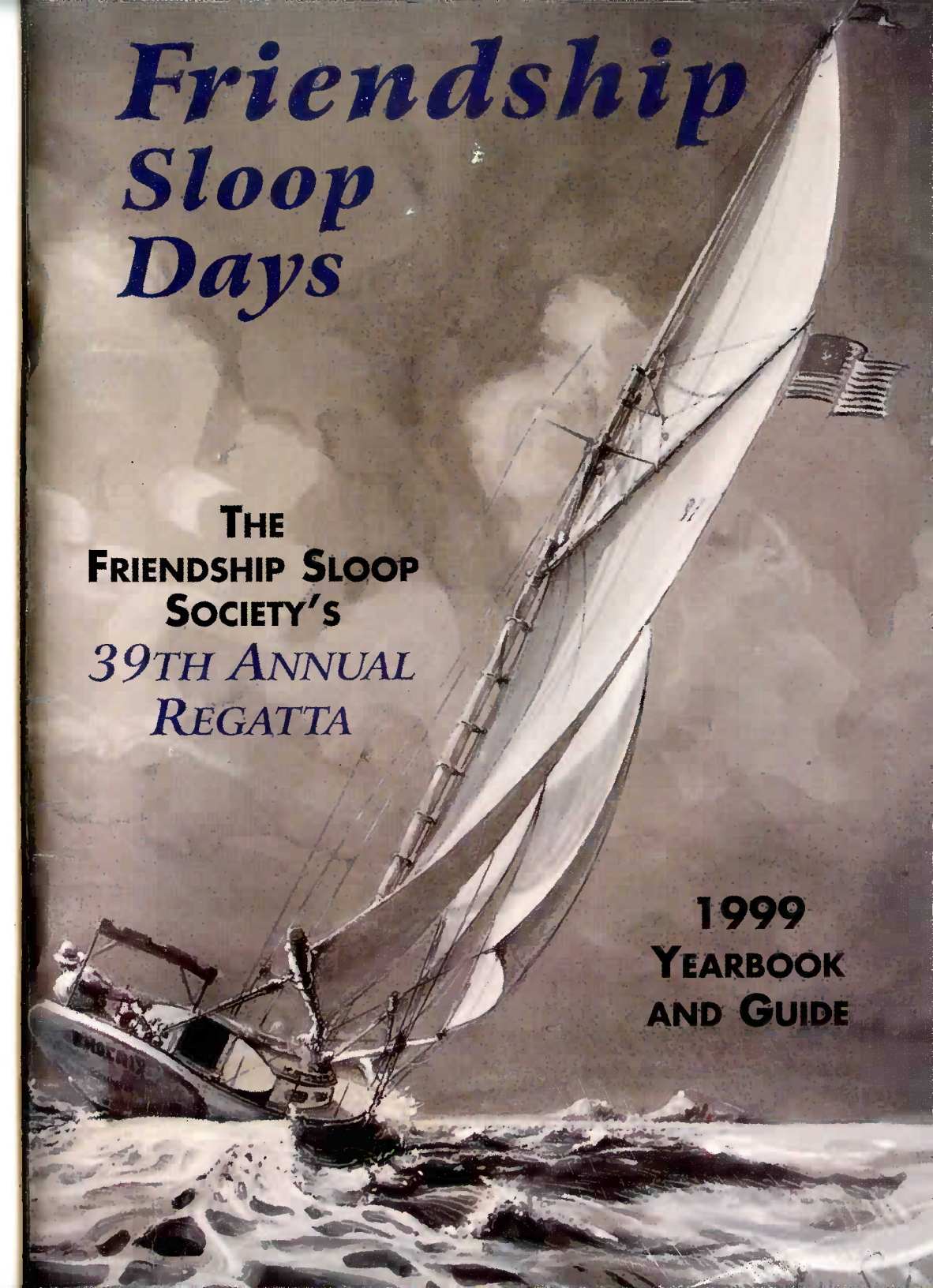
Friendship Sloop Days



THE FRIENDSHIP SLOOP SOCIETY'S

39TH ANNUAL REGATTA

1999 YEARBOOK AND GUIDE

ROCKLAND-THOMASTON AREA CHAMBER OF COMMERCE

WELCOMES

THE FRIENDSHIP SLOOP SOCIETY TO ROCKLAND, MAINE July 27-29

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 3 for a full schedule).

OTHER SUMMER EVENTS

July 3
Thomaston 4th of July

July 9-11
Schooner Days & North Atlantic Blues Festival

August 4-August 8
Maine Lobster Festival

August 15
1st Annual North Atlantic Folk Festival

For more information on the area, contact the Rockland-Thomaston Area Chamber of Commerce
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1999 Schedule of Friendship Sloop Society Events

NEW LONDON WINDEZVOUS
July 9-11

Call or write Jack Vibber, 5 Soljer Drive, Waterford, CT 06385
(860) 442-7376

SOUTHWEST HARBOR REGATTA
July 18

Call or write Miff Lauriat, 40 East Ridge Road, Southwest Harbor, ME 04679
(207) 244-4313

ROCKLAND HOMECOMING
July 26-29

See opposite page for the full program.

Call or write Bob Rex, 151 Grove St., Reading, MA 01867
(781) 944-1481

FRIENDSHIP DAY • July 30

Memorial Service at the monument 9 a.m.
Parade of Sloops 10 a.m.
All are encouraged to stay and enjoy the festivities of Friendship Day in town.
Write or call Bill Zuber (207) 354-8036

MARBLEHEAD REGATTA
August 14-15

The Corinthian Yacht Club will be our hosts.
Call or write David Graham, 7 Batchelder Road, Marblehead, MA 01945
(978) 631-6680

GLOUCESTER SCHOONER FESTIVAL
September 4-5

Saturday: Small Boat Races with a special race for Friendship Sloops.
Fish Fry and live music ashore.
Sunday: Mayor's Race for large schooners.
Call Gloucester Harbormaster on Channel 16 for guidance.

ANNUAL MEETING
November 13

New England Center, Durham, N.H.

The cover painting is by Buckley Smith and is printed here in memory of Al Beck, former Commodore and original owner of *Phoenix*. We notice with great satisfaction articles by four sons of our members: Tad Beck, Bill Cronin, Alec Duncan and Andy Zuber.

Rockland, Maine, **Welcomes** the Friendship Sloop Society

1999 Rockland Homecoming Schedule of Events:

- **Monday • July 26**
  Sloops may raft up at the Public Landing as long as space is available.
  For moorings at a modest fee, call Harbor Master John Trumbull on Channel 9.
  BYO Barbecue under the tent

- **Tuesday • July 27**
  Breakfast aboard *Monhegan* at the Public Landing.
  9:00 Skippers' Meeting under the tent
  11:30 RACE STARTS
  "I will not start a race unless there is three knots of wind." Bob Rex
  4:30 Rowboat Races
  BYO Barbecue

- **Wednesday • July 28**
  Breakfast aboard *Monhegan*
  9:00 Skippers' Meeting
  10:30 PARADE OF SLOOPS
  Noon RACE STARTS
  4:00 Sloops on public display at the landing.
  6:00 Dinner under the tent.
  8:00 Sea Chanties under the tent. Bring your own instrument ashore and join in.

- **Thursday • July 29**
  Breakfast board *Monhegan*
  9:00 Skippers' Meeting
  11:00 RACE STARTS
  4:00 Awards Ceremony
  6:00 BYO Barbecue

N.B. All cars must be out of the parking area by early Friday morning. There are parking areas up the hill in the town.

Visit us at www.FSS.ORG

Hadlock Award

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

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

It is awarded this year to Greg and Annette Merrill, owners of *Celebration*.

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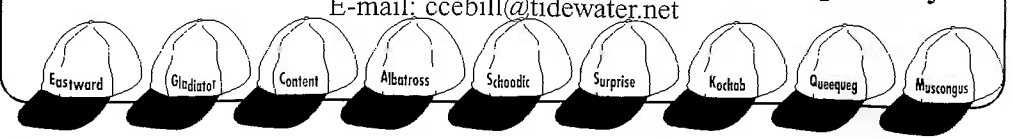
✧ **EASTWARD**
A Cruise Down East in a Friendship Sloop
Roger F. Duncan

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

✧ **SCHOONER** To be published in 1999

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The Commodore's Message

Welcome to our 39th Annual Homecoming of Friendship sloops! As Commodore, I am proud to serve our wonderful membership, and I am honored to be able to follow in my Dad's footsteps. To be honest, I've wondered whether I'm too young. I was reading a recent *WoodenBoat* and discovered a history of a small southern sailing club. A crew member had to serve for three years on the jib sheet, then another three years on the mainsail, before he/she was allowed to take the helm. The article got me thinking about my years of experience that led up to becoming Commodore:

Seagull Watcher	1969–1971
Toy Boat Stringer	1972–1975
Bowline Tier Understudy	1973–1978
Tool Finder & Handler	1975–1989
Stopwatch Watcher	1975–1980
Foghorn Air Supplier	1975–1988
Staysail Man (with a capital "M")	1976–1978
Transom Cleanliness Associate	1976–present
Oarsman	1978–1992
Jibsheetsman	1979–1982
Mainsheetsman	1983–1992
Loran Button Pusher	1984–1987
Tactician	1986–1992
Owner/Captain	1993–present

With all that my Dad has taught me and with all the help of everybody here, I guess I am ready. If you are in charge of a toy boat or raising a maintopsail, if you are a new member, or looking for room for your participant plaques I hope you feel as welcome and essential to the good times as you are. The society is well ballasted and seaworthy as we approach the next millennium. The only thing we have to worry about is having fun, and we're all responsible for that.

May we all find fair winds, a following sea and a safe return home for all our Friendships.

Tad Beck, Commodore

Bancroft Award

This award is given in memory of Winthrop Bancroft, owner of *Elicia III* and an early enthusiastic supporter of the Society. It is awarded to celebrate an unusual contribution to the Friendship tradition. It might recognize an outstanding voyage, the launching of a new sloop or the restoration of an old one, the work of a poet, painter or model-maker. In 1998 it went to Roland S. Barth for his book *Cruising Rules*.

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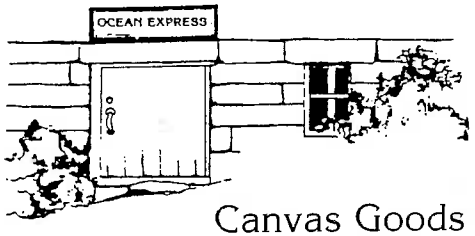

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"I Knew Everything"

by Bill Cronin

My brothers, Wayne and Jeff, and I had launched *Tannis* and *Rights of Man* at Scituate. It was the first time in 31 years of owning *Tannis* that our father, Captain Jack, had not attended a launching. I had been at every launching since I was born. I knew everything, and besides, what could possibly go wrong?

The launching went very well and the next day we motored to Salem. We secured both boats to their respective moorings, intending to put the sails on the next morning.

Morning came EARLY! 3:30 A.M.! During the night an easterly wind had crept in and by early morning a nasty sea had been kicked up. We decided to move the boats to the back side of Marblehead.

When daylight began to show, I sent Jeff over to *Rights of Man* to inform Wayne of our plan. In the meantime I got the motor on *Tannis* warmed up, cast off the lines and was underway. I wasn't 300 yards from the mooring when the engine quit. I was on the foredeck in seconds, lowering the anchor, hoping it would grab – there wasn't much distance to the mussel flats to leeward. The next 45 minutes were spent bleeding air from the fuel lines. (Diesels do NOT run well with air in the fuel lines!) I was cursing under my breath for not heeding my father's advice to fill the tank before leaving Scituate. Now I was dealing with an almost empty fuel tank, anchored in a rising wind and sea, with a security of a mooring not more than a couple of hundred yards away. THAT MOORING MIGHT JUST AS WELL HAVE BEEN 200 MILES AWAY!

Jeff rejoined me aboard *Tannis* as I finished bleeding the fuel lines. I knew that we had only a few minutes' running time before the same problem would render the motor nothing more than ballast. We got the anchor up and, sure enough, the motor quit again. We were upwind of our mooring by this time, thankfully, and I gave the wheel to Jeff, not wanting to let anyone else have the pleasure of having to grab the mooring line on the first shot or we would be on the mussel flats.

We bore down on that mooring with incredible speed but, lo and behold! I got the line first shot with the boat pole! WHAT A GRAB! As I dropped the eye splice over the bit, I heard the motor start and realized that Jeff had given the engine another try. It started! He put it into reverse, hoping to slow us down a bit. Fortunately, or unfortunately as it was in this case, we have two mooring pennants on *Tannis*. With one aboard, guess where the other one was? With one line on the bow and the other secure in the prop, we were broadside to the wind and the sea and rolling rail to rail. Sizing up the situation, I tied the anchor line to the bow line and let it out so that the bow would swing downwind, allowing us to pull the line around the prop to surface where it could be cut. I struggled to get the line to the surface so Jeff could cut it, but he had wandered up to the foredeck. I lost my cool, and in the most flowery language I could manage I

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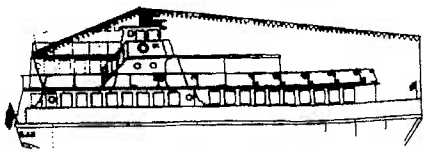


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questioned his intelligence and made it quite clear that he had better grab a knife and CUT the line the next time I pulled it to the surface.

I remember every other wave coming over the stern, but finally I got the line high enough for Jeff to cut and *Tannis* happily turned 180 degrees and took the sea bow on. It was a long struggle getting the bow line back on the bitt, but Jeff and I had no problem now; we climbed into our bunks and slept well! Wayne observed the whole episode from the safety of *Rights of Man* and after we were safely back on our mooring he left for calmer waters.

By noon that day, the sun came out, the wind went west, and we had a beautiful day. However, the prospect of going into that cold water on May 2nd without a wet suit to clear the prop was not a pleasant thought. Jeff was reluctant, so I went in. In case you have any doubt, the water temperature is just above freezing. Holding your toes in that water numbs you to the knees! The prop was cleared and no damage was done.

Wayne rejoined us, laughing at our problems, and we went ashore for supplies. Passing a liquor store I commented to Jeff, "You owe me one!" He knew what I meant!

Why Can't School Be More Like A Boat?

by Roland Sawyer Barth

It is our choice to live in and around boats that has promoted, and continues to promote, high levels of learning. Boats, especially sailing boats, are astonishing learning environments. For it is in boats that we find an abundance of opportunity to take risks (happily hedged by various forms of safety devices) and to face a never-ending supply of novelty and surprise. It is in boats that we experience a sense of adventure and purposeful activity. It is in boats that we learn to get along with others and to share leadership. . . or else live with the very real consequences of going it alone. It is in boats that we find active engagement in solving problems. And it is in boats that we find the joy and freedom which accompany hard work that doesn't feel either hard or like work. And it is in boats, above all, that each of us plays for high stakes by assuming responsibility for an important portion of our lives and the lives of others.

These, for me, are the conditions that come with life aboard the curious vessel which is half bird and half fish: the sailboat. And these are the very conditions that prompt learning in such an unending supply.

So if the job of a school is to promote learning, I think a good school should be more like a boat, even a leaky old boat. There is a lot of noise these days among land dwellers about school reform and school improvement. Well, if those people are serious about transforming schools into yeasty learning environments, they should ship aboard!

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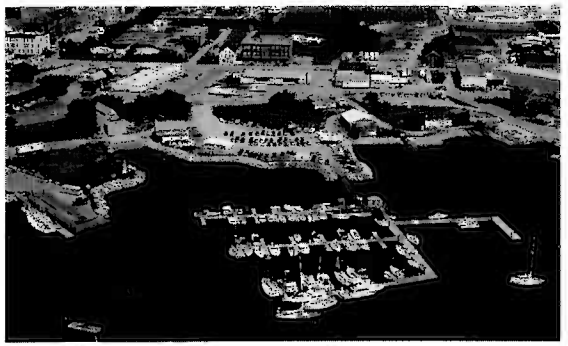
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The Boat and My Dad*

by Tad Beck

Over the past 30 years *Phoenix* has come to represent something far more complex than my father's search for youth or a summer hobby. She came to exist at the very core of our relationship.

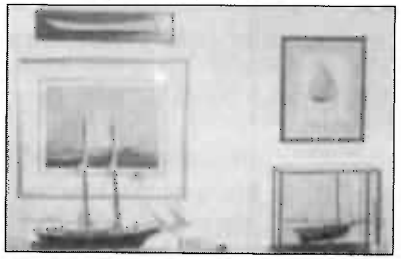
Originally, I had a lot to learn. It really took 18 years to teach me how to handle the boat, maintain the boat, talk to the boat. . . to learn how to sail the boat. Our boat conversations were like going to class. He was the teacher and I was the student. He wanted to hand me down his knowledge. I just wanted to go sailing. We were by no means peers. These boat conversations defined our relationship. But at 18, something changed. I graduated from high school and my father let me take the boat on a celebration cruise with two of my best friends. He trusted me with his most loved possession. I know I felt honored and I sensed our relationship starting to change.

Our trip marked the beginning of my own adventures. I developed stories to swap with my Dad's stories. When he told of the engine breaking in the Thread of Life and having to raise the staysail to back her out in 30-knot winds, I could bring up sailing single-handed off York Ledge with a head wind and six-foot seas. The engine mounts snapped and the engine started to roll around under the cockpit deck. When Dad brought up racing at night off Boon Island and how the race was lost because two different lighthouses had the same fog signal, I could bring up crossing to Nova Scotia in zero visibility.

A new way to talk with each other developed. We started talking about how to make a roller furling the main topsail. We thought about unrolling it upways and outwards. We made drawings. But we ended up talking about what I was going to do with my life and how he dealt with this same question when he came out of the war. . . and we made a darned good sail at the same time. More recently, we were talking about what we could tweak to make *Phoenix* go a little faster in the Friendship Sloop races. We ended up talking about being proud of each other. Looking back, I know I am privileged to have had that conversation. I like to think that *Phoenix* tricked us into having conversations like those, conversations that otherwise would not have happened. Dad put the boat in my life, the boat that led to our having such an amazing relationship. We shared our passion for her. We shared in adventures aboard her. We saw each other's strengths and weaknesses aboard her. And I can say that we parted ways having left nothing unsaid.

(* Al Beck was president of the Society in 1981-1982.)

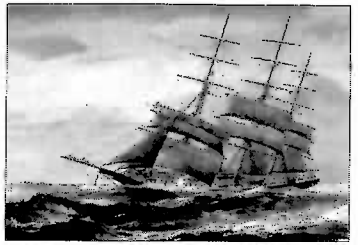
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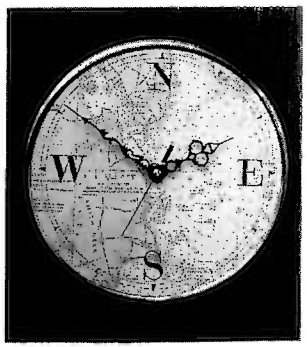
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First Command

by Alec S. Duncan

The Plan was set. My grandparents passed the ownership of *Eastward* on to my father and the responsibility of Captain to me. I set to work studying for the Coast Guard exam while trying to extract every kind of knowledge from my Captain, boss, colleague, grandfather and friend.

June came and Dad and I attacked *Eastward* with sandpaper, paint, wrenches, mystery oil and blind determination. Before long, all began to take shape.

First Sail: Dad and I set sails one at a time, checking sheets, downhauls, snaps and hoops. Sails set, we dropped the mooring and bore off down the Damariscotta River with a fresh northwest breeze. Off Ocean Point it breezed up quite fresh, and I wondered when the skipper was going to want the topsail to come down. Then it hit me. I was referring to myself! When DO I take it in? Is it going to ease off? Do we need it? Hearing my grandfather's voice saying, "You can always put it back up," and seeing the nervous look on Dad's, the owner's, face, I went forward and took it in. A good call. The owner was much relieved and my job as Captain secure.

As we neared home, I could see my Uncle Donald on the float. Although I could not see a second set of eyes, I knew Grampy was watching. I had shot floats in *Eastward* only about six times the previous summer and was batting about .500 in successful landings. The first pass – we were charging! I was apprehensive of going too near what I knew was a bold shore. I flew past and we went around again. For the first time in my life, I thought, "My God, what a big boat!" Next time, with Dad's coaching and encouragement from the foredeck, I got farther to leeward, but seeing the granite racing toward me, I chickened out and turned too early. I was on the proper line but still going too fast. The mainsheet was wound around both my neck and the wheel, my left hand on the bottom spoke, facing the wrong direction, one eye closed. Too fast! Way too---WHAM! She hit so hard she tried to climb the float and run away like a scared animal. As she hit, the main sheet caught the bitt on the corner of the float and she cinched up all standing. Dad and Donald coiled down while I examined the paint exchange between boat and float and vice versa. A large arching green stripe lay down her starboard side. Despite a wet hand, the green would not rub off her. This would prove a reminder to me all summer that there is no shame in going around again. It also gave truth to Grampy's saying, "On a boat, excitement is the result of bad planning."

The Morang Award

Given in memory of Bruce Morang, helmsman, for many years editor of this yearbook and Race Committee Chairman. It is awarded to the writer of the best article submitted for the yearbook. In 1998 it went to Robert C. Duncan.

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Freedom

by Richard Dudman

Behind every boat name lies a story. Take the Islesford lobster boat that was named *Diamond Ring*. The lobsterman's girlfriend went elsewhere, and he renamed the boat *Jezebel*.

My Friendship sloop *Freedom* got its name from a journalistic adventure in Southeast Asia in 1970. I was on one of my assignments to the region to cover the Vietnam war for the *St. Louis Post Dispatch*. President Nixon had just sent U.S. forces into Cambodia to destroy a supposed Vietcong fortress and rest camp in neutral territory. The U.S. troops never found much, and the story was pretty dull. So, with two other reporters, I struck off in a borrowed Jeep for Phnom Penh, the Cambodian capital, to see what else we could find to write about.

The venture nearly ended in disaster. We suddenly noticed that we were in a deserted area and suspected we had blundered into enemy territory. We knew the worst when we found our road blocked by a blown-up bridge and a fallen tree. Mike, at the wheel, started to turn around and get out of there, when three little guys stepped out from behind trees and pointed AK-47s at us. We had been ambushed.

They motioned us out of the car, took our typewriters and cameras, and ordered us to march quickstep into the jungle. I was scared stiff. But as we walked along with our hands in the air and guns at our backs, I figured that it was up to me, as by far the oldest in the party, to keep up the spirits of my younger colleagues. "You know," I whispered, "if we get out of here alive we'll have one hell of a good story." It was true. Along with the danger, I felt elation at the journalistic opportunity to see the other side of this strange jungle war and to see the enemy in his own territory.

Some Cambodian troops beat us up the first day and accused us of being CIA spies. They blindfolded us, tied our wrists to a motorbike and gunned it, so that we had to run to keep from being dragged along the ground. But a few hours later some more sophisticated Vietcong regulars took over. An evidently high-ranking officer questioned us and said if investigation showed that we were truly journalists and not spies we would be released. In the meantime, war was swirling all about us and American planes were attacking anything they saw moving on the ground.

For more than five weeks, we traveled at night – on foot, on bicycles, and for a few days by Land Rover – and slept in the daytime in peasants' thatched huts. We ate the same food – mostly rice – as the five guerrillas assigned to guard us. Gradually the three of us and the five of them became acquainted. After all, we were all trying to keep out of the way of American tanks and warplanes. We sang songs to each other. Their favorite was "Old MacDonald Had a Farm." We played chess together, using men we carved out of tree branches. And we found that they were human beings and skilled, high-morale jungle

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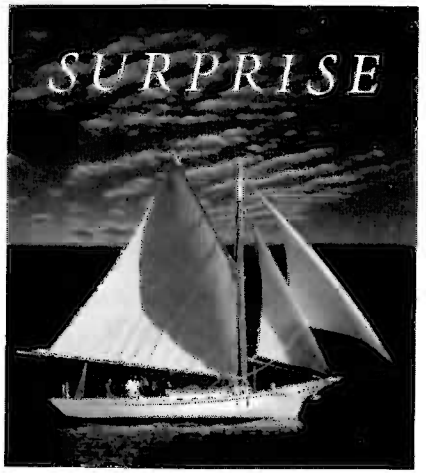
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fighters. They saved our lives several times by showing us how to hide in the bushes and then diverting attacking planes.

By the time they released us, I had become confident that we would get out safely. I planned writing a book. And, having heard about Friendship sloops from a friend, I thought I could make enough money off a book to pay for one.

The book came out the next year, titled *40 Days with the Enemy*. It sold 17,000 copies – not bad, but hardly enough to pay for a sloop!

But I went ahead with my plan. I had a prejudice in favor of wood, but I thought I should look at fiberglass, too. I visited Jarvis Newman's yard. His first words to me were, "Are you here to buy or are you here to look?" I learned only later to expect his gruff manner.

Soon afterward, Ralph Stanley stopped by Islesford in *Hieronymus* and asked me to go out for a short sail. A few minutes of watching him handle that beautiful sloop, and I was hooked. I asked him to build me a 28-footer.

And I already had a name for her: *Freedom.*

Boat Fastenings

by Capt. Pat West

Last fall the Moffet Race our of Vineyard Haven was a tough one for small boats like my own Friendship sloop *Erda.* The last leg was an eight-mile thrash to windward across Vineyard Sound with a wind at 25. We had to pump the bilge most of the way. We arrived cold, wet and bedraggled.

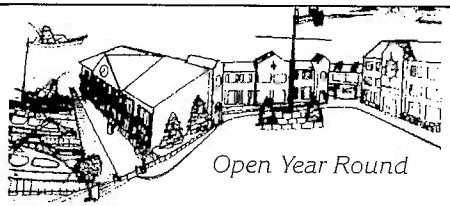
We hauled *Erda* and the cause of the leak was easy to see. Both garboard planks were dripping steadily. Both planks have been replaced with more secure fastenings.

Erda also had some bad leaks on deck. The decks had been cedar strips fastened with galvanized nails driven into oak deck beams. Evidently, some chemical reaction takes place in the wood surrounding the nail, causing water to drip down to the deck beam, resulting in rot around the nail. All the deck had to be renewed and the beams as well.

The new decks are now marine plywood fastened with stainless steel screws and covered with Dynel cloth and West epoxy, good for a lifetime. If you are having a new boat built, beware of any galvanized steel fastening, which is equivalent to infecting her with a disease while she is being built.

Nick Roth, *Erda's* designer, was an artist painting pictures of Friendship sloops before turning designer and boatbuilder himself. *Erda* is the epitome of Friendship grace and beauty. He got the lines just right. In fastening topside and bottom planks with pure copper rivets, which are even more long-lasting than stainless steel, he got that right, too. But he tried to save money on the price of fastenings by using galvanized steel nails and bolts. Now that I have at great cost rid the boat of these cheaper fastenings, I expect my grandchildren will be sailing *Erda* around the islands for many years to come.

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Coastal Publications would like to thank Caroline Zuber for bringing the Sloop Yearbook to us 15 years ago and to Roger Duncan for his tireless dedication. Thanks to the Friendship Sloop Society for making us a part of your family!

Near Tragedy

by Ralph W. Stanley

I was at Friendship and raced the *Morning Star* in the last regatta that took place there. I had turned in for the night and was awakened about 1:00 or 1:30 hearing two people arguing. I dozed off but half awoke again thinking someone was calling "Help." I really didn't want to get out of my warm bunk and I was not sure but that I might have been dreaming. I lay there listening and, sure enough, I heard "help" again. I got out and stood in the companionway where I could hear better. It was pitch black and thick of fog. As I listened I heard someone say, "Can't someone help me?" I answered, "Where are you?" The voice came back, "Over here!" I said, "Hang on," and got a line on the direction of the voice.

I had a Jarvis Newman fiberglass rowboat and started toward the sound, speaking and having him answer a couple more times so as not to lose the direction. I soon came upon a fellow holding on to a piece of Styrofoam and cautioned him not to try to come aboard but to hang on the transom while I towed him to the *Morning Star,* where I could get him out of the water safely. I got him about halfway when he decided to come aboard the rowboat anyway. I saw what he was about to do and quickly shifted my weight to the port side while he came over the starboard quarter. About this time I had visions of us both being in the water. I managed to balance the rowboat but it filled half full and I lost one oar, somehow holding the other with a thumb and one finger. I managed to paddle around and get the other oar, then rowed to the *Morning Star* where I bailed out the boat.

I believed there was another person in the water as I was sure I had heard two people and figured they had upset a rowboat in the course of an argument. I asked several times where the other fellow was, but he insisted he was alone.

As I was rowing this fellow to the dock, my son Richard, who was there in *Endeavor,* had heard the commotion and came rowing by. I told him to look for a rowboat adrift. I continued on and left the man on the dock, where he was quite sick. I told some people on the next dock that he might need help and went back to my boat. On the way back, I met Richard towing a rowboat full of water. He said the other man in the water had reached another boat and they had taken him to the island. After this was all over I was soaking wet and cold and it took me forever to get back to sleep again.

I don't know who these people were but they were not with any of the Friendship sloops. If there had been a drowning it would surely have been remembered as a tragedy associated with the Friendship Regatta.

Paradise to Port

by Thomas L. Berry

Saturday of last Labor Day weekend I retrieved *Wenonah* from the boatyard where she had undergone a major rudder repair, and set off for a promising overnight sail with always-trusty Matey Alan and business partner Ron, who was in immediate need of a respite from 9-6 woes. We had ample food covering the whole nutritional pyramid, plenty of quality cold brew and a bottle of black rum for cocktail hour. We set five sails in anticipation of a nice reach across the bay and up the Chester River to drop the hook in Langford Creek.

Langford isn't the only creek on the Chester but, for all I knew, everyone went either to tiny Queenstown Creek, always-popular Corsica River, or all the way to Chestertown. I kept looking at the chart, desperately seeking tranquility. My eyes raced between the chart and the dozens of boats ahead of us bypassing Queenstown and the Corsica River and charging straight for Langford Creek. I would not be happy without a peaceful anchorage. Nor, I knew, would Ron, who needed quiet more than any of us.

Alas! we pushed on for Langford, though. It was nearing 1700 and there were still over 100 boats ahead of us powering and tacking for Langford, not to mention still more behind us. Quietly and quickly I decided to turn to port for Gray's Inn Creek. My reasoning was simple. Nobody was going there; the worst we could do was run aground and enjoy cocktails firma on the terra.

We lined up *Wenonah's* stern on a river channel marker and put her bow on a heading that would take us through the creek's narrow entrance, avoiding the shallower-than-our-draft shoals on each side. Phew! We made it in without incident, continued up the creek for another mile and a quarter, found a nice protected cove with about 10 feet of water and dropped the hook. Ah! cocktail hour.

We were alone. No other boats. Nary a house within sight. Just *Wenonah* and the bald eagle atop a dead tree curiously watching us disturb its peace.

Finger food and the rum made its way to the cockpit and we toasted our good fortune. Shortly, another boat cruised up the creek and, with all the open water, opted to anchor less than 100 yards from *Wenonah*. We didn't have time to pay any attention, however, as soon Ron bellowed, "Look at that!" Matey and I craned our necks to see a boat fully ablaze out in the river. The entire boat was one roaring flame from the deck to about 10 feet in the air, with black smoke rising a couple of hundred yards straight up. There was plenty of help a lot closer than *Wenonah,* so we stayed put and watched the boat burn until after dark, when the marine police finally arrived to extinguish the blaze. When the light show was complete, we polished off dinner and retired early.

By the time Matey Alan and the skipper arose the next day Ron had been up since pre-dawn watching the sun rise over treetops, fish break and bugs scoot across the water's surface, blue herons stalk its shore, and our friend the bald eagle survey all beneath him. Ron was a rejuvenated man. And while more than a hundred other boats were snuggling together elsewhere, it was again, surprisingly, our quiet world, just *Wenonah*, her skipper, crew and Mother Nature.



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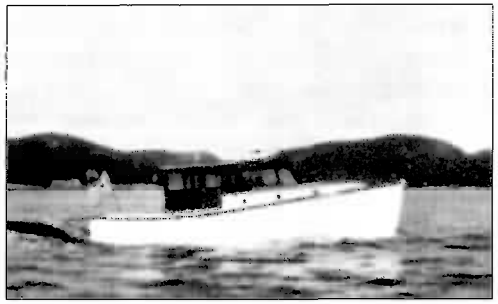
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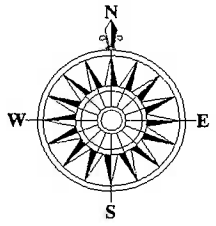
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Southwest Harbor Race Seen from *Gladiator*

by Andy Zuber

There were seven boats racing: *Gladiator, Phoenix, Hieronymus, Black Jack, Salatia, Freedom* and *Endeavor*. There was a brisk northwest breeze, making it a big-heavy-boat day.

At the gun, for some unknown reason *Gladiator* had an excellent starting position. On a close reach, we went barreling down to the can at the entrance to Somes Sound. We actually beat *Phoenix* around the first mark (barely).

The next leg was a downhill run to the buoy off Bear Island. This was a sight to behold and one I will never forget. There were *Gladiator, Phoenix* and *Hieronymus* in a line – *Gladiator* along the shore, *Phoenix* in the middle, and *Hieronymus* on the outside – all 30-foot-plus boats running at hull speed plus, spars spread wide before the wind, RACING THROUGH THE ANCHORAGE OF THE NORTHEAST HARBOR YACHT CLUB! I'm sure more than a few conversations in the club house suddenly fell silent as they watched us roar past their Hinckleys with everything set! But none of us traded paint, despite a few close calls.

While rounding the second mark, we heard a loud CRACK, not from our boat but from *Phoenix*, due to a parting turnbuckle letting go the topmast shroud. There was much yelling and running around, but no one seemed to be injured, so we pressed on. At the second mark it was *Hieronymus* first, *Phoenix* second and *Gladiator* third, with *Black Jack* and *Freedom* close behind. We then had a choice as to how to round the next mark on the other side of Suttons Island, by going around the long way or by tacking up and then down. Everyone but *Freedom* chose the latter approach.

Now *Black Jack* pressed ahead on the tacking duel and *Hieronymus* maintained her lead as we rounded the third mark and headed for home back at Greenings. We chose to take long tacks toward Southwest Harbor while *Hieronymus* and *Black Jack* short-tacked up under Greenings. Right behind us, *Endeavor* and *Salatia* were duking it out, and *Phoenix* and *Freedom* were not to be seen.

We all came back together at the finish with *Hieronymus, Black Jack,* and *Gladiator* crossing in that order within boat lengths of each other. A few minutes later, *Salatia* and *Endeavor* crossed within seconds of each other, followed by *Freedom* and by *Phoenix* as a bald-headed sloop. It was nice to see two 90-year-old sloops finishing in the money.



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The Pendleton Memorial Scholarship Fund

Bill Zuber, Chairman

During the annual regatta in 1967, then-Commodore Bill Pendleton proposed a scholarship fund for the young people of Friendship. As an educator, he was aware of the need for education beyond high school and also of the high cost of this education.

Friendship students start their education in the village school, which is home to kindergarten through sixth grade. They then attend junior high in Waldoboro for two years and finally graduate from Medomak Valley High School, also in Waldoboro. The Town of Friendship has the fewest students in the district but pays the highest taxes per student. The cost of this education is the highest tax paid by residents of Friendship.

Friendship has now reached a total population of just over 1,100, little changed in 25 years. We still have two churches, one of which has a 4 a.m. Thursday morning prayer service, well attended by the fishermen, but we are now reduced to a single gas station, and a single food store and hardware store. Our location at the end of a long peninsula offers little room for growth or expansion. The harbor, our principal resource, is still restricted to marine use only. Friendship, a "dry" town, has only three tourist-related businesses in the form of Bed and Breakfasts.The volunteer fire company and especially the Friendship ambulance provide the very necessary emergency services for the town.

What does all this have to do with the Pendleton Memorial Scholarship Fund of the Friendship Sloop Society?

When a Friendship student reaches his/her senior year at Medomak Valley High School, the cost of further educational experience is staggering. The need for education or further training has never been greater; the cost has never been higher.

The Trust Fund of the Pendleton Memorial Scholarship Fund now exceeds $75,000, thanks to many donations, large and small, over the years. The interest on this fund will now generate $5,000 to be awarded this year to Friendship graduates. This is the same amount that was awarded in 1992; however, the cost of education or training is not the same as in 1992!

The Scholarship Fund begun 32 years ago has increased in size, but also in its importance to the young people of Friendship. We need to give more to help the Fund grow in order to help these young people who may not be able to continue in the traditions of their parents and grandparents.

WE NEED YOUR HELP! Please make your tax deductible donation NOW. Use the form below or any similar format. Your donation will help to continue the tradition started by Bill Pendleton and supported by other members of the Friendship Sloop Society for so many years.

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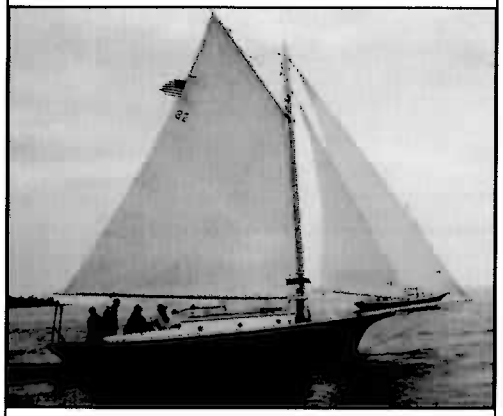
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Banshee, Fiddlehead, Lady Jeanne

★ Southwest Harbor Regatta

1. *Hieronymus* – Albert Nielson 2. *Black Jack* - Wilson Fletcher
3. *Gladiator* – Bill Zuber
Endeavor, Salatia, Freedom, Phoenix

★ Rockland Homecoming

Division I: 1. *Margaret F.* – David Westphall 2. *Salatia* – Miff Lauriat
3. *William M. Rand* – John Rand 4. *Celebration* – Greg Merril

Division II: 1st in fleet over-all, *Tannis* – Jack Cronin
2. *Rights of Man* – Wayne Cronin 3. *Phoenix* – Tad Beck

Class A sloops built before 1920

1st in Class A over-all: *Gladiator* - Bill Zuber
2nd in Class A: *Sazerac* - Roger Lee 3rd in Class A: *Tern* - Paul Haley

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Chrissy Trophy – to the woman who holds the crew together: Carol Wojcik
Cy Hamlin Award – to skipper returning after long absence: Dick Dudman
Gladiator Trophy – to sloop coming from greatest distance: *Gaivota, Banshee*
Owner-Builder Trophy – to new owner-builder who sails sloop to rendezvous: David Westphall
Stanley Cup – to wooden sloop maintained in tradition of Ralph Stanley: *Eastward*
Post Office Trophy – to sloop making biggest goof at rendevous: *Sazerac*

★ Marblehead Regatta

Over-all Winner: *Phoenix* – Tad Beck, Ridgeway Trophy

Division I: *1. Gannet* – Tom Miller *2. Defiance* – Jonathan Leavy *3. Tern* – Paul Haley

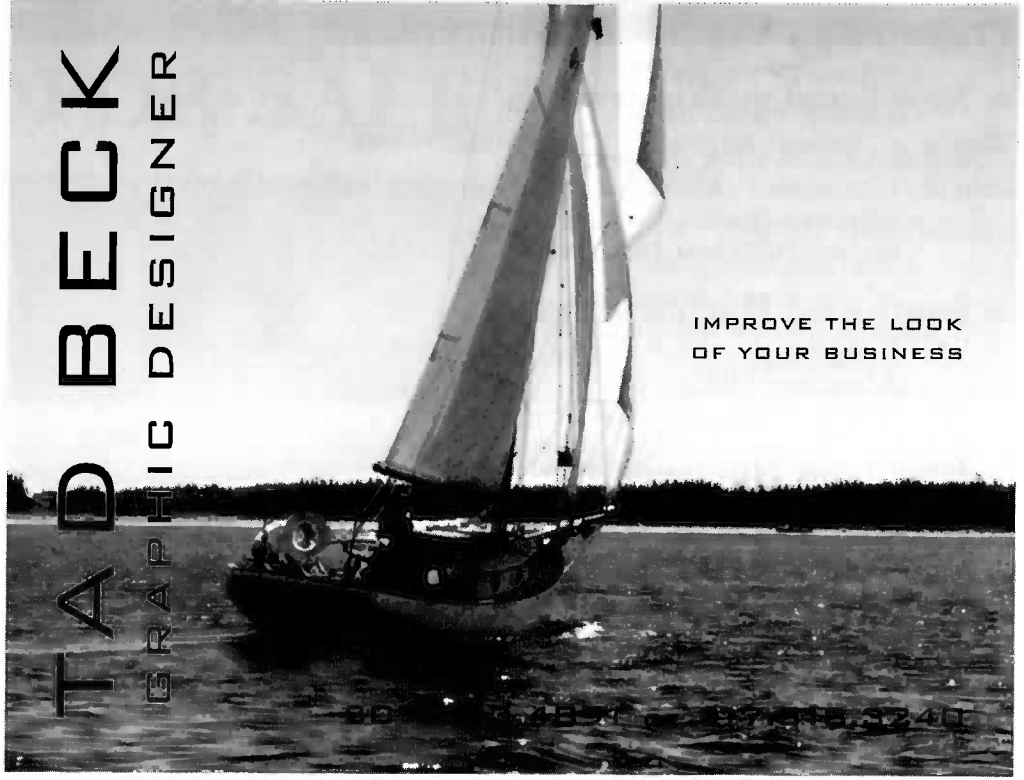
Division II: *1. Tannis* – Jack Cronin *2. Rights of Man* – Wayne Cronin
3. Resolute – Charlie Burnham

★ Gloucester Schooner Festival

It blew a gale and no one finished.

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1999 Friendship Sloop Society Yearbook published by Maine Sunshine Inc., Rockland, Maine



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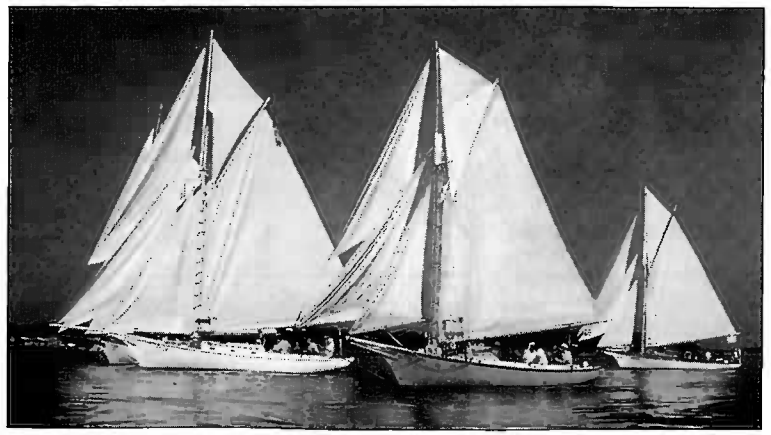
Bouillabaisse

by Tom Halsted from the Log of *Freedom*

We stayed on the port tack, heeled lightly under a 10-knot breeze abeam for the next 25 miles, tying up to Tom Greenquist's mooring in Buck's Harbor at 4:30. No one had been on that mooring all year as far as we could tell. The mooring ball floated low in the water, and the pick-up buoy was laden with marine life. While Dick tidied up the cockpit, I settled down on the foredeck to depopulate the pick-up buoy somewhat so strange wriggling things wouldn't find their way aft during the night.

It was an amazing cross-section of the local marine population: literally dozens of kinds of marine invertebrates had made their way to the buoy's surface and burrowed in amongst their fellow creatures. With some trepidation I began to pluck them off and toss them over the side. With some regrets too, as I realized what a wonderful bouillabaisse I was jettisoning. At least three dozen fat mussels were the first to go over the side. Hundreds of their smaller kin, no larger than a kernel of corn. Several recognizable starfish were next. A curious greenish jelly-like creature, perhaps a form of anemone, that spat at me as I attempted to peel it off. Limpets, periwinkles, barnacles had all set up housekeeping on the buoy. Over they went. A dozen wriggly worms, some with tiny feet. Strange mantis-like animals, perhaps some sort of starfish or marine spiders, bright red, waving their little arms at me. Little green crabs, scuttling off to hide under the anchor chain. Tiny shrimp, doing backflips as I swept them into the sea. Skeins of delicate sea-moss and other interesting weeds. There seemed no end of it. But at last there was nothing left but a slightly discolored Styrofoam buoy, much less entertaining than the menagerie I had been repatriating.

The fish chowder we did have was delicious, however. We made short work of it, cleaned up the galley, and turned in with our respective copies of Patrick O'Brian.



THE FRIENDSHIP SLOOP SOCIETY'S

Will collect bottles for the Scholarship Fund.
Nancy & David Bell

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

Gram & Grandad Zuber of *Gladiator* welcome our newest crewmember and contender for the Nickerson Trophy
Benjamin Shaw Zuber
Son of Andy & Nirvana

Best Wishes and Good Sailing
The Crumptons of Maine

HAROLD CAN DO IT
Defiance (FFS#169) takes a new lease on life, thanks to Harold Burnham, Designer, Builder and Repairer. Harold can be reached in Essex, MA at 978-768-2569.
Thanks, Harold, from *Defiance's* Crew

Best of Luck to all skippers and crews.
Crew of ***Banshee***

Best Wishes to all sloops from the smallest of the fleet
Lady Jeanne
Ray & Jeanne Dupere

You all better beware –
We're faster every year!
Dutch & Dutchess from *Omaha*

Does anyone know of any plans from sloop #141 built by James Hall in 1974? Does anyone know if anyone from the Hall family would like the original name boards from this sloop? I have them.
Contact Greg or Naomi at 716-681-1315

PUT ON YOUR OIL CLOTHES BEFORE YOU GET WET!
Roger & Mary Duncan

Fair Wind, My Friend
M, P, T and K
(Marcia Morang)

Up the Dog!
Shamus Donagain

Rowing is like life. We don't know where we're going, but we have a clear view of where we have been.
CREW OF #156 *DEPARTURE*
Doug & Irene Amsbary

Bob Lash of the *Gypsy*
Hails his brand-new crew mates
Alex & Erik
Not one, but WOW, Two!
Grampsfarm@aol.com

We must go down to the sea again,
Where else would we go?
Evelyn & Bob Rex

– BULLETIN BOARD –

The memories live on
The *William M. Rand*

Windezvous for Friendships
10-11 July 1999
Friendships & Tall Ships
12-15 Y2K July, New London, CT
Jack Vibber

Best Regards to all Friendshippers
Bob & Betty Monk

Fair Winds
Bill Finch & Carol Rose

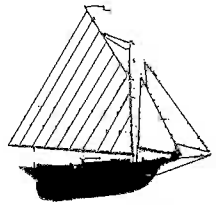
SMOOTH SAILING
Betty Roberts

Sailing is *Compromise*
All the best from her crew
The Toppan family

The Gods shall not deduct from man's allotted span those hours spent in sailing.
Crew of *Sorceress*

***Content* For Sale...Sail**
25-ft. wooden Pemaquid
Come see her in Rockland
Call Rich Langton (207) 882-6194

May this season bring you fair winds, kind seas and snug harbors
Jill & Rodney Flora


32' Friendship Sloop

EAGLE
U.S. Documented
• Vessel Delivery
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• Navigation Instruction
Donald L. Huston, Captain
U.S. Coast Guard Licensed • Nahant, MA

Venture has become a cat boat.
MEOW!
Capt. Oliver is working on his mousing while the crew, Finch & Rose, are practicing their parceling and serving.



See you in
MARBLEHEAD
Paul Haley &
Betty Stubbs

Krystal and Karen at Maine Sunshine Inc. would like to thank the Society for allowing us to publish your yearbook.
Happy Sailing to all.

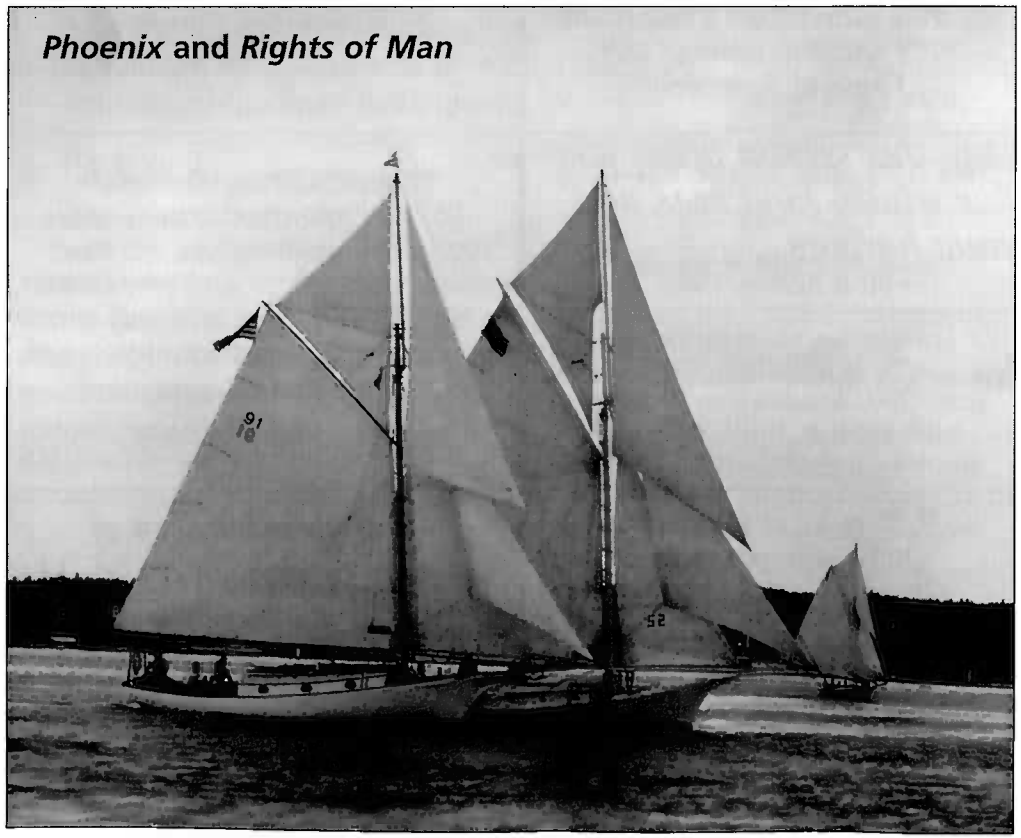
Dennis & Lisa
Congratulations on launching your *New Adventure*.
Love, Moms & Dads

News from the Chandlery

We have many items for sale: T-shirts, sweatshirts, cups, hats and more. The 1998 T-shirts will be sold a half price. The 1999 T-shirts will feature a new design and four popular colors. There will be a contest for the T-shirt design for the year 2000 on the theme "Friendships at Work". Submit your drawings to us by 2/1/00. The winner will get two free shirts.

We will accept hand-made items with a nautical theme or for a marine use on consignment. We will mark the item up 10 percent and give that 10 percent to the Society. Call us for details.

To place orders or ask questions, call us at (603) 487-3883, Tom and Peggy Miller, 77 Bedford Road, New London, NH.



Phoenix* and *Rights of Man

A Different Kind of Sailor

by Greg Grundtisch



After getting *Sea Dog* in the water and completed enough to sail her, our season was coming quickly to an end. We even talked about scrapping the season. But, Naomi said, "No, we've spent too much time, waited too long and worked too hard to give up now." So, on September 20, 1998, *Sea Dog* went back to sea (lake). With Naomi at the wheel, and Mr. Tom Gruenauer, a notable Great Lakes sailor, enlisted as instructor, we motored proudly down the river toward Lake Erie.

As we passed a freighter unloading grain at the mill, workers waved and shouted compliments. People along the shore took notice of her as well as the pleasure boaters, with more shouts of approval. *Sea Dog* looked good. But with Naomi at the wheel, the look was superb! Naomi has no sailing experience, but when she took the wheel instinct, maybe from a past life, took over. She learned fast. Quick to respond to instructions, sensing what to do. She was a natural sailor!

Her style of sailing is a little different than most, but she's always relaxed and at ease with boat and crew. She looks strong and confident, stalwart at the helm, giving the crew a real sense of security. When she brings *Sea Dog* across the Buffalo Harbor with her sails pressed against a bright fall sunset, you glimpse a bit of past tradition not seen since the old lake schooners disappeared.

New London Windezvous

by Jack Vibber

The '98 Windezvous for Friendship sloops in New London was sailed in perfect weather. Eight sloops participated and they were all winners by being there. We had our usual good beach party on Saturday night, culminating in a gigantic fireworks show.

Please visit us again July 9–11 in '99. In Y2K the Friendships will join the Tall Ships in a spectacular gathering of watercraft. Don't miss it.

FRIENDSHIP SLOOPS REGISTERED WITH FRIENDSHIP SLOOP SOCIETY

Sloops are classified 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 WWII; c = circa; Builder names seperated by "&" built together; Seperated 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 Address	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
3.	CONTENT	25′	Stuart M. Ford	1961	Rick & Beth Langton, Edgecomb ME	Boothbay Harbor ME
6.	EASTWARD	32′	James Chadwick	1956	Robert C. Duncan, Concord MA	Boothbay Harbor 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	Benajamia River ME
10.	MARY ANNE	31′	Lash Brothers	1958	Dr. Joseph Griffin, Damariscotta ME	Damariscotta ME
11.	SHULAMITE	24′	W. Prescott Gannet	1938	Frank & Jane Muddle Cushing ME	Cushing ME
13.	EASTING	29′	Charles A. Morse	1920	Art & Louise Toncre, Owls Head ME	Rockland Harbor, 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	Phil Rotondo & Susan Franklin, Scituate MA	Scituate MA
16.	RETRIEVER	22′	W. Prescott Gannett	1942	Phil Rotondo & Susan Franklin, Scituate MA	Florida keys, FL
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 Thorp	1961	Gregory Roth, New London CT	**Locate Homeport**
23.	DEPRESSION	30′	Unknown	1899	Lloyd & Tina Olsen, 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*
33.	SMUGGLER	28′	Philip J. Nichols	1942	Mike Mulrooney, West Kingston RI	*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	Main 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	Sara Beck, Topsfield MA	Salem Harbor, MA
46.	DIRIGO	30′	Lash Brothers	1964	Windjammer Cruises, Newport RI	Newport RI
47.	GALATEA	30′	McKie W. Roth Jr.	1964	Don Murray, Sausalito CA	Sausalito CA
49.	SURPRIZE	33′	Phillip J. Nichols	1964	George &Chris Griffen, Cincinnati OH	Tenants Harbor 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	Wayne Cronin, Charlton MA	Salem Wilows, MA
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 ME	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	Tim Sullivan, Gloucester, MA	Gloucester, MA
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
65.	GALLENT LADY	33′	Morse	1907	James Smith, Picton Ontario, Canada	Prinyer Cove, Picton Ont
66.	VENTURE	26′	Wilber A. Morse	1912	Bill Finch & Carrol Rose, Beverly MA	Beverly, MA
67.	HIERONYMUS	33′	Ralph W. Stanley	1962	Albert P. Neilson, Honey Brook PA	Southwest Harbor ME
68.	ROBIN L	25′	James H Hall	1967	Bill Cummings, Bristol, ME	*Rebuilding*
69.	COAST O' MAINE	30′	Vernell Smith	1967	John Bundza & Peter Keefe, Barrington NH	Great Bay NH
70.	WINGS 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.	DOWN EAST	35′	Fred Buck & *"Skip"* Adams	1941	Jay Thiese, Newton Centre MA	Edgartown MA
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 RI
86.	ALLEGIANCE	24′	Albert M. Harding	1970	Hale Whitehouse, Cape Porpoise ME	Cape Porpoise ME
87.	STELLA MARIS	22′	McKie W. Roth Jr.	1969	Capt. 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

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport
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.	PRISCILLA	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 RI
100.	MORNING WATCH	26′	Bernard Backman	1970	Dan Stevens, Mystic CT	Mystic CT
101.	GOOD HOPE	30′	Bruno & Stillman (07)	1971	Barta & Lee Hathaway, Newburyport MA	Salem MA
102.	TODDY	35′	Lubbe Vob (Germany)	1972	Mary L. Morden, Bad Axe MI	Lake Huron MI
103.	SOLASTER	25′	Newman (P04)/Newman	1970	Dr. Curtis C. Ruf, Falmouth ME	Deer Isle ME
104.	COCKLE	28′	Elmer Collemer	1950	Rupert & Regina Hopkins, Miler 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)Johnstnon	1970	Paul Moorhead & Rebecca Otter, Clairborne MD	Clairborne MD
109.	PETREL	31′	G. Cooper	1933	Colin D. Pears, Kennebunkport 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. Graig, Keyport NJ	Keyport NJ
114.	BANSCHERT	30′	Bruno & Stillman (08)	1971	Bill & Carrrrrrol 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, Pittsburge 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	Jack Manley, Northville NY	*Rebuilding*
127.	MARIA	21′	Charles A. Burnham	1971	Frank Friend, Essex MA	*Rebuilding*
128.	SCHOODIC	31′	E. Collemer/B. Lanning	1973	Allen & Madonna Browne, Cape Elizabeth ME	S. Portland, 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 WI
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.	HATSEY	25′	Newman (P07)/ Morris	1973	Paramount Studios, Hollywood CA	Pensacola, FL
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	Paramount Studios, Hollywood CA	*Ashore*
141.	SEA DOG	25′	James H. Hall	1974	Greg Grundtisch Lancaster, NY	Buffalo NY
142.	ALBATROSS	21′	Peter Archibold	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, Standis ME	Southwest Harbor ME
145.	YANKEE LADY	31′	Newman (D02)/Lanning	1974	Horst Beyer, Emden, German	Embden Germany
146.	FIDDLEHEAD	25′	Newman (P01)/C.Chase	1970	Harry Jackson, Groton CT	Groton CT
147.	SOLACE	31′	Newman (D01)/Jones	1974	Roland Shaw, Peaks Island ME	Peaks Island 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	Fox/ Irwin/ 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 Hill 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

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport
174.	-NONE-	31′	Newman (D07)/unfinished	TBL	Arnie & Jill Standish, Brunswick ME	*Unfinished*
175.	EDEL WEISS	15′	David Major	1975	David Major, Putney VT	Friendship ME
177.	LIBERTY	19′	Ahern)B5) Hoffman	1974	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	Mattapoisett ME
181.	AURORA	19′	Ahern (B3)/Brownie	1975	Dale Young, Deer Isle ME	Deer Isle ME
182.	MUSCONGUS	22′	Apprenticeshop	1977	Harry Oakley Jr., Old Lyme CT	Shelter Is. NY
183.	SILVER HEELS	25′	Newman (P14)/ Morris	1978	Robert Horn, Allschwill, Switzerland	Jamestown RI
184.	PERSEVERANCE	27′	Simms Yachts	1963	Denis & Kathy Paluch, Chicago IL	Chicago IL
185.	SIN 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 WI
191.	ANNABELLE	22′	Apprenticeshop	1978	South Street Seaport, New York City NY	Museum Display
192.	KERVIN RIGGS	22′	Williams & Bouchard	1977	Bill & Dori Mebane, Woods Hole MA	Woods Hole, MA
193.	LADY M.	32′	Harvey Gamage	1978	Thomas Martin, South Bristol ME	South Bristol ME
194.	HUCKLEBERRY BEL	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 Harbor 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 MI
206.	MARY ELIZA	31′	Newman (D15)/ Clarke	1979	Pam Burke Amesbury, MA	Boothbay Harbor ME
208.	LADYSHIP	31′	Newman (D16)/Lanning	1981	Tom Babbet, West Southport ME	Boothbay Harbor ME
209.	FRIEND SHIP	31′	Newman (D17)/Pettegrow	1981	Whistling Man Schooner Co., Burlington, VT	Burlington, VT
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 MA
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, Needham MA	Cataument MA
215.	ELLEN ANNE	22′	Passamaquoddy Yachts	1968	David Colinan, Lincoln RI	East Greenwich RI
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.	SORCERESS	31′	Newman (D20)/ Pettegrow	1984	Ruy 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	ISLANDIA	28′	Philip J. Nichols	1981	Noel & Susan March, Friendship ME	Friendship Harbor, ME
226.	DESIREE	31′	Chris Sparrow/Larry Plumer	1993	Larry Plumer, Newbury MA	Newburyport MA
227.	CELEBRATION	25′	Newman (P15)/Hodgdon	1980	Greg & Annette Merrill, Southbury CT	Bayville ME
228.	CAIDEAS	22′	Ahern(10)/Fitzgerald	1990	Al & Louise Doucette, Mattapoisett MA	Mattapoisett 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, Marlboro 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
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	David Frid, Oakville Ontario Canada	Oakville, Ontario Canada
243.	JOHN PATRICK	22′	Ahern (05)/ Hersey	1979	Martha Campbell, Belfast ME	Belfast Harbor, 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	Vaughan Hawley, Rockport MA	Rockport MA
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	Charlotte 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

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport
254.	QUINTESSENCE	22′	Passamaquoddy (02)/Core	1972	Gary & Debbie Crowell, Summit	Toms River NJ
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	Judith Nast & Paul Cole, Wayland MA	Gloucester MA
259.	SPARTAN	28′	Steve Merrill/R. Shepard	1992	Roland Shepard, Brunswick ME	Harpswell ME
260.	NIMBLE	25′	Nelson Cutler/Kim Smith	1994	Christopher Zimer, Halifax, Nova Scotia	Halifax N.S.
261.	BLUENOSE	19′	David Holmes	1974	David & Charley Holmes, Annapolis MD	Annapolis MD
262.	GYPSY	22′	Ahern (04)/Almedia	1980	Robert & Rebecca Hastings, Marblehead MA	Marblehead MA
263.	RALPH W. STANLEY	19′	Ralph Stanley	1995	Anne Franchetti, Seal Cove ME	Olbia, Sardinia Italy
264.	MARGRET F	24′	Dave & Loretta Westphal	1998	Dave & Loretta Westphal	Key Largo FL
265.	MARIA EMILIA	25′	Rafael Prohens	1998	Rafael Prohens, Ovalle Chile	*Building*
266.	MALISA*ANN	22′	Ahern/Hilburn	c1992	Steve & Melais Blessington, Bangor, ME	Winterport ME

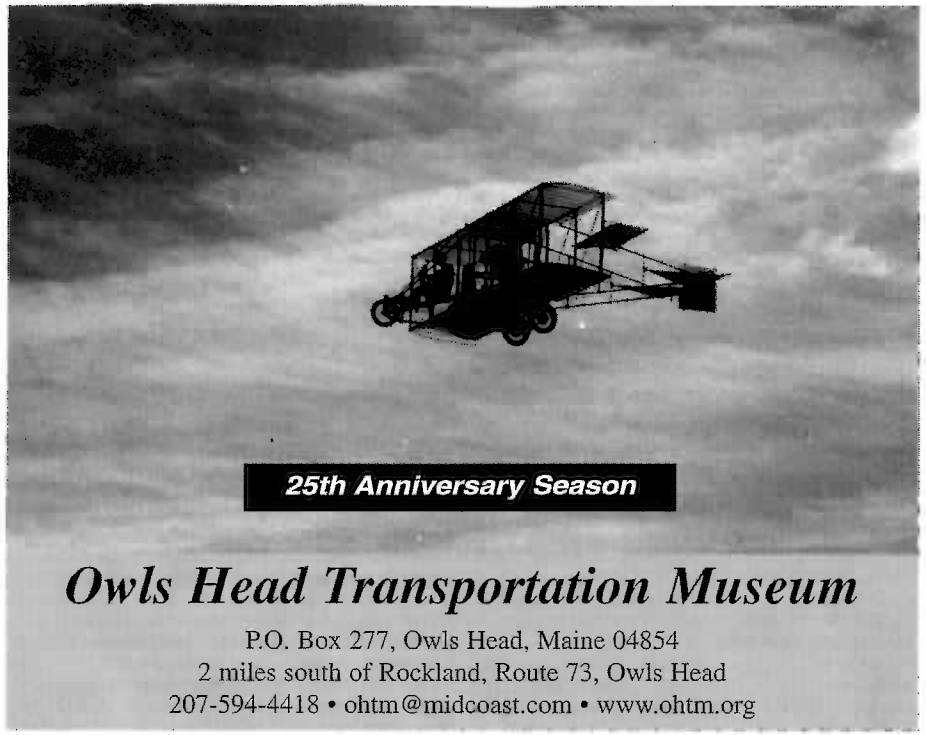
"LOST" REGISTERED SLOOPS (UNKNOWN STATUS AND/OR LOCATION)

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

Sail	Name(Former Name)	L.O.D.	Builder(s)	Launched	Comments
12.	FRIENDSHIP	29′	Wilbur A. Morse	1902	Last Seen c1983 at Little Compton RI, ashore since 1968
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′	Phillip J. Nichols	1942	Owned by North Kingston RI parties in 1983
38.	ELEAZAR (GOLD IVY)	38′	W. Scott Carter	1938	Advertised for sale in 1977, then located on Hudson River
51.	-NONE- (KHANUM)	32′	Wilber A. Morse	c1915	No information since NJ registration with Society in 1965
56.	IOCASTE	33′	Charles A. Morse	c1907	Sold in 1992 to unidentified parties
77.	BEAGLE (SEA QUEEN	28′	Charles A. Morse	1905	Sold May 1970 to an unnamed Staten Island party
81.	REGARDLESS (Friendship)	39′	Fred Dion	1963	Repaired 1979 at Manatee Pocket FL enroute to Carribean
98.	DOWN EAST	30′	Bruno & Stillman	1970	Last known to be cruising the Carribean 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 mid 1970's
163.	REWARD	25′	William A Green	1975	Last known to be in 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′	Wilber 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′	Wilber A. Morse	OLD	Destroyed c1980 at new Bedford MA
17.	JOLLY BUCCANEER	45′	Eugene McLain	1906	Sunk 1972 at Melborne FL, destroyed c1978
20.	MURRE (MOSES SWANN)	30′	Morse	c1910	Wrecked Oct. 1974 at Guilford CT, Destroyed c1978
26.	VIRGINNA M. (SWAN)	28′	Morse	1917	Destroyed c1982 at Waterford CT
28.	BOUNTY	22′	W. Prescot Gannet	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′	Phillip 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 Hurricane. *Camille & Betsy*
108.	LOON	35′	Charles A. Morse	c1907	Destroyed at 1972 at Standford CT
111.	AMOS SWAN	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 c 1982/83 at marshall CA
188.	MAUDE	32′	Harvey Gamage	1939	Burned in barn fire at Salisbury MA while being rebuilt
190.	AIKANE	31′	Newman(D10) /Chase	1978	Burned in Feb. 1983 boatyard fire at Stonnington, 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



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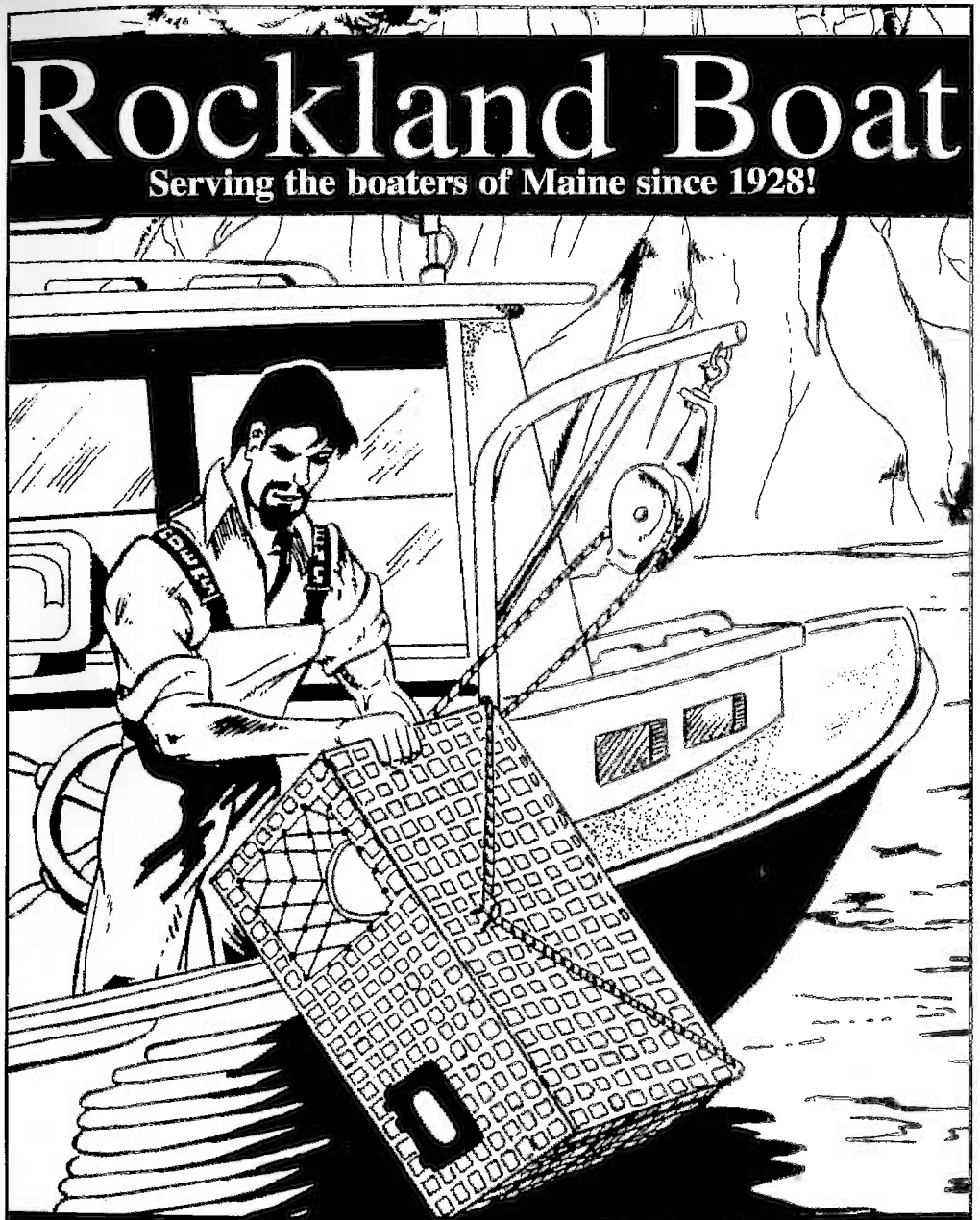
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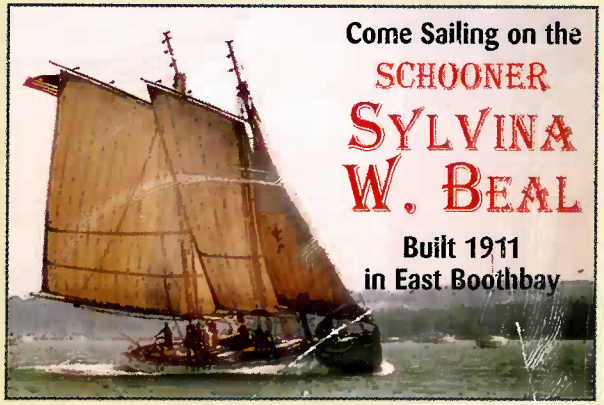
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