choose from
Uniforms ★ Hats ★ Sweatshirts ★ Jackets ★ Shirts
Customized Logos ★ Canvas Bags
★ Small orders welcome ★ Quantity Discounts
Low-Profile Unstructured Six-Panel Hats Our Specialty!
Over 30 colors in stock
Eastward Gladiator Content Albatross Schoodic Surprise Kochab Queequeg Muscongus

Rockland, Maine, *Welcomes* the Friendship Sloop Society

1997 Rockland Homecoming Schedule of Events:

• Sunday and Monday • July 20 & 21 • Sloops arrive in Rockland
Bring-your-own cookout Monday evening, under tent, 5:00 p.m.

• Tuesday • July 22

8-9:30	Breakfast
9:30	Skippers' Meeting
11:00	RACE (weather permitting)
5:00	Bring-your-own BBQ – under tent – firm commitment (money & number of attendees) for Wed. night BBQ due

• Wednesday • July 23

8-9:30	Breakfast
9:00	Skippers' meeting
10-Noon	PARADE OF SLOOPS
Noon	RACE
4:00	Public tour of sloops at City float
5-8:00	PUBLIC BARBECUE w/musical entertainment under tent

• Thursday • July 24

8-9:30	Breakfast
9:30	Skippers' meeting
11:00	RACES
5:00	Awards ceremony under tent & bring-your-own cookout

• Friday • July 25 • Sloops Depart Rockland for Friendship

Table of Contents

1997 Sloop Society Schedule of Events.....p. 3
Rockland, Maine, Schedule of Events .....p. 5
Dedication .....p. 7
Commodores' Message .....p. 9
"The Friendship Sloop" by Ralph Stanley .....p. 11, 13 & 15
"The Friendship Connection" by Noel March .....p. 17
"Who Took That Picture Anyway" by Richard Langton .....p. 17
"Scuppers, The Sailor Dog" by Mary Cronin.....p. 19
"She, He, and the Hurricane" by Roland Barth .....p. 21-23
"Dictator, Pemaquids & Hollywood" by Peter M. Chesney .....p. 25 & 27
"A Friendship Sloop Love Affair" by Kurt S. Stoll.....p. 29 & 31
"Word of Encouragement for Sloopless Enthusiasts" by Tim Sullivan .....p. 31
1996 Winners.....p. 33
"My Initiation Into the Friendly Friendship Sloop Society" by Norman Southergill .....p. 33
"Adventures with Joe" by Thomas L. Berry .....p. 34-35
Sonnet on Receiving a Brass Lamp by Roger Duncan .....p. 35
Sloop Society's Bulletin Board .....p. 36-37
Pendleton Scholarship Fund & Hadlock Award .....p. 38
Friendship Sloop Society Officers and Bancroft & Morang Awards.....p. 39
Friendship Sloops Registry .....p. 40-43

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

SCHOONER FARE RESTAURANT
421 Main St. • 596-0012
Lunch & Dinner
Sandwiches, Subs, Burgers,
Fresh Salads
Great Lobster Rolls
Lite Fare, Mexican,
Cajun, Seafood,
BBQ Ribs,
Specials Every Night
Homemade Pies and Cakes
Micro-Brewed Beers
Serving from 10:30 am
VISA NOVUS SM MasterCard
Wishing the racers clear weather & fair winds!



When it comes to hospitality, we'd like to share our view.
Samoset Resort has been welcoming guests for over a century. Our 150 luxurious rooms offer a front row seat on Penobscot Bay. And so does our award winning restaurant and golf course.
Surrender to the charm of the Maine coast, and allow us to spoil you, just a little.
Call (207)-594-2511 for information and reservations. Outside Maine, 1-800-341-1650.
SAMOSET RESORT
ON THE OCEAN
Rockport, Maine 04856

CONTEMPORARY FINE ART FROM MAINE AND AWAY
BETWEEN THE MUSE
GALLERY
FRITZ DIETEL
BETSY MEYERS
GREG PARKER
PETER RALSTON
KEN SCHIANO
ACROSS FROM THE FARNSWORTH MUSEUM
ON ELM STREET IN ROCKLAND
A MEETING PLACE FOR THE COMMUNITY AND THE ARTS
8 ELM STREET, POST OFFICE BOX 666 ROCKLAND, ME 04841 207 596 6868

Dedication



We dedicate this yearbook to Roger and Mary Duncan, who have been active contributors to the Friendship Sloop Society since its inception in 1961. Roger has served two terms as Commodore and many years as yearbook editor. Their dedication to the Society, participation in countless Society events, publication of key sailing books, and their quiet devotion to the cause of Friendship has given us all a legacy.

Roger and Mary met in 1938. From 1945-1981, Roger worked at Belmont Hill School as the head of the upper school. He was acting headmaster from 1978-79 and headmaster in 1981. He taught English and coached soccer, intramural hockey, crew and sailing. Mary worked as the school's librarian. By 1956, they had their sloop *Eastward* built and their Friendship legacy began.

Eastward was first to cross the line in the first sloop regatta held in Friendship in 1961. The following year, *Eastward* took home the Governor's Trophy. In the early years, boats would receive additional handicaps if they finished first in a previous race. Roger used to remark that *Eastward's* handicap was so large, the race committee must want him to go pick blueberries before continuing the race.

Eastward has been recognized at each regatta as a formidable competitor with a prepared crew and rigorous captain. Roger and Mary have never tired of sharing the magic of *Eastward*. From their apprentice cruises – to introduce youngsters to the wonder of sailing – through the WoodenBoat School and their own charter business, they have shown hundreds of people the wonder and delight of sailing.

Roger has combined his gift of writing with his love of sailing and become the esteemed author of many books, including: *Eastward, Friendship Sloops, Sailing in the Fog* and, a staple to all who cruise, *The Cruising Guide to the New England Coast.*

Roger and Mary are the epitome of what the FSS seeks for all members. They raised their three sons, Bob, Bill and John, sailing *Eastward*.

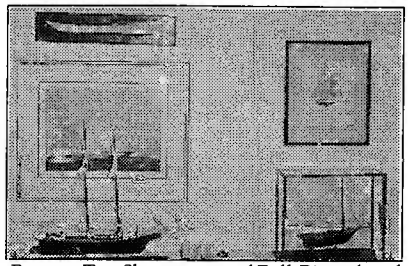
Roger is extremely curious, loves history, loves to build things, and never stops moving – even for a swing in a hammock. Mary has a love for the time spent on the water. She is an avid fisherwoman and is in her glory while catching mackerel. She even claims that hoisting the sails on *Eastward* is a sure cure for arthritis!

The word "friendship" permeates everything about the FSS. Besides racing, trophies and awards, there is a deeply rooted tradition which binds all the members of the Society. Fun-filled, family-oriented activities are held annually to honor the beauty of the Friendship Sloop. Roger and Mary Duncan have been part of that legacy from the beginning. Generations of new families and their children continue to be welcomed into the Society. It is through the wonderful, continuous contributions of members such as Roger and Mary Duncan that we continue to gather and enjoy life the way it should be for all.



For 37 years, the Duncans have worked quietly and tirelessly for the cause of friendship for all. The society wishes to extend its gratitude and best wishes to two very fine people.

ART OF THE SEA &
THE OLD POST OFFICE GALLERY



Present Ten Showrooms of Full-Rigged and Half-Hull Ship Models, Original Marine Art, Limited Edition Prints by John Stobart, Thomas Hoyne, Ronald Frontin, Loretta Krupinski, Barbara Ernst Prey and many others. Scrimshaw, Jewelry, Furnishings and Gifts of the Sea.
FREE BROCHURE OR A CURRENT VIDEO ($10.00)
JOAN WOODHULL, PROPRIETOR
SPRUCE HEAD ROAD, P.O. BOX 356
SOUTH THOMASTON, MAINE 04858
207 594-9396 • Fax (207) 594-2944
12 Bayview Street, Camden, Maine
Northeast Harbor Art & Antiques Center
//www.midcoast.com/~woodhull

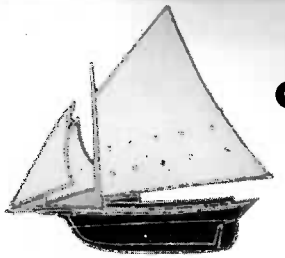
Let the LAURA B and the ELIZABETH ANN transport you into the magic of

MONHEGAN ISLAND

• inns & restaurants • galleries & shops • lighthouse & museum • flora & fauna • miles of walking trails

Picturesque Monhegan Island offers something for everyone. Start your trip on the Mailboat. Making trips daily from Port Clyde.

For schedule & reservations, call 207-372-8848 or write:
Capt. James Barstow, PO Box 238-L,
Port Clyde, ME 04855



Little Works of Art

Friendship Sloop Pin
$15.00

Stop by to see our selection of hand-made enamel pins in nautical themes, or call
1-800-414-5144
to order from

House of Logan

fine clothing for men & women

Boothbay Harbor 633-2293
Camden 236-3943
Open 7 Days A Week



Furnishings & gifts for homes, cottages and boats. Children's boutique, sizes infant to 14

VILLAGE STORE
& Children's Shop
Townsend Avenue • Boothbay Harbor, ME 04538
Since 1928

Commodores' Message



Commodores Debbie and Larry Plumer aboard *Desirée*

Welcome to the 37th annual gathering of Friendship sloops. It is a time to relax, reflect on the old times, rekindle friendships, and enjoy the beauty of these graceful boats.

When we launched our boat *Desirée* in June, 1993, the Rev. Rich Erikson stated: "Let this Friendship sloop indeed be a beacon of friendship on the sea." As a family who has spent the last three summers cruising, we have indeed found our boat to be a beacon of friendship. The unique design and the character of a Friendship sloop attract conversation from many who cruise by us. However, the greatest blessing of our boat is the large circle of friends and acquaintances who surround the Friendship Sloop Society. Generations of families have worked together to assure the continuity of the Society and its traditions. We now benefit from those efforts.

The Friendship Sloop Society provides a safe harbor where we can all step out of today's fast-paced life and enjoy the true meaning of friendship. Throughout each year we gather in Friendship, New London, Marblehead, Southwest Harbor and Rockland. There is racing, cruising, camaraderie, and a chance to share in the tradition and values that have kept the Society so strong. Each year we gather at our annual meeting in November to reflect and reminisce about our year and hear of some of the wonderful programs and opportunities that the Society provides to others.

We welcome you to join us throughout the year. You can be certain that wherever Friendships gather, they do serve as a beacon of friendship, beckoning all to step back and enjoy life the way it should be for you and your family.

Commodores Debbie & Larry Plumer

THE WATER WORKS
PUB AND RESTAURANT
LUNCH & DINNER
Pouring Maine's Best
Micro-Brewed Beers
Come Join Us After The Races!
Lindsey St.
Rockland
596-7950
UNION STREET - RTE. 1
LINDSEY STREET
WATER WORKS
SUMMER STREET
MAIN STREET ROCKLAND
Ferry
While in Rockland, stay at the Captain Lindsey House Inn – 9 Elegant Rooms with private baths, in the heart of Rockland's historic harbor district.

Wine-O-Mat
WINE • BEER • CHEESE • FRESH PASTA
And Other Essentials
207-594-4424 • 25 Oak Street
Rockland, Maine 04841

BALMY DAYS CRUISES
an unforgettable Maine experience
★ Monhegan Island Trip
scenic trails, inns, galleries
★ Harbor Tour
a short scenic cruise – day & night
★ Sail on a Friendship Sloop
sail near Boothbay's scenic islands
★ Supper Cruises
Wed. – Rachel Carson Coastal Greenway
Fri. – Jazz with Muriel Havenstein
Tues., Thurs., Sat. – Lobster or Chicken
vessels:
★ Balmy Days II ★
★ Novelty ★
★ Bay Lady ★
CAPTS. BOB AND BILL CAMPBELL
(207) 633-2284
(800) 298-2284
Boothbay Harbor 04538
Pier 8
http://www.maineguide.com/boothbay/balmy

Andrus Flowers & Gift Shop
Collectibles & Fresh Flowers
Open Mon.-Fri.
7:15 - 5:15
Saturday
8:30-4:30
351 Main Street
Rockland, Maine
1-800-541-0515 or 207-594-4033

The Friendship Sloop

by Ralph W. Stanley

You often hear the question, "What is a Friendship sloop?" Wilbur Morse said, "A Friendship sloop is a sloop built in Friendship by Wilbur Morse." In a way, he was right. However, when Wilbur Morse was building sloops, these boats were not called Friendship sloops. They were called sloop boats or, in downeast dialect, "sloop bots." Sometimes they were called "yacht bots" or "yacht sloop bots."

Sloops were built not only in Friendship, but all over the Maine coast. Models varied slightly from area to area, just as modern lobster boats do today. Indeed, these sloops were the lobster boats of yesterday.

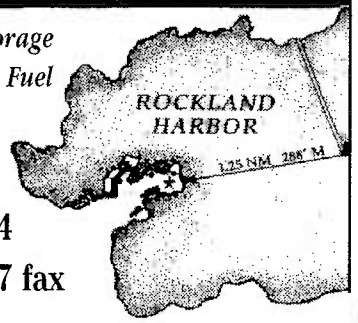
When lobster fishing on the Maine coast became a viable occupation after 1856, much of the work was done in what was called a centerboard boat. These boats were usually open boats of lapstrake construction about 15 feet long, rigged with a mainsail and jib.

During this period, many of the lobster fishermen varied their occupation by going crew on schooners purse-seining for mackerel. Some of the schooners were owned locally, many hailing from Boothbay or Swans Island, but many also hailing from Gloucester. Mackerel schooners needed large crews, and at times not enough men could be secured in Gloucester, so men from the Maine coast were often in great demand.

These mackerel schooners were generally of the clipper model, carrying a lot of sail, and they were fast, there being great competition in getting their catch to market first for the better price. These schooners had great initial stability, but could be driven to the point where they would capsize, so consequently they had to be sailed very carefully.

The lobster fishermen from Maine who shipped out on these schooners soon realized the advantage of having a larger sloop than their centerboard boats. They developed a sloop following the model of the clipper schooners. Due to the higher center of effort of the sloop rig, the models of the schooners were slightly modified by widening the model while retaining the centerboard of the old centerboard boats. These sloops were half-decked with an open cockpit and were more weatherly than the smaller, open-centerboard boats. Many of these early sloop boats still retained the lapstrake construction. This was the beginning of what we call the Muscongus Bay sloop. Building these boats was not confined to Muscongus Bay; they were built all along the coast of Maine. I know of some that were built at Gott's Island off Mount Desert.

I believe that Wilbur Morse shipped out as a young man on a mackerel schooner. Chances are good that his brother-in-law, Robert A. McLain of Bremen, also shipped out, as did George Melville McLain, who may have been a brother or cousin of Robert A. McLain. George Melville spent the rest of his life on schooners at Gloucester, as crew on some and master of many of them. He also cut the models for many schooners, and over 100 schooners were known to have been built from his models. He may have cut models for sloops for some of his relatives back at Bremen, for there is a great similarity in the lines of his schooners and the lines of McLain's sloops. If not, the same eye

JOURNEY'S END MARINA
•Slips • Storage
•Repairs • Fuel
•Boat Supplies


594-4444
594-0407 fax
Tillson Ave. • Rockland, Maine
Chart #13302 • VHF Ch. 9 &18

Lew Grant & Assoc., Inc.
Serving the Mid-Coast Area
Marine Electronics
Sales & Service
Most Major Brands
118 Tillson Avenue
Rockland, ME 04841-2531
207•594•7073

OCEAN PURSUITS
Marine Systems
& Services

Installations • Repairs • Design
Electronic Sales & Service
Custom Electrical Panels
Boat Storage & Repair • Moorings
75 Front Street
Rockland, Maine 04841
Tel. 207 596-7357 • Fax 207 596-9944

Dark Harbor Boat Yard
CORPORATION
"Full Service Boatyard"
Fuel – Moorings – Showers
Boat Supplies – Gifts – Laundry
Boat Storage & Repairs
Outboard & Diesel Repairs
VHF 09
(207) 734-2246
700 Acre Island, PO Box 25
Lincolnville, Maine 04849

HARBOR HILL
BED & BREAKFAST
Your Hosts: Liga and Len Jahnke
Town Landing Road • P.O. Box 35
Friendship, ME 04547
207-832-6646
In Connecticut • 203-647-1368

WALLACE'S MARKET
Main Street
Friendship, Maine
GASOLINE
CONVENIENCE STORE
LOTTERY
Hours:
Monday through Sunday
8 A.M. - 8 P.M.
832-6052

for a model ran in the McLain family.

It has been said that Wilbur Morse borrowed Robert A. McLain's molds and patterns to build his first sloop.

As the models of the mackerel schooners improved and became deeper and more weatherly vessels, so did the models of the sloop boats, for the Muscongus Bay sloops, like the clipper schooners, could also be driven to the point of capsizing. The sloops became larger and deeper, and the centerboard was phased out. Many of the largest sloops were decked boats.

It has been said that the Maine sloop boats were copied from the Gloucester sloop boats, but I believe that this is not so. Looking in the list of Merchant Vessels of the U.S., I have found that many of the Gloucester sloop boats were built in Maine.

Sloops were built all along the Maine coast: Bremen, Friendship, Bristol, Boothbay, Rockland, Vinalhaven, Islesboro, Camden, Castine, Brooksville, Deer Isle, Swans Island, Bass Harbor, as well as many other places. Wilbur Morse, in partnership with his brother, Jonah, became the most prolific builder of sloops on the coast, and that is probably why the sloops later became known as Friendship sloops.

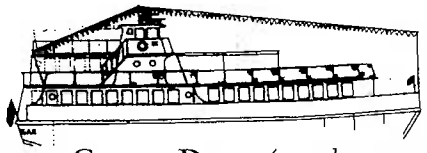
Models of the sloops varied in certain particulars from builder to builder and area to area. Models of Swans Island builders tend to be narrower and deeper than those of Friendship, but builders would change their models to suit the needs and preferences of individual owners, just as I have changed my lobster boat models to suit individual fishermen. This interaction between builder and owner has always been an important factor in the development of better boats.

These sloops were not all perfect boats, and builders were constantly seeking ways to improve their model. I have talked with men who fished from sloops, and one thing that I learned was that some sloops would drag their sterns under when sailed hard. Apparently, when heeled over, the boat did not have buoyancy enough in the underbody aft, and that, together with the forward motion of the boat, would tend to drag the stern under water. Once this happened, it would be hard to get the boat up into the wind.

If the stern is too buoyant when heeled, the bow tends to go down and creates a weather helm. Cliff Robbins of Southwest Harbor had a sloop named the *Alice G.*, and she had such a weather helm that he had to rig a tackle on the tiller to steer her. A lot of sloops had faults, but many balanced very well. Richie Stanley of Cranberry Isle had a sloop named the *Alice Marion*, built at Hatchet Cove, Friendship, by Charles Morse in 1908, with a round bow. Fishing with a crew of three, they would be off shore for several days, and when they got ready to come home, they would trim the sails, drop the tiller in the comb, and let her sail herself while they went below to play cards, looking out now and then to check their course.

Here again is the influence of fishing schooner design in the round bow sloop as opposed to the clipper bow. The knockabout schooner with a round bow was developed to do away with the bowsprit, where so many men were washed overboard. Sloops were also built without a bowsprit, but it was generally found that they needed a short bowsprit to make the rig balance properly. These round-bow sloops had a fuller waterline forward than the clipper-bow sloops, where the waterline usually was sharper and a little hollow.

· MV MONHEGAN ·
CHARTERS ~ TOURS ~ WEDDINGS ~ FUNCTIONS



HARBOR CRUISE DAILY (*weather permitting*)
DOCKSIDE DINING & BEVERAGES • LOBSTERS AVAILABLE ON OUR DECK
LOCATED AT ROCKLAND CITY FLOATS • 207-596-5660
Full liquor license – Owner/Operator Captain Ray Remick – See the sloop races from our deck!

FRIENDSHIP TRAP CO
1977 ANNIVERSARY 1997
20TH 20TH

WELCOMES the FRIENDSHIP SLOOPS home

Specializing in
Vinyl-Clad Wire Traps

Large Inventory
in three locations

Rte. 97, Friendship, Me • 207-354-2545 or fax 207-354-2547

Friendship Village Hardware

We deal in Hardware,
Marine Supplies, Paints
and Gifts

Friendship, Maine
832-7781
Open Mon. - Sat. 8:00 - 5:00

Bramhall's Lobster Wharf

Bradford Point
Friendship, Maine
832-5153
Open June Saturday only
12-5
July & August Monday-Saturday 12-5

You know us. We know you.

DB&T

DAMARISCOTTA BANK & TRUST CO.

Damariscotta	New Harbor	Warren
563-8121	677-2381	273-4030

Member FDIC

In talking to some of the old fishermen who owned and sailed sloops, I get the impression that the McLain sloops were consistently well-built boats. Some of the Morse sloops were just as well-built, but I think some were not. Maybe they were built to fit the owner's pocketbook.

One feature of sloop construction that gave the boats a lot of strength was the longitudinal plank scarfed together under the deck planking on each side. This was good unless the deck started to leak, and the plank was prone to rot. Someone compared this to a boat with three keels.

One notorious source of hull leaks was the well for the rudder post. This was a hard place to keep tight, especially when the boat got a little age. McLain's sloops had a floor timber fitted and fastened to the stern post which formed the forward structural member of the rudder post well. This gave the sloop a lot more strength in that area. The sharp tuck in the planking at the stern post was another source of leaks, as the frames often broke when bent around this sharp curve.

The typical method of stepping the mast directly into the top of the keel, rather than using a mast step on top of several floor timbers to spread the load, was another weakness of the sloops. When sailed hard, there is a tremendous downward pressure on the keel, as well as sideways, tending to open up the garboard seams.

The elliptical transom, with its sharp rake and camber, was thought to be hard to build, but once the builder has mastered the job, they are not so hard to do. I think many of the old builders built the transom by eye, judging from some of the old sloops that I have rebuilt.

Fishermen wanted a steady boat with an easy motion, and they ballasted their boats heavily. A lot of working sloops were full of rocks up to the standing platform. Even those with outside iron keeps also had a lot of rocks or pig iron added. Sloops ballasted with rocks would roll deeper, but would have a slower, easier motion, while sloops with outside iron would not roll so deep but would have a quicker motion. Sometimes they would roll with such a snap as to take you off your feet.

These sloops were really not built to last very long. They were relatively inexpensive, and most fishermen used their boats pretty roughly. The galvanized nails used for fastenings would last about twenty years, and by the time the nails were rusted out, there would be some serious rot problems in the wood. Most fishermen did not keep their boats that long. Those who did faced a major rebuilding project. Charles Richardson of Cranberry Isle had his sloop built in 1904, and in 1931 had her rebuilt by Chester Clement at Southwest Harbor.

Some of the builders around Muscongus Bay would build a sloop in the winter, use it fishing that season, and sell it in the fall. The next winter they would build another and repeat the cycle. Some of the McLains often did this.

Perhaps by using the boat one season they would see a way to improve the next one. This is the way builders from the first have refined their designs and building methods.

With every boat I have ever built I have seen how I could improve the next one. Today's builders, using fiberglass molds, cannot change their model without making another expensive mold. The next boat has to be just like the first one. Some people think this is progress.

Remembered With
Admiration, Appreciation and Affection

NONA CULVER MARCH



Friendship Day Family Reunion
July 26, 1997

The Marches
The Thomsons
The Johnsons
The Wilfords
The Beechers
The Culvers
The Zwicks
The Saxbys

The Friendship Connection

by Noel March

The summer of 1965 found our family exploring the town of Friendship in pursuit of a Friendship sloop, the latest interest of my mother, Nona March. The homes were well kept, but nothing made quite the same impression as our most fortunate encounter with Doug Lash.

Mom explained to Doug her interest in sloops, especially the locally built *Dirigo* that had represented Maine at the 1964 World's Fair. Doug smiled and offered us a sail if we met him at the town dock that afternoon.

Later, as we waited for our unexpected adventure, we watched the gracious tacking and gaff-rigged elegance of a gleaming white sloop. Doug and Harold Lash waved before tacking to reveal the name on the transom, *Dirigo*!

This was the start of our family's spending summers in Friendship. My brother and sister and I were invited to crew *Dirigo*, and Nona assisted Betty Roberts and Everett Walker in identifying and announcing sloops as they finished the races.

My mother passed away in 1979, but we all love the sloops. My wife Susan and I now live in Friendship, and, with the support and encouragement of our entire family, will launch our own sloop *Islandia* after restoration in Rockland. This vessel is the last built by the late Phil Nichols. It will be nice to see her sailing again, and I suspect that both Phil and Nona will be "watching."

I would like to offer a special "thank-you" to all the Lashes who welcomed us, making this place truly feel like home. These memories and our roots in this community would not have been possible had not these kind people taken a moment to share their "Friendship" in every sense of the word.

Who Took That Picture Anyway?

by Richard W. Langton

In 1995, the annual races moved from Boothbay Harbor to Rockland, and it was the year that my wife, Beth, and I became Commodores. We were ecstatic. A picture of our own sloop on the cover of the yearbook rarely happens more than once. But who took the picture?

I had found the picture in our collection and sent it to Roger Duncan, the editor, and credit was given to the Commodore. Then Beth asked me when I took the picture. Neither of us remembered taking the picture, and we couldn't find the negative among our collection. Had the Commodore overstepped the limits of his command?

We posted the picture and several others on the display board at Rockland with a sign saying, "Who took these pictures?" The mystery was solved upon my posing the question at our first Skippers' Meeting. Bill Finch, who captains not just the *Aurora* but also *Venture* with Carol Rose, deserves full credit.

I therefore want to thank Bill for the photograph and apologize that the recognition comes a year late. Bill's picture truly captured the success of Rockland and reflects much of the feeling of all who made it to Rockland in 1995.

Bill assured me that he has the negative, so if you'd give him a call, I'm sure he'd supply you with an autographed copy.

ROCKLAND CAFE
441 Main St.
Downtown Rockland
Breakfast • Lunch • Dinner

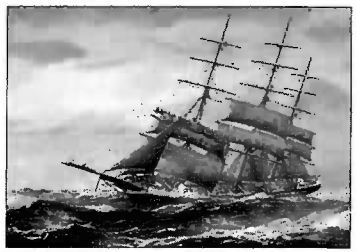
~Wednesday Evenings~
All You Can Eat Pasta Specials

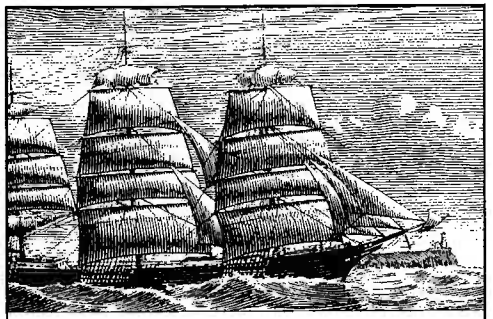
~Every Evening~
All You Can Eat Seafood Includes:
Shrimp, Haddock, Clams & Scallops

Beer & Wine • Non-Smoking
Air Conditioned
Sun.-Wed. 5 a.m.-9 p.m.
Thurs.-Sat. 5 a.m.-12 p.m.
596-7556

NORTH END SUB & PIZZA
$10.00 min. Free Delivery
690 Main St., Rockland
596-5522

FOR SALE
Kochab
28.5' Class B Friendship Sloop
Cedar Over Oak • Built 1953
Teak Cockpit • Roller Jib
Near New 18 hp Diesel
Sleeps Three
Head – Stove – Ice Box
Underside and Topside
Just Professionally Refurbished
In Excellent Condition
Offered at $12,500
Call Tom Gervais
508-693-2790


Maine. The way life used to be.
A world-class collection of nautical antiquities, boat building, visiting tall ships, narrated Kennebec River boat rides, and much more. Call or write for our free brochure.
MAINE MARITIME MUSEUM
243 Washington St., Bath, ME 207-443-1316
www.bathmaine.com


Bath Savings Institution
Since 1852
1-800-447-4559
Member FDIC
Equal Housing Lender
Bath
105 Front Street
442-7711
Brunswick
3 Pleasant Street
729-8039
Damariscotta
Church Street
563-3116
Falmouth
239 U.S. Route 1
781-7131
Freeport
185 U.S. Route 1
865-6998
Yarmouth
22 U.S. Route 1
846-1156

Scuppers, The Sailor Dog

by Mary Cronin



If you read often to your children or grandchildren, you may have come across the book *Scuppers the Sailor Dog*. It was a favorite of the *Tannis* crew, read so often that it was memorized. Just try to skip a paragraph and see!

Our son Tom discovered a sad little puppy who had been abandoned at the local dump. He brought him to us—the puppy's warm brown eyes and pleasing personality captured our hearts. His name became Scuppers, of course! And he enthusiastically learned to sail. He was easy to love, had a wonderful sense of humor, and soft, velvety ears—and could smile!

And how he loved the water! He was first in the water in the spring when the ice began to leave the shore, and last out of the water as the ice formed. He loved sailing, and spent many years with us aboard *Tannis*.

As a puppy, he fell overboard, unnoticed, and swam around and around the boat, scratching and whimpering at the waterline. When we finally noticed him, he was wet, cold, and shivering. The soggy little mutt was hauled aboard, dried off lovingly, and wrapped up in sleeping bags until he stopped trembling.

When *Tannis* was brought ashore in the fall, his desperate scratch marks were to be seen along the waterline.

Scuppers always wished to accompany us when we went ashore. If left alone, he would sit on the helmsman's seat and whimper, whine and howl! At one of our yacht club functions, someone noticed a seal swimming through the harbor. The launch operator went out to get a closer look—it was Scuppers, swimming ashore to join the festivities.

As the years went by, Scuppers developed painful arthritis, his eyes lost their glow, and his hearing failed. Tearfully, the decision was made to contact our vet. Each of you, sometime in your life, should have a pet like Scuppers.



Cruising Rules

Relationships at Sea

by

Roland Sawyer Barth

*** Winner of the 1996 Friendship Sloop Society
Bruce N. Morang Memorial Award for Writing***

Cruising Rules **is a playful, engaging collection of stories about relationships at sea. These richly illustrated tales come from the author's years of experience sailing along the coast of Maine. The accompanying "rules" highlight the norms of personal behavior necessary for individuals to stay on speaking, even friendly, terms while confined in close quarters for an indefinite period. The perfect companion for anyone in a boat, or in a relationship—or both.**

Roland Sawyer Barth, author of *Improving Schools From Within, Run School Run,* and *Open Education and the American School,* is the recipient of a Guggenheim Fellowship and a former member of the faculty at Harvard University. He has been a member of the Friendship Sloop Society for twenty-five years, and owned three sloops. He lives and sails in Maine and Florida.

"Refreshing, amusing, fine reading for boat-mad people, and for others too dumb to be boat-mad."
—William F. Buckley, Jr.
Commentator, and author of *Atlantic High.*

"A most perspicacious codification of existent truths."
—Roger Duncan
Co-author of the *Cruising Guide to the New England Coast,* and author of *Coastal Maine, A Maritime History.*

"A delightful, humor-filled treatise on getting along at sea and in life."
—Joan Welsh
President, Hurricane Island Outward Bound School.

To order send check or money order for $12.95 + $2.05 S&H ($15.00) to: CYCLOPS, 307 Lunt Road, Brunswick, ME 04011. (In Maine add 6% sales tax)
Phone for quantity discounts
In Maine - (207) 729-7403
Outside of Maine toll free - (888) 729-4105

✧ **THE CRUISING GUIDE TO THE NEW ENGLAND COAST**
Including the Hudson River and the New Brunswick coast
Roger F. Duncan, Paul W. Fenn,
W. Wallace Fenn, John P. Ware

✧ **EASTWARD**
A Cruise Down East in a Friendship Sloop
Roger F. Duncan

✧ **COASTAL MAINE, A MARITIME HISTORY**
Roger F. Duncan

Available at book stores or aboard ***Eastward***

She, He, and the Hurricane

by Roland Barth

The following chapter is excerpted from Roland Barth's recently published book, "Cruising Rules: Relationships at Sea."

Not long after the slumber party blew through Round Pond, another storm arrived. Gloria was the first major hurricane since 1960 to make landfall in New England. Having dismasted the *USS Constitution,* she left Boston and headed down the Maine coast, carrying with her winds of 120 mph.

LOG Entry

27 September 1985
Round Pond, Maine

0800 hours

Sazerac battened down. Stripped of sails to bare poles. Chafing gear between boat and mooring line. Eerie calm. Flotilla of fishing boats, pleasure craft, and owners wait uneasily. Wondering from which direction storm will hit—and how hard.

1000 hours

Winds picking up. Heavy clouds coming in. Symphony of halyard strings fills the harbor. Decision: to ride out the storm aboard *Sazerac* or hold roof on the barn back at the farm? Choose farm. Row *Jedediah* to town dock; haul her high ashore. Take one last look.

1500 hours

Sustained hurricane-force winds and rain begin to lash Maine coast. NOAA weather report from Portland: 75 mph winds from the southeast. Higher gusts. Tides running four to five feet above normal. Minimum barometric pressure, 28.50 inches.

1710 hours

Phone rings at farm. Woman in cottage on north side of harbor reports *Sazerac* dragging mooring through fleet. Missing other boats—so far. Headed for rocky shore. Battered by five-foot seas in the harbor. End of call. Heart sinks. Helpless. Distraught.

Should have remained aboard to set anchors. Motored ahead to take load off mooring. Do something. On my watch national treasure grinds to a horrible end between a wind and a hard place. Hammered into match sticks of cedar and oak against unyielding granite anvil. Guilt. Sadness. Despair. Grief.

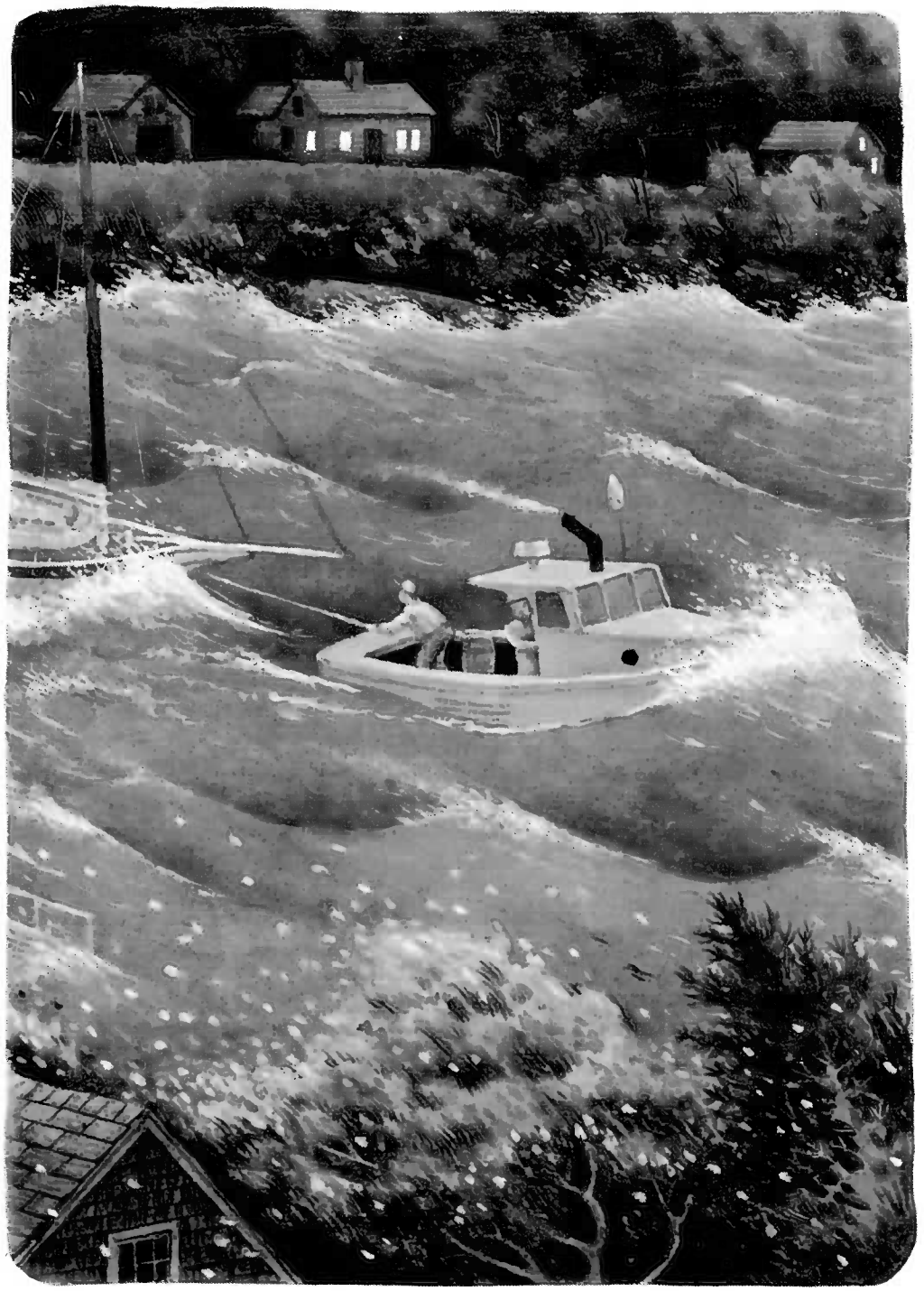
Sazerac
1911-1985

1800 hours

Hurricane force winds. Relentless. Farmhouse groans. Phone rings. Unspeakable apprehension. Watchful woman reports *Sazerac* now aground. Working up on ledge at north end of harbor. Listing dangerously to starboard. Heavy seas pound hull. Fearsome winds tear at rigging. Hang up phone. She's done for.

1845 hours

Winds down to 50 mph. Phone rings—again. Darkness at Round Pond Harbor. Tide high. Local lookout reports. Smells diesel smoke. Hears engine. Sees lights. Movement. *Sazerac* AFLOAT! Disbelief. Lobster boat alongside. Son attempting rescue of father. A plan. Hope. *Sazerac* being towed off rocks into harbor. Indescribable relief. Wish I could embrace this woman—guardian angel.



28 September 1985
Head Tide, Maine

0700 hours

Sun up. Wind down. Barn roof intact. Must see *Sazerac*. Arrive at Round Pond, through fifteen miles of downed tree limbs. Fleet rests peacefully at mooring. Brilliant fall maples at water's edge. Find her moored above unfamiliar stone. Dive to inspect hull. Abrasions on stout oak keel. Little damage. Miracle. Retrieve ground tackle from mud. Inspect ledge. Little damage. Seek out rescuers. Protectors of fleet. Discover whereabouts. Hear long version. Learn favorite beverage: Pusser's rum.

29 September 1985
Round Pond, Maine

1030 hours

Track down case of Pusser's. Deliver fifths to Paul Cunningham, Greg Holmes, Mike Nybo, Mike Prior. Town Fathers, all. Enshrine names in Hall of Fame alongside Henry David Thoreau, Ted Williams, and John F. Kennedy. Row out to *Sazerac*. Sit and stare. Take somber sniff of Pusser's. Contemplate.

Sazerac. Her long journey from master shipwright's hand to rough incarnation fishing for lobsters. Thence to tipsy Southerner's Casco Bay outings. Then lovingly rebuilt atop Bald Mountain in preparation for many more summers squiring families, and zucchini, about Muscongus Bay. And the heroic Outward Bound rescue from the fog off the bony shores of Vinalhaven. And even a proud (if short) participant in the Parade of Tall Ships at Boston's 350th birthday party. How close she came to ending her illustrious career.

How can it be that such ferocious, devastating storms carry the names of the gentler sex? Why indeed, *Mother* Nature?

And I question why any vessel, no matter what the name, is also always a "she." Perhaps so the Captain, seeing her endangered by wind, sea, or rocks, can rush to protect, honor, and love her with the deepest part of his heart and the softest side of his soul? She can make him cry to the heavens, feel unfathomable pain, suffer any indignity—then balm him like no earthly love he has ever known.

I drink to her, then—and to Cruising Rule 19:

A man's love for his boat runs deep.

A man enjoys relationships with the boys, with women, and with children. None, however, resembles his relationship with his vessel. Respect, adoration, tenderness, faithfulness, sensitivity, commitment—love. These are the feelings the Captain experiences toward an inanimate assemblage of wood, brass, bronze, stainless steel, and Dacron—his boat. The reverence with which he fits her out each spring, the pleasure he finds enveloped in her all summer, the attentiveness he lavishes when putting her to bed for the winter each fall, are qualities animate women desperately seek, and deserve from him—yet rarely find.

Illustration (from black & white watercolor) on page 22 by Jon Luoma

Roland Barth's recently published book, *"Cruising Rules: Relationships at Sea,"* is available for $15 post paid (Maine residents, add 6% sales tax) from: Cyclops, 307 Lunt Road, Brunswick, ME 04011 (phone 207-729-7403).

Ed. Note: Roland Barth was the 1996 recipient of The Friendship Sloop Society's Morang Award (award for the best manuscript submitted for publication in the annual Yearbook).

Downeast Embroidery

Wholesale – Retail
Official Friendship Sloop Society logo and burgee

We make a donation to the Friendship Sloop Society on every official item embroidered.

Main Street
P.O. Box 601
Wiscasset, Maine 04578
(207) 882-4240

NATHANIEL S. WILSON
SAILMAKER
EAST BOOTHBAY, MAINE
Yacht Sails Rigging
BUILDERS OF HIGH-QUALITY HAND-FINISHED SAILS
Full-service sail and rigging loft
P.O. Box 71, Lincoln St., East Boothbay, Maine 04544
(207)633-5071

CENTER HARBOR SAILS

FULL-SERVICE LOFT: Performance sails, cruising sails, washing, repairs, recuts, canvaswork. **CENTER HARBOR SAILS**, P.O. Box 32, Reach Road, Brooklin, ME 04616. Phone 207-359-2003, fax 207-359-8014.

HERITAGE MARINE INSURANCE

Insurance for classic and other fine boats

1-800-959-3047

Post Office Box 188 *Mystic, CT 06355*

Knight Marine Service

Next to the Maine State Ferry

- Fuel • Repairs
- Dockage
- Transit
- Storage
- Easy Access

Rockland, ME
Phone/Fax
207-594-4068
http://www.-midcoast.com/~knightmarine

SAIL AT
LINEKIN BAY
RESORT
BOOTHBAY HARBOR, MAINE 04538
TEL. 633-2494

A seacoast resort featuring activities for all the family. Lodge and cabins. Natural Setting. Informal. Our own fleet of sailboats. Fishing, swimming, boating, tennis, shuffleboard, television.

Heated Salt Water Pool
Overlooking Bay
Write for folder.

Dictator, Pemaquids & Hollywood

by Peter M. Chesney



I was born in September of 1950 and, wouldn't you know it, six weeks later I was on the deck of a Friendship sloop. Built in 1904, *Dictator* was purchased by my grandfather in 1925. Inspired by my grandfather's love of her, the whole Chesney family grew up painting, scraping, launching and sometimes even sailing that boat.

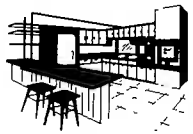
My father took her over in 1962 and, only a couple of years later, found massive rot: the usual litany of problems that accompany 65-year-old wooden boats. *Dictator* was sold to Jarvis Newman in 1967. He did massive reconstruction in order to make a fiberglass mold for copies. Ten years went by, and Jarvis sold the boat. We lost track of her in New York. In my college days, we heard that she had sunk and was a total loss.

I landed in California in 1981, doing special effects for the motion picture industry. In 1991, I received a letter from my father: "*Dictator* Lives!" Jarvis got her back as a restoration project to rebuild her and sell her again. I jumped in a plane, and a week later I asked, "How much?"

We restored her for the third (or fourth) time. Two summers ago, in 1995, we discovered dry rot in the mast where the stays loop over the top. It was launch date at the start of my ten-day vacation, so we rushed a fiberglass patch and I was able to get five or six days more of sailing. Last summer, I raced up to Deer Isle and had two days to get the boat ready for the Round the Island Race. The day before the race, we noticed a considerable deflection in the top of the mast. I commented to some others on board that it was the last season for that repair, but as we had only eight more days of vacation, we would try to limp through.

I had no sooner finished that sentence when I heard a big rifle shot, and the top five feet of the mast snapped clean off,

CRONIN COMPANY



CRONIN CABINETS

Custom Kitchen Cabinets

A DIVISION OF CRONIN COMPANY



CRONIN MARINE

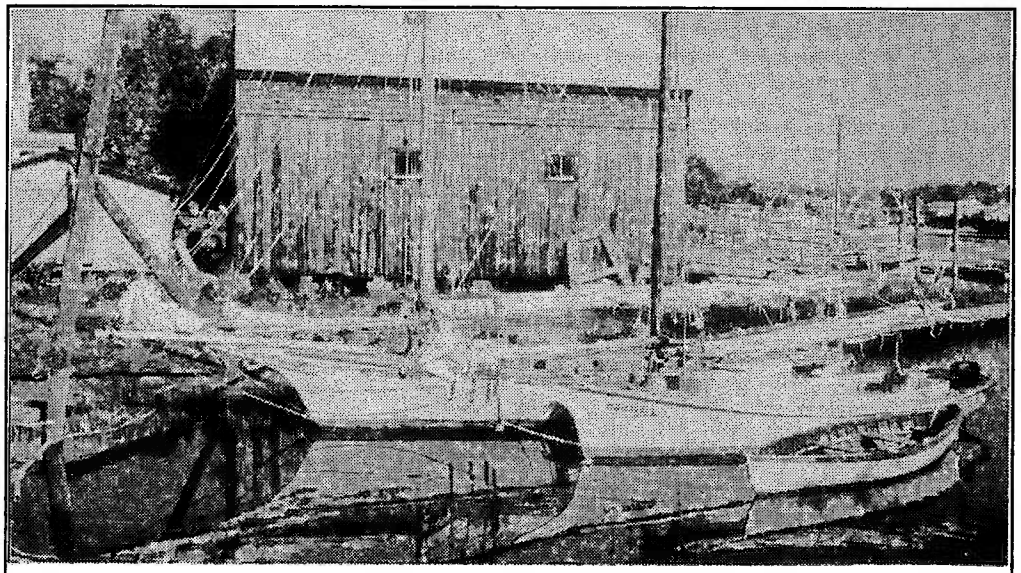
Custom Boat Building

A DIVISION OF CRONIN COMPANY

TEL & FAX (508) 248-7026

MAILING:

164 Sturbridge Road, Charlton, MA 01507



H.A. BURNHAM DESIGNER-BUILDER

TRADITIONAL WOODEN VESSELS FOR
COMMERCIAL PASSENGER AND PLEASURE USE

Essex MA Tel. (508)-768-2569

bringing down the jib and the gaff peak, which broke the gaff jaws. The throat halyard blocks were below the break, so, fortunately, nothing hit the deck. As I had little else to show for this particular vacation, I thought I might as well take a picture or two to record the incident. I took my Nikon up forward to photograph the wreck and leaned on the starboard shrouds. Little did I know that they were only hanging to the mast by a splinter, which naturally let go while I was leaning on them, throwing me, the shrouds and the $2,000 Nikon into the water. I held the camera high, but it was still under two feet of water. With the help of the fourth generation of the Chesney clan, I got back on board and decided to retire for the season.

Last fall, we did the special effects on "The Truman Show" for Paramount. Early in pre-production, we were looking at the storm sequence which is part of the finale of the film. An artificial storm is created. My job was to design and build the storm sequence. In late October the director saw the photos of my summer escapade in Deer Isle. "That is the boat I want." He fell in love with the classic lines of the Friendship sloop and didn't want to entertain any other possibilities, no matter how far away we were from New England. I contacted the Friendship Sloop Society to obtain a list of sloops for sale. We picked up two Pemaquids. Both boats were trucked to Florida and were cosmetically matched to one another. One was to be the "hero" boat used for filming on the Gulf. The other, to be used for the storm sequence in which it gets into a full knock-down situation, was trucked to our shop in Los Angeles. We needed to have quite a bit of control in order to do close-up camera work with the actor coming out from underwater when the boat is completely broached by huge waves and is down on its beam end. We decided to use the Universal Falls Lake, originally built for the movie "Jaws." It has a 250' sky wall and a 200' pool. We built a pair of 1400-gallon dump tanks that would drop 12,000 pounds of water from 50' high, creating 30' splash waves. I designed and added a pair of 6,000-lb. wave machines that pump out a series of waves to give the feeling of being at sea or just off the coast. Because the boat does a 110° roll, we had to make an exterior gimbal. To complete the déja vu feeling for me, the story includes a lightning strike, breaking the mast in exactly the same place mine broke last summer. We put in steel sleeves drilled inside of the mast head and the mast itself, and then put replacable 3"-thick redwood dowels two feet long. When we wanted the lightning to strike, I put in a high-strength pyrotechnic device and severed the redwood between the two steel sleeves. The top part of the mast fell down just as mine did, throwing Truman overboard and snagging the jib that had miraculously parted its foot attachment so it could wash overboard, being held only by the sheets.

To this mix, add a 10,000-HP jet engine to stir up a 100 mph breeze and a 4,000 gallon-per-minute water pump to create so much rain that you couldn't see the bowsprit from the stern!

I learned a lot about flooding Friendships. It's interesting how hard it was to capsize and how well the mast held up, given that it was frequently down in the water, being hit with 100 mph winds.

Lastly, I'll have to apologize for not making the regatta with *Dictator* again this year. Dry rot has again attacked the deck and cabin house. I'm going to have to consider my three-week sailing cruise on a 200' water tank my Friendship Sloop Summer.

P.S. Does anyone know of a starboard Perko kerosene lantern for sale? Mine went to the bottom with the starboard shrouds!

CAPT. G. W. FULL & ASSOC.
MARINE SURVEYORS

SURVEYORS OF CLASSIC
WOOD & FIBERGLASS BOATS

Capt. Paul C. Haley & Capt. G.W. "Giff" Full
46 Cedar St. • Marblehead, MA 01945
617-631-4902 • FAX: 617-631-8450

SHIP MODELS
Since 1975

~ SIMPLY THE BEST ~

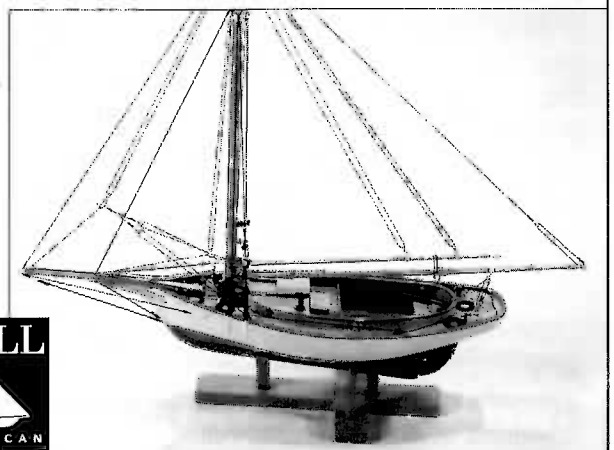
Offering an extensive selection of contemporary and antique, one-of-a-kind, ship models by internationally acclaimed marine model artists, each documented to museum standards.

CUSTOM MODELS (HISTORIC OR YACHT)
APPRAISALS • RESTORATIONS
DISPLAY UNITS • ACCESSORIES

Visit our Gallery
(appointment preferred)
10 am - 4 pm Tuesday - Saturday

CATALOGUE $10 ($15 Overseas)
or Free Brochure

Bobb Tomsett: DICTATOR, 1/8" Scale



WALL AMERICAN MARINE MODEL GALLERY

American Marine Model Gallery
12-FS Derby Square, Salem, MA 01970
Tel: 508-745-5777 • Fax: 508-745-5778
Email: wall@shipmodel.com • Visit us on the Internet at: http://www.shipmodel.com

A Friendship Sloop Love Affair

by Kurt S. Stoll

For over twenty years I served as a flight officer in a Swiss charter airline. I used to visit Bangor, and over the years, the airport director, Bob Ziegelaar, and his wife Susan, became close friends with me and my wife Verena.

One day they suggested I spend one or two days sailing on Penobscot Bay. Sailing has always been my favorite sport, and there was no question that I would accept. I still keep the map on which Bob marked how to get to Bucks Harbor. The drive from Bangor seemed endless. A wide, busy road at the beginning became narrower and emptier each mile. Toward the end of the journey, I thought that I was the only person choosing to drive to that end of the world. Finally my patience paid off: A beautiful small bay opened up in front of me, with plenty of sailboats of every size. Bob and Susan had already tied up their *Chartwell* at the marina, and were waiting for me.

I still remember how much I enjoyed that day! When we curved around the many moorings in the harbor, I suddenly spotted a beautiful boat. Not very large, but just beautiful! This was Bob and Susan Lash's Friendship sloop *Gypsy*. On our second sortie, I asked Bob to pass a little closer to her, so I could take some pictures. Since then, a picture of *Gypsy* has decorated my desk back home in Basel. It really was love at first sight!

The following year, my wife and I decided to spend a week at Bucks Harbor. During our stay we found an ad offering a unique experience on board the sloop *Gladiator*. I called Bill Zuber one Saturday to arrange a cruise the following Sunday morning. Reluctantly, he booked us for the next day. We only found out later that we were the only party that day and that he had to dress her specially for us. Thank you, Bill, for those were probably the most enjoyable two hours of our lives. During the time on board, you told us a lot about Friendship sloops. You also gave us hints about where sloops still were built.

The next day, we visited Ralph Stanley at Southwest Harbor. After a lengthy discussion, he promised to send us some drawings and estimates for the construction of a sloop we could have shipped to Switzerland. However, when we got all the figures together, it turned out to be a little too expensive, so we decided to wait.

In 1992, we again came to Bucks Harbor, this time with some friends, We had planned to spend five nights and then gradually drive south. Due to bad weather, we headed back to Bucks, stopping at the Bath Museum on the way, where Verena purchased a box marked "Fragile – Glass." When I finally opened it under our Christmas tree, it was a beautiful glass design made by Glass Design of Waldoboro showing *Gladiator* under full sail. What a joy!

In 1995, we returned to the Bucks Harbor Inn, but this time for a very specific reason: We came to find a home here. Since we felt it was too early for retirement, we purchased The Landing Restaurant. Again we were admiring *Gypsy*, dancing quietly around her mooring in front of the yacht club.

By mere coincidence we were told about the Regatta in Rockland. The parade was a unique chance to see *Gladiator* and *Gypsy* and the others under sail. The fog was so thick we had a good chance to see the beautifully restored and well-kept sloops close up at the dock. Before we left, we signed up as members of the Society. We wanted to support the organization which dedicates its efforts to keeping such a treasure as Friendship sloops alive.

Two days later, we heard a lecture by Roger Duncan on the early wars around

Enjoy Fine Dining With A View

Our completely renovated restaurant is open for dinner Tuesday through Sunday, from 5 p.m. to 10 p.m. from May 23 'til September 7. The place is also ideal for parties or family gatherings.

Own guest moorings and own dinghy dock are available.

Reservations are highly recommended.

We are always happy to see Friendship Sloops in our harbor!

THE LANDING



• RESTAURANT •

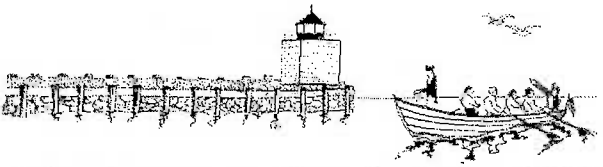
Overlooking Buck's Harbor
Owners Kurt S. & Verena A. Stoll
Steamboat Wharf Road • So. Brooksville, Me 04617
Phone/Fax 207-326-8483

HAGERTY
Classic Insurance

Only HAGERTY'S Agreed Value Policy Guarantees your Classic Wooden Boat is Fully Protected.

Call Today for an Affordable Quote And Discover why HAGERTY is the Standard of Excellence.

Phone 1.800.762.2628
Facsimile 1.616.941.8227
P.O. Box 87 Traverse City, MI 49685



PICKERING WHARF MARINA
Salem, Massachusetts
(508) 744-2727

RESTAURANTS FOR EVERY TASTE
SHOPPING • MUSEUMS • SUMMER EVENTS

Member International Marina Institute
www.shore.net/~pwmarina
23 Congress St., Salem, MA 01970

SALEM Massachusetts The Bewitching Seaport

◊ FASTENERS ◊
Boatbuilding and Woodworking Supplies

JAMESTOWN DISTRIBUTORS

PO BOX 348
JAMESTOWN, RI
02835
LOCAL 401-423-2520
FAX 401-423-0542

FREE CATALOG
800-423-0030
FAX 800-423-0542
US & CANADA

RT 1, BOX 375
SEABROOK, SC
29940
LOCAL 803-846-9500
FAX 803-846-9005

Penobscot Bay. The little room was much too small to handle the whole audience. Many stood at the entrance and even outside to enjoy Roger's profound knowledge and humorous presentation about Maine's early history. Only two days earlier we had seen him sailing up and down Rockland harbor on board *Eastward,* with the piper on the foredeck.

Today, *Gladiator* and a beautiful model of the Friendship sloop decorate our windows in our home high above Bucks Harbor. We will continue to admire the sloops and to enjoy talking with other sloop sailors who occasionally visit our restaurant.

However, the day will come when our dream will come true and we will sail our own sloop. We only have to believe in our dreams, and therefore we will name the sloop *Just Believe.*

A Word of Encouragement for Sloopless Enthusiasts

by Tim Sullivan

This past fall, I decided it was time to begin to fulfill a longtime dream of sailing the Maine coast as I had done in the '70s.

First I scanned the classifieds in the local sailing publications, with not much success. Then someone suggested contacting the Friendship Sloop Society. Doug Amsbary was very helpful and sent a list of 20 or so sloops for sale.

Now the next decision. While my heart was saying "wood," my sometimes overpractical brain was telling me "fiberglass; you don't have time to care for a wooden boat." So I decided to buy a wooden sloop only if it was in wicked good shape.

I soon found out that many of the sloops on the list have been for sale for years, but had such a hefty price tag that there they sat. And, unfortunately, some had been unattended and neglected.

The reason, I assume, for the high price is that the boating industry as a whole isn't what it was 10-15 years ago, and that the owners paid a lot for their sloops and are reluctant to let them go at today's prices.

My lobster boat, which I built in 1989 for $65,000, would be lucky to fetch $25,000 on today's market.

The simple fact is that boats, especially wooden boats, aren't going to increase in value by just sitting there and, in most cases, incurring annual storage fees. Such was the case with *Windward,* which I recently purchased.

The bottom line is that there are at least a few Friendship sloops out there that are in dire need of enthusiastic new owners. And it seems that the present owners are reluctant to sell for a loss, but they must realize that their boats are depreciating where they sit every day.

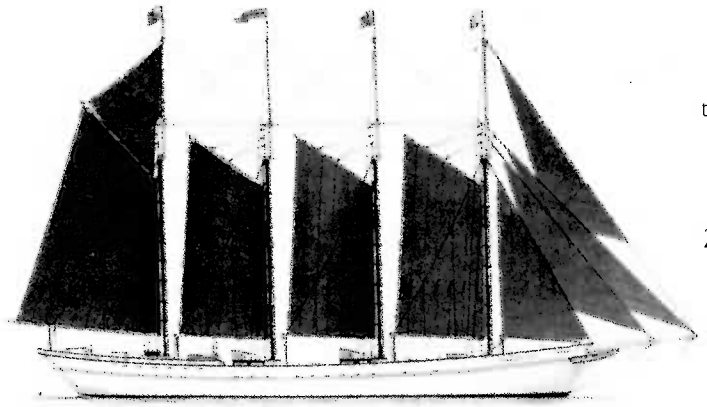
Windward was listed five years ago through a broker for $16,000, and a survey valued her at nearly that much. But there she sat until I bought her for considerably less. Remember, anything is worth only what someone is willing to pay.

Having said all this, it is not my intention to insult or upset anyone. It is just sad to see some of these handsome links to our past sit and sweat under an old canvas cover year after year when I know that they could be in the hands of someone who would care for them like a family member.

It is also not my intent to leave anyone with the impression that I have found all Friendship sloops out of style and lying at the mercy of the elements. People's lives and situations sometimes change, leaving no time, or people may lose the ability to maintain an old boat properly for one reason or another.

But, for a few people who have contemplated owning and caring for a Friendship sloop, the opportunity is at hand. It is now truly a buyer's market.

☆ MARGARET TODD ☆ *Sailing from* BAR HARBOR



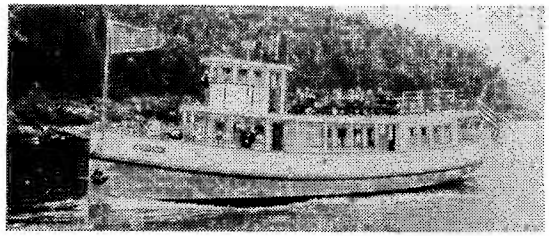
Come aboard the restored 130' topsail schooner YOUNG AMERICA or, NEW in 1997, the 151' 4-masted schooner MARGARET TODD for a 1-1/2 to 2-hour cruise.

Info:
207-288-4585 (Summer)
207-546-2927 (Winter)

Brochure:
Capt. Pagels
P.O. Box 8F
Cherryfield, ME 04622

Relive an experience from a bygone era aboard the historic 65' motor vessel CHIPPEWA. Originally built in 1923, the Chippewa was restored by Maine craftsmen in 1994.

Join us for a LIGHTHOUSE and ISLANDS CRUISE





Newman Marine

FRIENDSHIP SLOOPS AND LOBSTER/PICNIC POWER BOATS

Many models and sizes available, in wood and fiberglass.
Our specialty is Downeast boats, both power and sail.

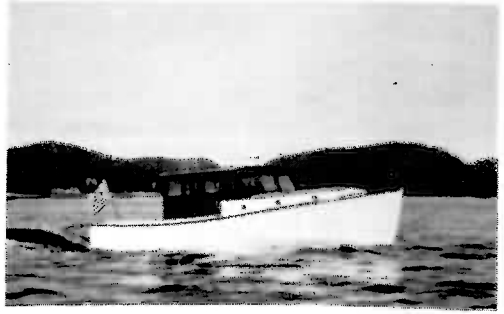
Whether you are buying or selling, contact us.
We have the boat for you or the customer for your boat.

Jarvis Newman, Broker
Southwest Harbor, ME 04679 • 207-244-5560

Ralph W. Stanley, Inc.

Wooden Boats for Work & Pleasure

Southwest Harbor, Maine
04679
(207) 244-3795



Presenting the 1996 Winners...

★New London— (Hurricane Bertha shortened the races)
Class A: *Good Friend* • *Capt'n George*
Class B: *Fiddlehead*

★Southwest Harbor— *Bucephalus* • *Endeavor* • *Salatia*

★Marblehead— Ridgeway Trophy — *Tannis*
Division 1: 1. *Defiance,* 2. *Tern,* 3. *Kim*
Division 2: *1. Resolute 2. At Last 3. Gannet*

★Gloucester Schooner Festival— 1. *Resolute* 2. *Tannis* 3. *Chrissy*

★Rockland Homecoming—Friendship Sloop Society 1996 Awards
Division 1: State of Maine Trophy – *Salatia* • Harold Jones Trophy - *Salatia* • Bruno & Stillman Trophy - *Celebration* • Lash Brothers Trophy - *Endeavor* • Jarvis Newman - *Salatia*
Division 2: Commodore Trophy - *Anna B* • Winslow Trophy - *Toddy B* • Homecoming Trophy - *Tannis* • 4th Place - *Resolute* • Liberty Trophy - *Voyager II* • Danforth Trophy - *Morningstar*
Class A: Wilbur Morse Trophy - *Gladiator* • Charles Morse Trophy - *Morningstar* • Alexander McLain Trophy - *Gannet*

★Other—
Spirit of Friendship - Larry Plumer • Nickerson Trophy - Jason Plumer
Chrissy Trophy - Mary Duncan • *Gladiator* Trophy - *Gaivota*
Owner/Builder Trophy - *Toddy B* • R. W. Stanley Cup - *Tern*
Cy Hamlin Trophy - Jarvis Newman • Post Office Trophy - Race Committee

★Awarded at the Annual Meeting in November—
Bancroft Award – Jack Vibber • Bill Hadlock Award – Bill and Priscilla Rand
Bruce Morang Award – Roland Barth

My Initiation Into The Friendly Friendship Sloop Society —

by Norman Southergill

I think it was in July of 1983 that I checked in at the Captains' Meeting for the first time. Our friends, David and Nancy Bell, had told me that if I wanted to do some sailing I should report to Boothbay Harbor on the first day of the Sloop Society's annual Regatta. I was invited by Chester Parker of North Bridgton to join the crew of *Venture*, 1912. This was the beginning of some great friendships, and I sailed with Chet for three years.

That first day out, my assignment was to loosen the jib when we tacked off the starboard side. The Skipper said, "Coming about to port!" I got into position to do my job. The boat came around; I loosened my line, but nobody pulled it in. I looked back to see what was wrong, and I discovered that Chet Parker, who was handling the mainsail, has slipped overboard! Everybody saw this but me, and Chet got wet only up to his shoulders before he was pulled aboard. Less than five minutes later a power boat pulled alongside. They had retrieved Chet's hat. All's well that ends well.

Adventures with Joe

by Thomas L. Berry

Joe and I have been sailing together for 14 years. Times, jobs, and even family status have changed over the years, but Joe and I have managed to sail together through it all. We've cruised the Chesapeake on his boat, we've raced on the Chesapeake on other boats, and we've gone offshore from Miami to Montego Bay a couple of times. And damned if almost every time we've been on a boat together hasn't been an adventure ... in some sort of a negative way.

On my first sail as *Wenona*'s skipper, we ran aground. I was basking in my new role as skipper while Joe was readying the anchor on the bow and Bob was steering. Joe had been to our anchorage before and kept telling Bob to go more to the right; I smiled and relayed the messages. Bob stayed left, and we ran hard aground. *Wenona* refused to budge. There we stayed until about 0300 the next morning when Joe was the first to wake to a level, floating boat. We promptly moved to deeper water.

A full season of sails later (with a lot of "skipper" experience), Joe and I embarked on our annual spring cruise. We chose to sail where neither of us had ever been before, by sea or land; we ventured north to Eastern Shore's Sassafras River on the longest sail *Wenona* and I had endured together. We'd readied the boat the night before, so we got a fairly early start at 0900 on a stunning May day with steady 12-15 knot SE winds. Southeast winds were perfect for scooting up the bay, but made for a slow sail on the river, so we motor-sailed the five miles out the Magothy to Baltimore Light, where we powered down the little Volvo that could and quietly cruised north. With the jib, staysail, main and main topsail set, we broad-reached our way up the bay, averaging 5.5 knots and often exceeding 7 knots. We laughed, ate lunch, had a couple of beers, and laughed some more. Man, this sail was just too unbelievable; a perfect, sunny, warm, smooth broad reach for two guys who ALWAYS managed to have at least one little snafu. By 1500 we were at Howell Point and turned to snake our way up the Sassafras to Georgetown. Two hours later we tied up at the Skipjack Cove Marina, where I noted in the logbook that it "seems like this is the proper payback for all the problem sails of the past. Too bad every sail can't be like this, Nirvana!" Little did I realize what was to follow.

After an invigorating celebratory evening, we commenced another adventure the next morning. It was another lovely day, with one exception ... no wind. We motored away from the marina at 1000, and made it to the river's mouth when Joe noticed a different color exhaust belching from *Wenona's* stern. I quickly shut down the little Volvo that could, removed the cooling intake hose from the engine, and blew it clear. But no water came back. After deciding that the eminently irreparable problem was at the thru-hull fitting, Joe had a Rube Goldberg idea to by-pass the thru-hull and run a longer hose over the side. It was a great idea, but when we got up to 5 knots the hose came out of the water, even with a heavy wrench and pliers wired to its end. The next laborious idea, to put the hose in a bucket of water and keep filling the bucket, was never realized; the little engine that could decided that it wouldn't. We bled the fuel line; the Volvo started again, then quickly died. Drifting closer to a shipping channel, we opted to eat crow and call the marina for a tow. A NW squall hit us before the tow arrived, and we shot back up the Sassafras at 4.5 knots under the staysail alone. The tow arrived and followed us up the river until the weather abated, and then towed us to the marina, where we retired to the bar to buy our tower a well-deserved beer.

Day three of our adventure began with a visit to the mechanic's shop at 0730. He bled the fuel line, turned over the engine, and got no bang. He changed filters, bled the lines into the injector pumps, turned the engine over, and got some white goo to come out of the line. He hadn't a clue what it was. Joe and I, of course, were simply waiting for the adventure to continue. Not knowing what he did other than evoking some mechanical wizardry, he finally got the Volvo to turn over and fire up. Remembering our previous day's cooling problem, I looked over the stern to see water gushing forth at full gusto. Another unsolved mystery. We settled up our bills, bought more fuel, and departed at 1010. There were light northerly winds, so we again motored all the way down the bay.

At precisely the same place where we were the day before, the little Volvo began to choke. And it choked. Finally it died. We took a new tack, and ran the fuel line directly to a spare five-gallon jug, bled the line, fired up the little engine, and motor-sailed to the mouth of the Magothy River, arriving at 1730. We chose to brave it and sail up the river, and a nice sail it was, finally.

The climactic sail was ultra-serene, a fitting end to a weekend that began with a promise of the ultimate payback for too many adventures, but contained the usual unwanted experiences that foster growth, humility and resolve in the ever-changing world of sail. Friendships forever.

On Receiving a Brass Lamp for the New Schooner

Christmas 1996

by Roger F. Duncan

Heavy, thick and wet the fog that day
Shut down an evening chilly, dark and damp.
The schooner to safe harbor found her way;
The skipper went below to light the lamp.
Its pleasant glow drove out the foggy night.
The trusty Shipmate stove soon did its work.
The cabin was an isle of warmth and light
Where pressure cooker hissed and coffee perked.
Oil clothes and boots were shed and out the hatch.
From locker then the skipper brought the jug,
And like a spring released all hands relaxed
And cheerly raised aloft each brimming mug.
In light and warmth that drives out cold and damp
All hail with thanks the donor of the lamp.

THE FRIENDSHIP SLOOP SOCIETY'S
—BULLETIN BOARD—

Fair Wind, My Friend
M. P. T. and K.

May Your Boats Never Leak
- Ralph Stanley

Nothing is better than "Messing About" in Rockland for 1997 Homecoming
-Bob and Bette Monk

"Made weak by time and fate,
but strong in will
To strive, to seek, to find,
and not to yield." - Tennyson
DCD & JSD

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

Best of Luck
to all skippers and crews.
- crew of *Banshee*

Bare Boat Charter
EASTING
Art and Louise Toncre • HC32, Box 289,
Owls Head, Maine 04854•207-596-5514

NOAH'S ARK
SAILING PARTIES
Kennebunkport, Maine
Phone: 207-967-4061

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

Will Collect Returnables For the Scholarship Fund
David & Nancy Bell

Compliments of the Corinthian Yacht Club Race Committee

Visit the Essex Shipbuilding Museum
Essex, Massachusetts
Call: 508-768-7541

Welcome, Friendship Sloops...
While in Rockland,
turn to **The Free Press**
for everything you want to know
about what's going on in midcoast Maine.

TERN
Marblehead
Paul Haley – Betty Stubbs

There's long been a shipyard saying:
"If it looks right, it is right."
There is much truth in this.
Howard I. Chapelle

Happy Sailing!
Kathy and Bill Whitney
GAIVOTA

Best of Friendship sailing.
-Jerry & Lois Ross

To Roger & Mary Duncan:
Thank you for the
gift of your legacy,
Crew of *Desirée*

THE FRIENDSHIP SLOOP SOCIETY'S
—BULLETIN BOARD—

Smooth
Sailing
Betty Roberts

Tim: *Congratulations* on getting #61 *Windward*
from your deck hands,
Lorna, Derek & Amos

When tacking to weather
snack on blueberry leather
The Gypsy Crew

Friendships 5 + 6 July 97
New London CT
Friendships & Tallships
17-20 July 98
Jack & Virginia Vibber

Happy Birthday, *Gladiator*
Launched March 1902
Home to Friendship 1973
Owned & Loved for 30 years 1967-1997
Caroline & Bill Zuber

PIGEON SITKA
SPRUCE MAST
45 feet, hollow, never used
Call (207) 865-6775

Best wishes to all at the Rockland Homecoming & the New London Windevous
#222 Lady Jeanne
Ray & Jeanne Dupere

On *CONTENT* in Retirement
Beth, Rich, Ruthie & Robert Langton

Adrian and Pam
from Omaha
Friendship Cruises
Wish you all fair winds

To the patient crew of Tannis:
Thank you and we love you!
Wishing light breezes & smooth sailing. *-Matthew & Scott*

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

Venture 85
Still Young
Bill & Carol Finch

See you on the Line?
Race Committee

All the Best in the 37th Year!
from the Crew of *Old Baldy*

Greetings from the Dorothy Elizabeth

O'Princess Camden Carter is a sailor to the King and she hails from Rangeley and to her Mother & Father she meant everything at the helm of *Liberty*.

Pendleton Memorial Scholarship Fund of the Friendship Sloop Society

This scholarship fund was proposed by William Pendleton, owner of the Friendship sloop *Blackjack*, in 1967. He was a life-long educator from Searsport who thought that a scholarship fund for the young people of Friendship would serve as a "Thank You" to all the people of the town for the services provided the members of the Society during the regattas while they were being held in Friendship.

In November of 1983, the Friendship Sloop Society turned the fund into a trust, with townspeople being named as trustees. The income of the trust is to be used for the "residents of the town of Friendship, Maine, in the form of a scholarship for those who are seeking to further their post-high school education." The current trustees are Bill Zuber, chairman; David Bell, treasurer; Betty Roberts, secretary; Faye Bragan; Mary Carlson; Sue Compagna; Viola Davis; Elbert Pratt; and Betty Wotton. Larry and Debbie Plumer of Newbury, Massachusetts, current co-commodores of the Sloop Society, serve as ex-officio members.

As of November 16, 1996, 87 young people have been helped with their post-secondary educational costs. One-hundred and nine scholarships have been awarded, as some students were helped in more than one year. A total of $64,550 has been distributed, a truly fitting response from the people of Friendship and the Sloop Society since Bill Pendleton first proposed the idea.

During the past 30 years, many people have donated time, energy, and money to help the fund grow. The principal is invested conservatively, and only the interest generated each year can be used for scholarship awards.

You can help to increase the amount available to be awarded with your tax-deductible donation to the Pendleton Scholarship Fund.

Contributions can be mailed to the treasurer:

Reverend David Bell
HC 61, Box 321,
New Harbor, ME 04554

Your donation will be deeply appreciated by the young people of the town of Friendship.

Hadlock Award

This award, presented in memory of our past Commodore and skipper of *Heritage*, Bill Hadlock, is given at the annual meeting of the Society to a couple who meet the following criteria:

1. Practice safe sailing and sound seamanship
2. Demonstrate family participation
3. Share knowledge and help others
4. Support the aims of the Society
5. Appreciate the beauty, charm and splendor of the Maine coast

The winners in 1996 were BILL AND PRISCILLA RAND, who have always sailed in their little sloop as a family. They have sailed their engineless sloop to Boston for the Tall Ships, and then sailed back east again for the Regatta in Boothbay. Bill is a past commodore of the Society and has shared home videos of the building of his sloop by his son with us at Society meetings. The Rand family truly surpasses all of the criteria listed above.

1997 Friendship Sloop Society Officers

Commodores	Larry and Debbie Plumer	Newbury, MA
Vice-Commodore	Tad Beck	Vinalhaven, 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.	Bill Zuber	Friendship, ME
Yearbook Editor	Roger Duncan	P.O. Box 66 E. Boothbay, ME
Assistant Yearbook Editor	Donald Duncan	Newagen, ME
Newsletter Editor	John Wojcik	347 Lincoln St. Norwell, MA
Piper	Donald Duncan	Newagen, ME
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, Marcia Morang, Bernard MacKenzie, 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 Friendship Sloop Society. This award recognizes an unusual contribution to the Friendship tradition. It may celebrate the rebuilding of an old sloop or the launching of a new one, an outstanding voyage, the work of a poet, a painter or a model maker.

The recipient of the Bancroft Award in 1996 was HOLT "JACK" VIBBER, who singlehandedly serves as the entire committee offering Friendship Sloop owners the chance to sail and race in New London, Connecticut, every summer in early June. Jack meticulously hand-carves the wooden trophies for each participant, and faithfully attends almost every meeting of the Society. He and his wife Virginia have made a truly unusual contribution to the Friendship tradition.

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 1996, it went to ROLAND BARTH for his *Cruising Rules* article. His book, *Cruising Rules: Relationships at Sea,* has just been published. A chapter from his book is included in this year's yearbook, beginning on page 21.

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	1899	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*
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
236	AUNTY POOLE	25	Harry Bryant	1970	Sold to Unknown Parties from Lebanon, ME

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

Sail	Name (Former Name)	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

ADDENDUM CORRECTIONS TO SLOOP REGISTRY

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport
6	EASTWARD	32	James Chadwick	1956	Robert C. Duncan, Concord MA	Boothbay Harbor, ME
13	EASTING	29'	Charles A. Morse	1920	Art & Louise Tonore, Owls Head ME	Rockland Harbor, ME
16	RETRIEVER	22	W. Prescott Gannett	1942	Phil Rolondo & Susan Franklin, Scituate MA	Florida keys, FL
33	SMUGGLER	28'	Philip J. Nichols	1942	Mike Mulrooney, West Kingston RI	Rebuilding
45	FLYING JOB	30'	W. Scott Carter	1936	Sara Beck, Topsfield MA	Salem Harbor, MA
52	RIGHTS OF MAN	30'	Lash Brothers	1986	Wayne Cronin, Charlton MA	Salem Wlows, MA
61	WINDWARD	26'	James S. Rockefella	1966	Tim Sullivan, Gloucester, MA	Gloucester, MA
66	VENTURE	28'	Wilber A. Morse	1912	Bill Finch & Carrol Rose, Beverly MA	Beverly, MA
68	ROBIN L	25'	James H Hall	1967	Bill Cummings, Bristol, ME	Rebuilding
87	STELLA MARIS	22	McKie W. Roth Jr.	1969	Capt. James Russell, Scituate MA	Scituate, MA
107	MAGIC	22	G. Cooper	1933	Paul Moorhead & Rebecca Otter, Clairborne, MD	Clairborne, MD
128	SCHOODIC	31'	E. Collemer/B. Lanning	1973	Allen & Madonna Browne, Cape Elizabeth, ME	South Portland, ME
135	HATSEY	25'	Newman (P07)/ Morris	1973	Paramount Studios, Hollywood CA	Pensacola, FL
139	LYNX	25'	Newman (P08)/ Morris	1973	Paramount Studios, Hollywood CA	Ashore
159	PACIFIC CHILD	30'	Bruno & Stillman (03)	1969	Art Fox & Richard Scott, Parker AZ	San Diego, CA
182	MUSCONGUS	22	Apprenticeshop	1978	Harry Oakly Jr, Old Lyme CT	Shelter Island, NY
192	KERVIN RIGGS	22'	Williams & Bouchard	1977	Bill & Dori Mebane, Woods Hole MA	Woods Hole, MA
206	MARY ELIZA	31'	Newman (D15)/Clarke	1979	Pam Burke Amesbury, MA	Boothbay Harbor, ME
220	AMOR BRUJO	31'	Newman (D20)/ Pettegrow	1984	Ruy Gutierrez, Auburn ME	South Freeport, ME
225	ISLANDIA	28'	Philip J. Nichols	1981	Noel & Susan March, Friendship ME	Friendship Harbor, ME
242	TECUMSEH	36'	Charles A. Morse	1902	David Fitd, Oakville Ontario Canada	Oakville, Ontario Canada
243	JOHN PATRICK	22	Ahern (05)/ Hersey	1979	Martha Campbell, Belfast ME	Belfast Harbor, ME
253	RALPH W. STANLEY	19'	Ralph Stanley	1995	Anne Franchetti, Seal Cove ME	Olbia, Sardinia Italy

Wishing You a Safe and Rewarding Sailing Season



"Well, it's no Friendship sloop, but I guess it will have to do."

The Owls Head Transportation Museum

Visit Our Premier Collection of Pioneer-era Aircraft and Automobiles
Open daily 10:00 a.m. to 5:00 p.m.

Call 207-594-4418 for a schedule of our exciting weekend events

The Farnsworth Art Museum

100 Years of Maine at Work
JULY 13 - OCTOBER 5, 1997

352 Main Street, Rockland, Maine 04841
(207) 596 6457

- Michael Loew: Nature into Abstraction
  April 27-July 6, 1997
- The Wyeth Collection
- Maine in America



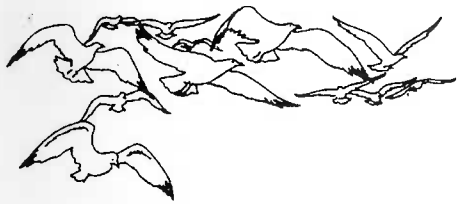
Fishermen's Harbor (Monhegan), a wood engraving by Leo Meissner

The Center for the Wyeth Family in Maine will open in June, 1998

Art Museum
Library
Museum Store
Victorian Homestead
Olson House

Rockland Boat

Serving the boaters of Maine since 1928!



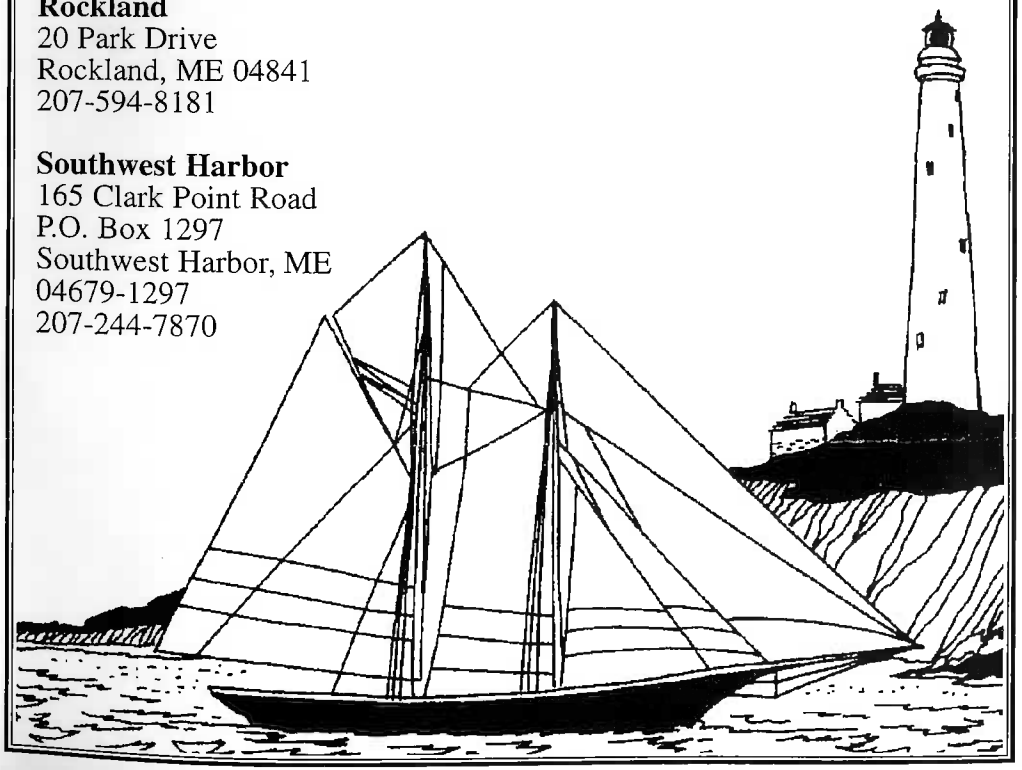
New toll free number:
1-888-594-8181

Rockland Boat carries a complete line of Marine fasteners, hardware, clothing and supplies. Everything you need for your boat. Stop by our store on the waterfront in Rockland or our new and expanded facility in Southwest Harbor.

Contact us for a copy our new **free** catalog.
Phone: 207-594-8181
Fax: 207-594-8161
E-mail: rocklandboat@midcoast.com
Website: http://nebula.on.ca/rocklandboat/

Rockland
20 Park Drive
Rockland, ME 04841
207-594-8181

Southwest Harbor
165 Clark Point Road
P.O. Box 1297
Southwest Harbor, ME
04679-1297
207-244-7870



Gallery By Design

377 Main Street
Rockland, Maine 04841
(207) 596-7819



Artwork, Pottery, Jewelry,
Blown Glass, Stained Glass

Many Local Artists
Unique Gifts

CALL OR WRITE FOR FREE CATALOG