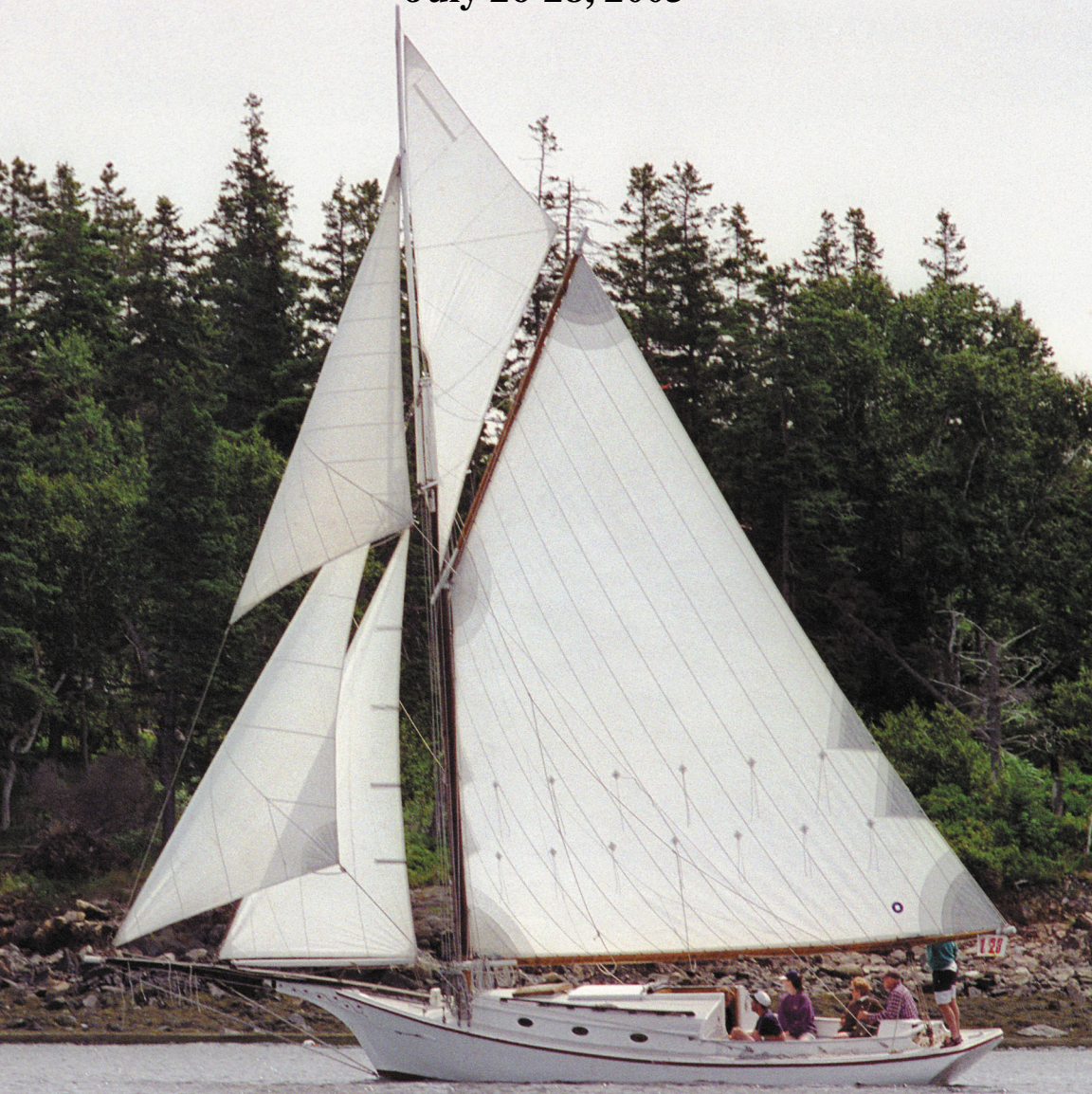
Friendship Sloop Days

The Friendship Sloop Society's
45th Annual Regatta
Rockland, Maine
July 26-28, 2005



2005 Yearbook & Guide

ROCKLAND-THOMASTON AREA CHAMBER OF COMMERCE

WELCOMES

THE FRIENDSHIP SLOOP SOCIETY TO ROCKLAND, MAINE July 26-28

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 next page for full schedule).

OTHER SUMMER EVENTS

July 4
Thomaston 4th of July
www.thomaston4thofjuly.com

July 9-10
North Atlantic Blues Festival
www.northatlanticbluesfestival.com

August 3-7
Maine Lobster Festival
www.mainelobsterfestival.com

For more information on the area, contact the Rockland-Thomaston Area Chamber of Commerce
P.O. Box 508 • One Park Drive • Rockland, ME 04841
1-800-562-2529 or 207-596-0376
info@therealmaine.com • www.therealmaine.com

2005 Homecoming and Rendezvous
Schedule of Events in Rockland and Friendship

Monday July 25

Sloops arrive in Rockland Harbor and tie up at the Public Landing (no charge). Moorings will probably be available on Monday afternoon at $20 per night. Call the Harbormaster, Ed Glaser, or Assistant Harbor Master, Pete Thibodeau, on Channel 9. Tent, chairs and barbecue will be set up.

Tuesday July 26

9:00 AM	Skippers' Meeting under the tent
11:30 AM	Race starts off the breakwater
4:30 PM	Rowboat races - all ages welcome to participate
5:00 PM	BYO Barbecue under the tent

Wednesday July 27

9:00 AM	Skippers' Meeting under the tent
10:30 AM	Parade of Sloops
Noon	Races starts off the breakwater
4:00 PM	Sloops on public display at the dock
6:00 PM	Public dinner under the tent followed by informal musical entertainment. Bring your own musical instrument

Thursday July 28

9:00 AM	Skippers' Meeting under the tent
11:00 AM	Race starts off breakwater
4:00 PM	Awards Ceremony
6:00 PM	BYO Barbecue under the tent

Friday July 29

Day to sail or drive the crew to Friendship

Saturday July 30

9:00 AM Memorial Ceremony in the town of Friendship honoring deceased Sloop Society members and builders of Friendship sloops. Located at the Memorial stone (where the flagpole used to be) on Davis Point Loop. Directions on land: Take Harbor Rd south; at the fork bear left on to Davis Point. The Memorial stone is next to Sloop Days Cottage. Note that Friendship Day has a road race starting at 8:00 AM, so be careful of runners.

Cover: *Resolute,* sail # 123, owned by Charles Burnham. Photograph by Bill Finch

Friendship Sloop Society Officers 2005
(Also on the web at www.fss.org)

Commodore	Charlie Burnham	30 Southern Ave., Essex, MA 01929
Vice-Commodore	Roger Lee	26 Park Street, Belfast, ME 04915
Secretary	Caroline Phillips	72 Molasses Hill Rd., Brookfield, MA 01506
Treasurer	Jonathan Leavy	4 Eden Ave., Newton, MA 02165
Newsletter Editor & Webmaster	John Wojcik	347 Lincoln St., Norwell, MA 02061
Yearbook Editors	Rich & Beth Langton	868 Cross Pt. Rd., Edgecomb, ME 04556
Yearbook Editor Emeritus	Roger Duncan	P.O. Box 66, East Boothbay, ME 04554
Publicity Chairman	Miff Lauriat	47 East Ridge Rd.Southwest Hbr.ME 04679
Membership Chairman	Bob Monk Jr.	3 School Hill Lane, N. Reading MA 01864
Scholarship Chairman	Bill Zuber	35A Tideview Lane, Friendship, ME 04547
Race Committee Chairman & Marblehead Regatta Chairman	David Graham	7 Batchelder Rd., Marblehead, MA 01945
New London Race Chairman	Jack Vibber	5 Soljer Dr., Waterford, CT 06385
Southwest Harbor Race Chairman	Miff Lauriat	47 East Ridge Rd., Southwest Hbr., ME 04679
Friendship Day Chairpersons	Bill & Caroline Zuber	35A Tideview Lane, Friendship, ME 04547
Chandlery Chairpersons	Bill & Kathy Whitney	75 Kingsbury St., Needham, MA 02192
Original Sloops Chairman	Harold Burnham	141 Main St., Essex, MA 01929
Measurer	Dick Salter	151 Bridge St., Manchester, MA 01944
Inspector of Mast Wedges	Bill Whitney	75 Kingsbury St., Needham, MA 02192
Cannoneer	Pamela Hooydonk	P.O. Box 93, Spruce Head, ME
Piper	Donald Duncan	Southport, ME 04576
Commodore, Motor Boat Squadron	Jack Cronin	164 Sturbridge Rd., Charlton, MA 01507

Honorary Members: Roger and Mary Duncan, Dorothy Gould, David Graham, Cyrus Hamlin, Marcia Morang, Betty Roberts, Governor John Reed and Carlton Simmons.

Commodore's Message

Welcome to Rockland and the forty-fifth annual Friendship Sloop Homecoming. Come and have a good time. Help celebrate our maritime heritage.

For those cruising in Penobscot Bay before the homecoming, the Sunday night rendezvous at Pulpit Harbor is on again. Just show up and join in the fun. After the Rockland races the traditional memorial ceremony followed by Friendship Day festivities will be held in Friendship Harbor.

This year will be special for those racing. A return to that handicap alley race format we used in Friendship is promised. The fleet will start and finish together. Expect more fun, more interaction, and a more equal chance for each boat to take a trophy. The Race Committee has been working hard.

What keeps our society growing? Why do people keep coming to Rockland? Well, some just love the sight of Friendships. For kids it might be a family thing, but beware of the old adage, "Starvation is good for discipline". It doesn't hold for a crew in Rockland.



Special thanks go to our Yearbook Editors and Vice Commodore who generously assumed all the work and responsibilities of publisher this year. Finally, we want to thank and acknowledge our appreciation to the City of Rockland, The Rockland Harbor Master and crew, Share the Pride, the Chamber of Commerce, the Maine Lobster Festival, the dedicated volunteers that cater the Wednesday night dinner, and the advertisers that generously make the publishing of this book possible. Please support them. They are listed in the categorized advertising index in the back of this book.

Looking forward to seeing you in Rockland.

Charles and Maria Burnham

2005 Events of the Friendship Sloop Society

July 9th & 10th New London Regatta - New London CT
Contact: Greg Roth, 510 Montauk Ave., New London, CT 06320 860- 442-2747

July 23rd Southwest Harbor Regatta - Southwest Harbor, ME
Contact: Miff Lauriat, 47 East Ridge Rd., Southwest Harbor., ME 04679 207-244-4313

July 25th-29th Homecoming Rendezvous and Regatta
Rockland, ME
Contact: Charlie Burnham, 30 Southern Ave, Essex, MA 01929 978-768-7146
or Roger Lee, 26 Park Street, Belfast, ME 04915

July 30th Friendship Day - Friendship, ME
Contact: Bill Zuber, 35A Tideview Lane, Friendship, ME 04547 207-354-8036

August 13th & 14th Marblehead Regatta - Marblehead, MA
Contact: David Graham, 7 Batchelder Rd., Marblehead, MA 01945 781-631-6680
or Charlie Burnham, 30 Southern Ave, Essex, MA 01921 978-768-7146

September 3rd Gloucester Schooner Festival
Gloucester, MA
Contact: Gloucester Harbormaster

November 12th Annual Meeting
Best Western Merry Manor Inn
700 Main Street, South Portland, Maine
Contact: Caroline Phillips, Secretary - 72 Molasses Hill Rd., Brookfield, MA 01506
508-867-0503

Sloop Society Webpage: www.fss.org

Dedication to Jack Vibber



We have all met remarkably dynamic individuals who have had a major influence on our lives. Then, too, there are those quietly effective people who have an even more remarkable impact on us due to their gentle good nature and endearing simplicity. Such qualities define one of the Friendship Society's most loyal and enthusiastic members, here affectionately and simply: *Jack.*

Jack is known by many and his good reputation precedes him all along the eastern coast from Connecticut to Maine. He has been involved with boats practically all his life: working on sailing barges in his early years, model making to this day, restoring or repairing vessels such Friendship Sloops (*Tern)*, Muscongus Sloops, Beetle Cats and other catboats, smacks, and Herreshoff Bullseyes. Jack has been an active and contributing member to many boating associations, notably Mystic Seaport Museum, U.S. Power Squadrons, The Catboat Society, Noank Wooden Boat Association, Thames Yacht Club, and especially the Friendship Sloop Society. How many people know, though, that Jack, at 91, is a brother Elk, an avid dancer with his wife Ginny with whom he still drives around, and had worked for thirty-four years with the electric company without having taken a sick day??

In the mid-eighties, Jack gathered a number of Friendship owners and enthusiasts at his house to plan for a racing event during the New London Sailfest weekend. In fact, Jack brought the sails to Sailfest! What came out of the meeting was the New London FSS Rendezvous. Still active and vibrant, although now with less emphasis on racing, the New London event continues to be a scheduled activity on the Society's calendar after twenty years. Because of Jack's efforts to bring us together, many members from New York to Massachusetts to Maine have become good friends and willing ambassadors for the Society. He has touched us all and is a father figure to many of us.

It is indeed a privilege to write this year's dedication to such a deserving person who has inspired us all: Holt "Jack" Vibber.

Greg Roth

Bancroft Award

This year the Bancroft award goes to Jack Vibber. It is made in memory of Winthrop Bancroft, owner of *Elicia III* and an early and enthusiastic member of our Society. The award might also recognize an unusual voyage, the building of a sloop, a model, a poem a painting - some contribution to the Friendship tradition.

Presenting the 2004 Winners…

New London "Windezvous" July 10th & 11th

Class A
1st *Natanya*; 2nd *Lisa K.*; 3rd *Gaviota*

Class B
1st *Banshee*

Southwest Harbor Rendezvous July 24th

First to Finish: *Phoenix*

Rockland Homecoming Rendezvous and Regatta July 26th – 30th

1st All Divisions - State of Maine Trophy – *LadyM.*

Division I (<25')
1st Place-Herald Jones Trophy – *Celebration*
2nd Place-Bruno & Stillman Trophy – *William Rand*
3rd Place-Lash Brothers Trophy – *Salatia*
1st Pemaquid Sloop-Jarvis Newman Trophy - *Celebration*

Division II (>25')
1st Place-Commodore's Trophy – *Lady M*
2nd Place-Gordon Winslow Trophy – *Tannis*
3rd Place - Rockland Trophy – *Resolute*
1st Bald-headed Sloop - *Tradition*

Class A (Original Sloops Built before 1920)
1st Place - Wilbur Morse Trophy – *Gladiator*
2nd Place - Charles Morse Trophy - *Sazerac*
3rd Place - Alex McLain Trophy – Not Awarded
Rum Line Trophy- *Sazerac*

Special Homecoming Trophies
Nickerson Trophy - youngest crew member – Charles A Spencer – 3 week old son of Erica Beck Spencer
Chrissy Trophy - woman who keeps sloop, crew, and family together – Sara Beck
Cy Hamlin Award - Skipper's homecoming – The Monk Family –*Philip J. Nichols*
Gladiator Trophy - Sloop sailed the furthest – *Banshee/ Gaviota*
Danforth Trophy - Sloop that finishes in the middle of the fleet - *Echo*
Stanley Cup – Ted Walsh – *Black Star*
Owner/Builder/Restorer of Sloop – Sara Beck – *Flying Jib*
Tannis Award - 7th overall in fleet – *Phoenix*
Spirit of Friendship Award – in the spirit of friendship – John Wojck

Marblehead Regatta - August 14th & 15th

Friendship Sloop Division Winners
Ridgeway Trophy – *Tannis*
1st Runner Up – *Tern*
2nd Runner Up - *Venture*

Gloucester Schooner Festival – September 4th

1st - Tannis 2nd - Chrissy 3rd - Flying jib

Make it Friendship Sloop Days ...all year long!

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at

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Jim Besse
Roger Duncan, Member Emeritus
Marcia Morang
Bob Rex, Chairman Emeritus
Penny Richards
Jerry Ross
Dick Salter
Oddvar Solstad
Hugh Verry
Bill Zuber

MEMBERSHIP APPLICATION

Please Return with Remittance to:
Bob Monk, Jr.
Friendship Sloop Society
3 School Hill Lane
North Reading, MA 01864

I/We Hereby apply for Membership:

Name(s) _____

Street _____

City _____

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FULL MEMBERSHIP - $30
Sloop owners and other interested parties and/or persons. A family-type membership. Full voting privileges, including husbands and wives.

COOPERATIVE MEMBER - $20
Trades people, interested people, etc. No voting privileges. Names carried on the mailing list.

Extra Membership Deals are Available at $2 each.

Society Burgees are available at $20 for the small size and $25 for the large size.

Affiliation with Friendship Sloops:

❑ Owner(s) ❑ Former Owners ❑ Crew ❑ Family ❑ Friend(s) of Friendship Sloops

❑ Other (list) _____

Affiliated Friendship Sloop (if applicable) _____ Sail No. _____

Optional Contribution to the FSS General Fund $ _____

Signature _____ Date: _____ Total Amt. Enclosed:$ _____

Hadlock Award

In 2004 this award was made to Tad Beck in memory of Bill Hadlock, skipper of *Heritage* and Past Commodore. The award is presented at the Annual Meeting to a member of the Society who has promoted safe sailing by evidence of sound seamanship in conjunction with an abiding love and respect for the sea, nurtured and promoted family participation in the Society's activities, shown a strong willingness to share knowledge and help others, has enthusiastically promoted the goals and aims of the Society, and has been a strong advocate of the beauty, charm and splendor of the Maine Coast.

Morang Award

Steve Dunipace was presented this year's Morang Award for his contribution "The Heritage heritage, Part II" that was published in the 2004 yearbook. This award is given in memory of Bruce Morang, helmsman, yearbook editor and Race Committee Chairman. Ashore, he was editor of the newspaper in Reading, MA and a discriminating writer. The award is given for the best article submitted for publication in the yearbook.

Omaha Award

The Morang family received this award in 2004, from the Cronin family who were recipients in 2003. The award is made in recognition of the sloop *Omaha*, built in 1901 by Norris Carter.

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Getting Ready

By David W. Graham
Chairman, FSS Race Committee

For most of us, the end of each sailing season means that it's time to put the boat away for winter. Once that task has been completed, we can move on to other pursuits and interests. This is when your Race Committee rolls up its sleeves and begins getting ready for the next season. For all the years I have been involved with running races, hardly has there been one winter when the sailing instructions were not scrapped and re-written. This means that the committee must meet a minimum of four times over the winter months — though it generally comes to more. Added to the three meetings of the FSS Executive Committee and the November annual meeting, a fair amount of time is consumed in "*getting ready*".

Additionally there is the occasional visit with folks in Rockland, such as the Officer-in-Charge of the Coast Guard Station; the Ferry Port Captain and the Harbormaster, for the all important "How are we doing?" good-will meetings. Thankfully, these are generally done by RC member Bill Zuber, who has the advantage of being on the local scene. Your Race Committee is highly desirous of having everyone "on the same page" with regard to how we conduct the business of running the Society's race program at Rockland. Oh, did I forget to mention the annual filing with the Coast Guard, in late winter, for our Rockland "Marine Event"? I could never look at the skipper and crew of the Rockland Coast Guard patrol straight-in-the-face, should I ever fail to perform that task.

Then there is the matter of equipment. No matter whether it is used only three days out of each year, there is *always* something that needs attention. Trips to our storage area in Rockland to fetch old gear for repair or to place something new there for the coming season become routine. Forgetting what the Race Committee must do each off-season for a moment, just imagine the mountain of work that Ralph Stanley must annually undertake in getting "Seven Girls" ready for another season so that she can serve as our Race Committee Boat. Not to mention the time and expense Dick Salter and Bruce Lanning put into keeping "Messing About" and "Chickadee" afloat and available for our benefit in Rockland.

There are times when it all seems monumental but, in the end, we are always ready for the July races at Rockland. The only "reward" we seek is in the area of participation by the sloops, the skippers and their crew. For Class "A", it is also anticipated that the "Rum Line" trophy will be available immediately after the finish of one of the Rockland races!

All this effort is undertaken in your interest. While we do not seek *any* appreciation, it will none-the-less be clearly evident if you show up at Rockland for the July 26-28, 2005 race program. For adequate planning, we urge you to register your sloop for the races at the earliest possible opportunity.

Finally, this is a reminder that if your handicap rating has expired, please contact Dick Salter, our measurer. If you have any doubts as to the expiration date, again please contact Dick.

To all, please accept your Race Committee's best wishes for the 2005 sailing season.

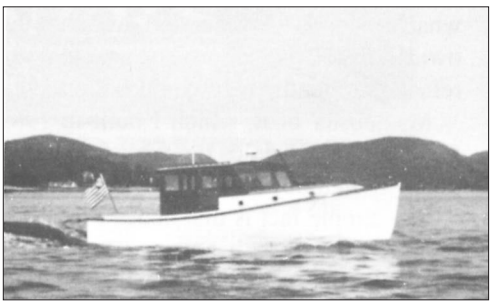
Pendleton Memorial Scholarship Fund

Named in memory of Commodore Bill Pendleton and his wife Beatrice, the Fund was established in 1967 when Friendship sloops were racing in the town of Friendship. In 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." It has provided scholarship assistance for 35 years to over 120 individuals, several of whom have received multiple year awards. The young people of the town of Friendship need your support. Tax deductible donations in any amount will be welcomed. Send your contribution to Fund Treasurer David Bell, 35 Pumpkin Cove Rd., New Harbor, ME 04554.

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Of Fog - - - and Visibility Restrictions

By Waldo Burrow

I have recently learned that those of you who race at Rockland have experienced a considerable amount of fog. As there are some sailors that have no idea how or why fog occurs, I thought it might be appropriate to offer a few paragraphs in this yearbook on the subject of the various types fog. If you already know about all this, please feel free to move onto the next article. For those who remain with me, I have placed two photographs below; the left photo was taken by me, a few years ago from my lobster boat, during a very thick morning fog. This photo must not be confused with the adjacent photo that I took from the boat during a very heavy snowfall of several winters ago.



Thick morning fog



Heavy snow

While both photos may have similarities, the main difference between them is that the product of the right photo took backbreaking work to remove from my driveway at home. As most us do not use our boats during the snow season, I'll refrain from any further discourse regarding snow and will instead focus primarily on the subject of fog.

First, let's look at the definition of fog, which is simply "Numerous tiny droplets of water suspended in the air". One can hardly expect to be upon Maine coastal waters during the average summer season without experiencing fog, at least to one degree or another. While there are several forms of fog such as "Evaporation Fog" (sea smoke – frequently observed during the winter) and "Upslope Fog" (otherwise known as "orographic lifting" and common in mountainous areas), I will focus on only the few types of fog that are prevalent to us along the New England coast. They are:

Radiation Fog: I've lost count of the times when I've stood in the cockpit of my boat during a summer evening at my mooring and could "smell" fog. This was because the warm and moist evening air was rapidly cooling down, or *radiating* into the earth's atmosphere. As the temperature dropped, it approached something called the "Dew Point"; that is, the temperature at which moisture in the air will readily condense

into *tiny droplets suspended in the air*. Radiation fog is also called "ground fog" and is generally associated with very little or no wind. Common during the warm summer months, it generally forms near midnight and will often be thickest around sunrise. As the sun warms the earth's surface, radiation fog will generally tend to "burn off" and will likely dissipate by late morning.

Stratus Fog: Moist air traveling over cold water can produce an extensive area of low-lying cloud, known as "stratus". With cloud bases no higher than a few hundred feet above the surface, stratus can frequently dip even lower and when it touches the surface due to even further cooling, we call it fog. Because it can be so extensive over a very large body of cold water, this type of fog can often last for days.

Convection Fog: To a large degree, this is a variation of stratus. Several locations in this country are famous for this type of fog, the San Francisco Bay area being perhaps the most prominent. Along the coast of Maine, we often experience convection fog that can last for several days. Lurking but a few miles off the coast, it only needs the "generator" of rising air from a warm landmass that tends to create a partial vacuum. As a result, the stratus will then be "pulled" toward the coast and eventually move several miles inland. This can frequently be enough to engulf the affected area for several hours or even several days. I have every reason to believe this is what you experienced at Rockland during the 2003 races.

Fog is not to be feared, as long as the sailor learns how to cope with it. Proper equipment and sufficient training are necessary, however. At the very least, carefully adjusted compasses, radar reflectors and sound signals are "a must". Training and experience in navigation also fall into that category. The "add-on" equipment, such as GPS and radars are always good items to have aboard, as long as the operator of the equipment knows how to use them. If not, they may just as well remain in the box in which they arrived. Whether you need a refresher or even a lot of training, there are several good courses that are available from the Coast Guard Auxiliary or the US Power Squadron. Don't be afraid to take one. It just may save you a lot of trouble down the road.

(Editor's note: I have personally never met Mr. Burrow. However, there is every reason to believe that he comes from somewhere along the coast in Hancock County. From his writings, I have every reason to feel that he may be the wise old sage he appears to be and hope that you will continue to enjoy his contributions to the yearbook.)

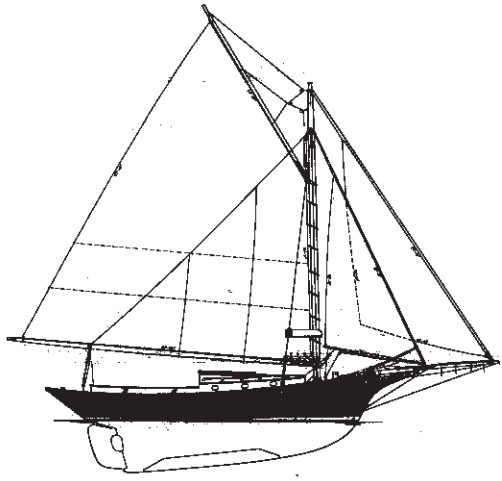
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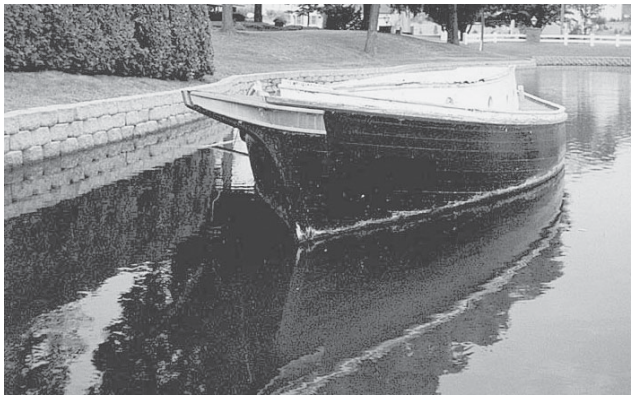
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The final update: #60 Old Salt – Gone but not Forgotten

By Jon March

Old Salt originally appeared in the 1966 yearbook as owned by Leon Knorr of Rowayton, CT. Over the years she was found to be a 1902 Robert McLain & Son boat. The sloop was spotted "for sale" on a cradle in the late 80's by Southington, CT catering hall owner Joe Calvanese, who thought it would be a nice nautical addition to the pond surrounding his large banquet hall. Here she graced many happy weddings, and after several years, finally broke up in the late 90's in an attempt to move her.

As a boy, I spent many happy summers in Friendship watching the races from Roberts wharf, and cheering on our favorite sloop *Dirigo*. These days, I am a wedding DJ, and you can imagine what a unique experience it was to DJ a wedding at the (very much IN-land) Aqua Turf club.....with a Class A McLain sloop right outside?!



This is, no doubt, the last photo taken of *Old Salt*. She was proud to the end.

GOOD READING FOR A FOGGY DAY

By Roger Duncan

- **EASTWARD**
  Down East in a Friendship Sloop
- **COASTAL MAINE**
  A maritime history
- **DOROTHY ELIZABETH**
  The joys of building a wooden schooner

To be published this summer:

- **AFLOAT AND ASHORE** - A miscellany
- **CHRISTOPHER** - A novel of the Revolution

Lucy Bell's Anniversary, and Friends

By Lucy Bell Sellers

On June 21st, 2004, we celebrated the twenty-first anniversary of the launching of our Friendship sloop, *Lucy Bell*, and the forty-sixth anniversary of our marriage. That the two occasions coincided was not, of course, an accident. When, after twelve months of boat building, my husband, Peter, realized that it would be possible to launch the *Lucy Bell* on the day of our twenty-fifth anniversary, we confirmed the possibility with Joel White, shipped the completed hull to the Brooklin Boatyard for rigging and started inviting our guests.

It all worked. At the high tide on June 21, l983, the *Lucy Bell* slid into the water, rigged and ready to sail. After a period of "open boat", we went aboard with our four children and a niece and sailed away down Eggemoggin Reach.

Now twenty-one years later, we can't help looking back on that first sail and on all the other sails that have come after. On her launching day, the *Lucy Bell* was already the boat of our heart's desire. Now she is even more: a boat with adventures behind her, a boat with a past. A cherished part of that past is our encounters with other Friendship sloop enthusiasts. We have not yet managed to get our boat to one of the Society's events, but we are part of an honored fellowship, all the same, and afloat and ashore, we have reaped the benefits.

Our introduction to the fellowship preceded the *Lucy Bell* by several years. We were sailing in a Northeast Harbor A-boat off Mt. Desert Island, when we saw a Friendship sloop and gave chase, hoping to learn more about the wonderful kind of boat that Peter had committed himself to build. Imagine our delight in finding that *Schoodic* had been built by the owner, Bruce Lanning, himself, and imagine how eagerly we received every word he had to say about it. It wasn't until a good fifteen years later that the *Schoodic* and the *Lucy Bell* found themselves together in Rockland Harbor.

Our first encounter with Roger Duncan also took place at sea. It probably made little impression on him, but for us, the excitement was intense. Our hero of the *Cruising Guide*, Roger Duncan had been our constant companion on our cruises, added to which, at the moment our boats crossed paths, I had actually been reading *Eastward* out loud. We felt a little bit as we would have, had we been reading. *Sailing Alone Around the World* and Joshua Slocum sailed by. This fleeting encounter initiated a friendly correspondence.

In a thick fog, in 1996, we met the Amesburys of the *Departure*. It was after dinner on a day of fog-bound activities in Pemaquid Harbor that we heard a voice calling, "*Lucy Bell*! *Lucy Bell*!" We looked out into the dampness and saw a man in a rowboat. It was Doug Amesbury, membership secretary for the Friendship Sloop Society. Doug came below for a visit and showed us, on the chart, some of his favorite harbors. The next day, we invited Doug and Irene to lunch, and that evening, they had us over for a delicious Fourth of July feast. All because of the fog? No. All because of the Friendship fellowship.

Just a short time ago, we had another Friendship sloop encounter. Anchored in Belfast Harbor, we watched the more than hundred year old *Amity* sailing past us in the evening. When I saw her captain waiting for charters on the dock the next day, I went to speak to him. He was Stephen O'Connell, and this was his first season taking parties for day sails. I learned from his excellent brochure, among other things, that he had a Bates BA in Asian Studies, and that his wife grew up on a sheep farm in New Zealand. What's more, Stephen was the father of a four week old baby!

These are only four of the rewarding meetings that have come our way through Friendship sloops. We used to say we had a Doylestown sloop, because that's where the *Lucy Bell* was born. Now we say "Friendship sloop" because we treasure our relationship to all those other wonderful boats.



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A Visit to the National Archives

By Caroline and Bill Zuber
Owned by ***Gladiator*** since 1967

When the sloop that you have owned for thirty-five years is due to be launched for the 100th time, you wonder about other vessels that were built in that same year. Our son Bob lives in Washington, D.C., so we commissioned him to do the groundwork to get us into the National Archives. Security restrictions that were put into place after 9-11-01 had made this more complicated.

Arrangements completed, we traveled to the National Archives in Washington, DC to research the history of our sloop ***Gladiator***. After completing all the security checks, we were given access to the folder containing the applications for documentation filed at the Waldoboro, Maine, Customs House during 1902. When a vessel was completed, the builder requested a documentation number, measurement was completed, and the vessel was given an official number. Below is a compilation of what we found about vessels built during 1902 and documented at the customs house in Waldoboro, where vessels built in Friendship and Bremen were given their documentation.

		Tonnage		Registered		
Date	Name of Vessel	Length	Breadth	Depth	Builder	Net Tonnage
1/31/02	*Velocity*	38.2	12.7	6.9	W. A. Morse	11.0
2/26/02	*Bessie*	36.0	11.7	5.7	W. A. Morse	9.0
3/11/02	*Ocean Belle*	38.4	12.3	6.4	Charles Morse	11.0
3/20/02	*Alvah Ellwood*	31.6	11.2	5.5	W. A. Morse	7.0
3/24/02	*Gladiator*	32.2	11.0	5.3	Alexander McLain	7.0
3/24/02	*Magnolia*	36.3	12.2	5.6	Charles E. Carter	9.0
3/24/02	*Bell-Grade*	30.6	10.5	5.3	Vincent Collamore	6.0
3/24/02	*Mamie E.McLain*	31.2	10.5	5.8	Robert McLain	6.0
4/12/02	*Venture*	9.8	10.1	4.1	W. A. Morse	5.0
4/02/02	*Mermaid*	35.0	12.5	6.0	J. W. Cushman	10.0
4/02/02	*Annie M Hamilton*	41.5	13.8	6.5	Warren Morse	13.0
4/02/02	*Goldenrod*	30.4	10.6	5.0	W. A. Morse	7.0
6/02/02	*Myrtle*	35.2	11.7	5.7	W. A. Morse	9.0
8/02/02	*Puritan*	31.2	10.6	5.2	Charles Morse	6.0
9/15/02	*Gloriana*	32.9	10.8	6.0	C. A. Morse	7.0
9/28/02	*Uncle Sam*	32.0	11.4	5.5	W. A. Morse	7.0

It has often been said that Wilbur A. Morse was the most prolific boat builder of his day. Of the sixteen sail vessels listed above, Wilbur is listed as the builder of seven. He also completed two gasoline launches:

3/02/02	***America***	40.0	10.0	4.2	6 Net Tons
6/18/02	***H. M. Moore***	40.6	10.1	4.2	6 Net Tons

We knew from the measurement certificate that our sloop was launched without an engine. Other research had revealed that she was built for Daniel W. Simmons, of Waldoboro and was to be "employed in carrying on the Fisheries for one year".

An eerie feeling came over us as we stared at the faded copy of the application for documentation filed by the builder, Alexander McLain. He had applied March 28, 1902. One hundred years later, on March 28, 2002, we had found the "birth certificate" for our sloop, on her 100th birthday.

Please don't sail by! Come say hi!



Alice Ingraham

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Saturday, July 30, 2005

Schedule of Events

7:00	**Foot races "Long" and "Short" Haul**
8:30-Noon	**Craft Sale and Food and Bake Sale at the Fire Station**
9:00	**Memorial Service at the Harbor, Davis Point Loop**
9-Noon	**Marine Touch Tank at the Lobster Conservancy in town**
10:00	**BIG Town Parade followed by fun and musical events on the lawn at the Hahn Center**
10:30-1:00	**Lobster Boat Races at the Harbor; snacks and drinks available on the wharves**
10:30-1:00	**Lunches served at various locations in town, including Lobster Rolls prepared and served by the men of the Friendship Fire Department**
12 Noon	**Children's Field Events, and dedication of the new PLAYGROUND at Friendship Village School**
1:00-??	**AUCTION at the Hahn Center. Treasures galore!**
5:00	**Chicken BBQ across from the Fire Station**

Come for a Fun Day in Friendship!

Personal secrets overheard during 2004 "Parade of Sloops"

By Penny Morang Richards

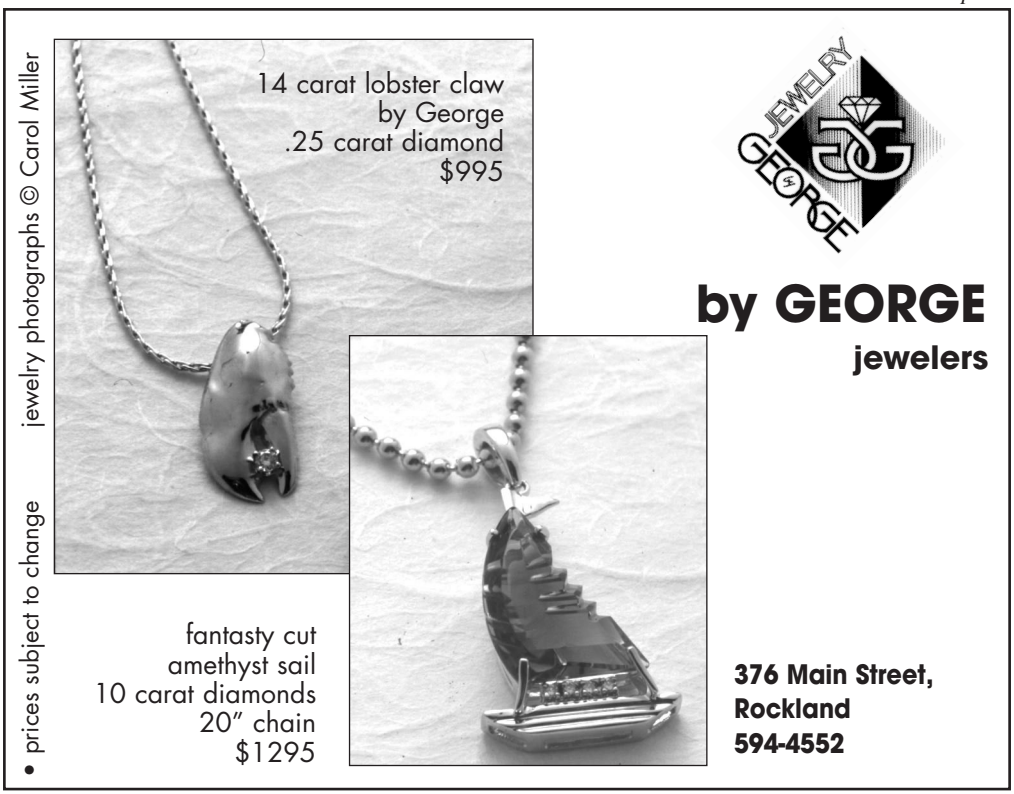
What's that expression – everyone loves a parade? Sloop skippers and their crew at the 2004 Rockland Homecoming are no exception.

Well, that's not entirely true. When you're part of the parade, you don't get to see or hear the rest of the parade. Being commentator of a parade isn't an easy job. You have to read the specs for each sloop off the white card owners filled out prior to the parade, listing sail number, hull color, owner's and crew names. Deciphering handwriting is the toughest part of that part of the job. You all must be surgeons the other 51 weeks of the year. To fill gaps between passing sloops, you rattle off briefs and bits of Society history and answer questions and squash rumors presented from the gathering masses. No, *Queequeg* wasn't the name of the ship in "Mutiny on the Bounty." Yes, Jack Cronin does look a lot like Bob Villa.

And there is so much more that is said and heard on the dock. Here's a recap:

The Mistress of Ceremonies (hereafter referred to as "Announcer") as *William Rand* sailed by: "Laurie Rand, wife of the Society's Commodore, has southern Maine's largest collection of thimbles honoring United States vice presidents, and was recently featured on a special on Home & Garden TV."

Continued p. 22



Crowd on dock: (unison chorus of "ooohhh" and "aaahhhh")

Announcer as *Philip J. Nichols* sailed by: "Betty Monk can be seen locally on Channel 13 announcing the daily lottery number drawing. She'll broadcast live tonight, beginning at 5 p.m., under the tent and will be joined by the star of television's "JAG," the tall good-looking man."

Woman seated on the dock: "I love that show."

Announcer as *Tannis* sailed by: "Mary Cronin returns to Rockland following service as chief of staff to Senator Dick Gephart's failed presidential campaign."

Voice on dock: "Wow, imagine being that important to a presidential campaign?"

Announcer as *Resolute* sailed by: "On board is Maria Burnham, "Miss Clam Flat 1962," who bribed a judge and then married him – her current and third husband."

Woman on the dock: "Do you suppose that's really true?"

Announcer (off microphone): "You never know."

Announcer as *Salatia* sailed by: "Marge Russakoff (Mrs. Miff) leaves Rockland immediately after Thursday's race and heads to Athens to represent the United States on the Olympic biathlon team."

Marge: "I'll bring home the gold, don't you worry!" (Crowd on dock applauded)

Announcer as *Banshee* sailed by: "Carol Wojcik arrived in Rockland this morning; she presented our nation's colors last night at the Democratic National Convention in Boston. Thank you, Carol!"

(Same) woman on the dock: "Now that I believe!"

The announcer begs forgiveness for mispronouncing the word "Linekin" as homeport of the Merrills' *Celebration*, and mispronouncing the name Harvey Gamage, builder of Martin Thomas' *Lady M*. The announcer is from away.

What stories will surface during the 2005 parade? You'll have to listen to learn.

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The Edelweiss

By Stephen Major

My brother built a boat. He was a year older than I and thus an expert on all things nautical. It was not his only boat. He had started on lovely model Friendships and progressed on to a rowboat named "*Lopside*", and a sailing dingy "*Hope-She-Floats*", but the *Edelweiss*, with its jaunty rig and handsome figurehead, was his crowning achievement at age 15. It had taken two years and we all thought it pretty fine, although the reporter from the "National Fisherman" who came to interview David had too little tact to ignore the cracked planks, oakum caulking, and triangular cross section.



In an effort to keep this deep triangle ballasted upright in the water, David laboriously cut up all the iron silo hoops on the old barn silo with a carbide blade on his skilsaw and tied the 12 inch bundles up with baling twine. Then we melted down all the lead pipe we could dig up on the farm. On top (in the lockers) we added beach stones from our cove in Friendship. When we first launched her unballasted, she didn't float off the trailer until swamped to her deck. We towed her to a mud beach, replaced the oakum with proper cotton and closed off her centerboard case, converting her in our minds from a Muscongus to a Friendship Sloop.

We missed the first two days of racing in 1976, but we got her out for the last day "pumping like madmen all the way". At 16 feet she carried nearly 2000 lbs of lead, iron, and boulders. She had a tall rig with a bright blue and white topsail and flying jib sewn from an outrigger canoe sail. The generous sail plan helped to compensate for her portly displacement and awkward shape. She continued to leak and so we joked about using her pump as jet propulsion during the races. Two people could sleep below in her cabin, and you did not actually have to sleep with your hand over the edge of the bunk, though the floorboards would be floating in the morning. The rusting silo hoops left a deep red stain on those floorboards. Twice she sank at her mooring. Despite these challenges the

Edelweiss ventured forth on long excursions to Monhegan Island and around Penobscot Bay into Merchants Row.

In those days *Edelweiss* raced as a "Class C" modified Friendship in good company with the *Heritage*. She almost always came in dead last after the committee boat had gone home, but just once she had a moment of glory. The races in Friendship had a long Handicap Alley stretching across Muscongus Bay from Cranberry Island. On that day only a light wind crept along the shores of Friendship Long and Cranberry. We got a fine start, but watched as the entire fleet beat slowly past us to head out for their handicap buoys. Out there every boat became a prisoner of flat calm. In the *Edelweiss* we crept slowly by in a ghost of wind. Without any handicap we took a long lead beyond Black and Harbor Islands. As we passed Jones Garden towards Thief a light southeasterly brought down a heavy fogbank. Jibing around the final buoy for the long downwind leg toward Friendship Day Beacon we began to hear bagpipes and accordions from upwind. The wind built steadily and soon we heard bow-waves chuckling astern. The fog tattered into wisps. Spreading mainsails, towering topsails, and long bowsprits loomed in our wake. We kept on all sail plunging into our own bow-wave as *Tannis, Gladiator*, and the *Rights of Man* slipped by. Just outside the harbor daybeacon the *Heritage* came booming up on our starboard quarter stealing our wind and sneaking past, but still we made it across; number two in our class and crowing with triumph at our magnificent race.



Today the *Edelweiss* sails in splendor bursting through a spray of huckleberries on a bluff above Delano Cove, her bowsprit heading out to sea. David cut her off at the waterline and set up her spars as a pirate ship for the next generation. David now farms dairy sheep in Vermont, but joins us on the *Echo* when he can.

THE FRIENDSHIP SLOOP SOCIETY'S BULLETIN BOARD

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Sazerac Aged 92 years	*Happy Sails!* *Greg & Naomi Grundtisch* *Seamus Donagain too*
Sunshine may fade **but the Yearbook lives on!!** **Crew of *Queequeg***	Remember to shop your Chandlery See you in Rockland Bill and Kathy Whitney
Messing About welcomes *Effie M.* Old Sailors never die – They just drift to Trawlers	In fond memory of Nona Culver March and her love of Friendship Sloops. She would be *Content*
Happy Anniversary FSS! May all my sisters enjoy the celebrations. Love to all, *Wenonah* PS. Please save me some champagne	Best Wishes from Whistling Man Schooner Co. Sailing tours aboard *Friend Ship* on Vermont's Lake Champlain Capt Glen & Marie Findholt

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Best of Luck to the best of Friends found at Rockland July 2005 Bette and Bob Monk	Remember, Friendships add Richness and Worth to Life. Crew of Banshee
Best wishes for Good Cruising and Racing during the 2005 Season Corinthian Yacht Club	***Hope all have a safe and wonderful sailing season!*** ***Hope to see you in Rockland.***

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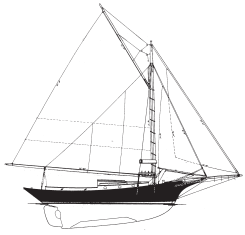


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Genevieve: The Left Coaster Story

By Stacey Patterson & LaMonte Krause

The Owners:

I owned and lived aboard a 30 ft wooden sailboat built in Amsterdam. He owned and lived aboard a wooden 6 meter. We met on a blind date arranged by a mutual friend who wanted him to design and fabricate a piece for his boat. The price quoted was a date with me. My answer was, "Yes, if his hair is shorter than mine, the friend and his wife go and the restaurant is expensive."

We married, had our first child and lived aboard until the birth of our second child. We managed some sailing and owned a 16ft boat while raising our kids. But our California kids were into ice hockey so…

The Search:

The years came and went and I wanted a sailboat again. He said, " We'll never be able to get a slip. Find a slip first." I couldn't find a slip and put us on the 6 yr waiting list all the marinas have in San Diego. He felt it was about time we did something sensible, like buy a house.

I searched for both. I started to download specs of boats for sale from the Internet. He wouldn't look at them, so I left them in a binder in his bathroom. A friend of ours was a real estate agent and we began to house hunt. In our price range it was slim pickings, but I finally found a house and put an offer on it. When he saw it he said, "If this is the best we can do, I'd rather have a boat."

So began a long and frustrating process. His criteria for the "right boat" seemed elusive, but the "wrong boat" list was long and specific. That list included price, a distance of 100 miles north and ***no "projects."*** Only occasionally would one of the spec sheets be given back to me to go take a look. I ruled out all but one and he nixed that one after he saw it.

One day he said he had seen a boat he'd actually buy, while he was working on Harbor Island. You could've knocked me over with a feather. He said the owner had waited 5 years to get the previous owner to part with her, so she wasn't for sale. The boat was the *Pacific Child*, a Friendship Sloop. He took me to see her. I was able to

Continued p. 30

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define "elusive" and I knew we had found what we were looking for.

We found the FSS website and were disappointed to find all the boats located on the right coast. We didn't feel we could afford the expense of buying a boat that far away, so I continued to look. I expanded the search to 250 miles north and the months went by. No luck. Then I hit one of those really obscure sites. It was a "for sale by owner" and had only 5 boats listed. There it was, "For sale: 35 ft Friendship Sloop / San Francisco." I'm not sure which one of us was more surprised. It was located much farther away than we liked, but the price was less than we had planned on. The difference would compensate for the cost of getting her to San Diego. I called and got more information. Although the actual L.O.D was vague (we wanted at least 31ft) and she had no inboard engine, I asked to have pictures e-mailed. When those pictures came, he said with a big smile, "if it's as good as it looks, we'll buy it."

The Purchase:

Of course there were a lot of questions that would only be answered by actually seeing and sailing the boat. Size, overall condition of the hull and sails mattered, but how she sailed was paramount. He wanted a boat with "zazz."

We drove to Alameda where the boat was located in South San Francisco Bay. The boat had a full cover and as it was peeled back, her beauty took our breath away. So did her size-much, much, smaller than we were lead to believe. We raised our eyebrows at each other- I said, "Small?" He said, "We're here, let's sail her." Unlike normal conditions up there, the winds were light and the sky was clear, much like San Diego. LaMonte said even less than usual during the sail, but I could see him going over every inch of the boat with love in his eyes. The *Genevieve* had that rare quality of belonging to the water. She performed with grace and agility. She had ZAZZ!! The size issue was resolved with the question: If one of us croaked, could the other one live on her and be comfortable? We made our offer contingent on passing survey and headed home.

We hired a very competent marine surveyor who found some problems in the hull and keel, but he felt overall she was in very sound condition. The owner had her put back in the water before we had the survey results and then informed us we would have to pay for the repairs. We painfully stuck to our original deal; it had to pass survey for the price we offered. For us it was simple - we didn't have the extra money. A tense 24 hours later the owner agreed to stick to the original offer and we hired the surveyor to document and oversee the repairs. The delay would give me time to find a slip. We would keep her in Alameda until then.

Cool Factor + Respectability = slip

Finding a slip in San Diego is impossible. Add a wooden boat and you've got trouble. The marinas consider them a liability, unless the owner's someone like…say, Dennis Connor. *Genevieve's* 26 L.O.D. proved to be her redeeming feature. That size slip was the only available slip in San Diego. Getting a slip requires an interview with the dock master, not unlike a job interview complete with personality profile, pictures and a current survey. So I found my age and years as a nurse served me well. Add the 22 years of marriage and his 35 years of marine experience and you've got some real

Continued p. 32

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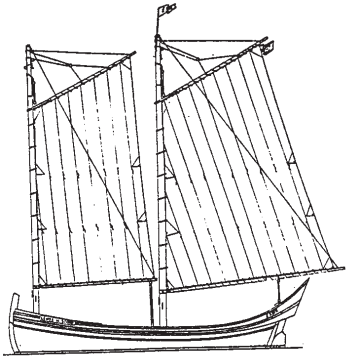
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respectability. Something, quite frankly, we never thought we'd have. That's when I first had an inkling of the "cool" factor this little boat possessed. The dock master fell in love with *Genevieve's* picture and almost forgot to ask if she was wood. We got the slip and 2 more months went by before the repairs were completed due to the weather up North.



The Arrival:

Genevieve was trucked down shortly after our anniversary and was quite the sensation on Shelter Island. The stream of curious visitors was endless. Shelter Island has a long history of boat building and people there have a great appreciation for fine design and wooden boats. She was asked to be part of the Wooden Boat Festival at Koehler Kraft and offered a slip there soon after. The Friendship Sloop, prior to the *Genevieve*, was relatively unknown to the sailors of southern California. Two years later she is still followed, admired and hailed by other yachtsmen, who say, "I wish I had her! What a beauty."

Happily Ever After?

Okay, not exactly. I can just now joke about that first year. I don't think we'll ever know why I developed the panic attacks going out on the *Genevieve* (I was fearless to the point of stupidity prior to her). But thanks to our good friends Rod and Diane, some Parrott Bay Rum, and my excellent varnish work, we're still married. (Unlike the original owner, LaMonte would've kept the boat and gotten rid of me.)

The *Genevieve:*

The *Genevieve* arrived with an old photo album documenting the cold mold process they used and the rest of her construction. We knew the builder was Emmet Jones and the photos showed an older man and two younger men working on her hull. We also got a framed set of plans that were tattered, stained and hard to read. The word "Pemaquid" was on that plan. We thought that was her original name, until we found her listed on the friendship sloop website and figured out it was her class. It appeared she might have been built in Costa Mesa CA. A plaque in the boat said "commissioned in 1982." The person we bought her from was the third owner. The man who had her built sold her about a year or so after she was completed.

Two months after she came to San Diego, she was a star at the Wooden Boat Show. The third person aboard her was visiting from Arizona and couldn't believe he'd found the *Genevieve*. He had sailed aboard the *Genevieve* with his Uncle Vince. The family

had wondered what had become of her. The boat was named after his Aunt Genevieve who was a starlet in Hollywood in the 1940's. His Uncle was an industrial architect who worked in Mideastern countries. He had been interested and charmed by the Friendship Sloop design. The nephew had no specific reason why he sold the boat and informed us his Uncle had passed away a few years ago.

A few months later, one of LaMonte's regular customers came looking for him while he was on the boat having lunch (i.e. his nap). The customer came back and after discussing what he needed asked him about his boat, somewhat surprised he'd never mentioned it. As LaMonte told him of the little Friendship Sloop the man became curious. He had spent many hours sitting with his best friend while they watched his Friendship Sloop being built. He asked LaMonte the boats name and the *Genevieve* was indeed his friend's boat.

He brought us pictures of the launching and was able to help with completing her story. We showed him the photo album and he explained the older man was his friend Vince, not Emmet Jones. The builder was one of the young men that looked like he was in his early 20's. His friend had spent months and months researching Friendships to produce an accurately detailed, historical vessel. The boat was built in Vista and trucked to Dana Point for the launch. There is no engine in the *Genevieve* because historically they had no engines. Their first trip to Catalina Island required the friend to tow the *Genevieve* there and back because there was no wind.

The wife, Genevieve, was not pleased with the boat's interior "accommodations" and refused to sail in her. Remember, she was a Hollywood starlet. So he sold her (the boat, not the wife). I suspect the so-called head area could've been an issue. It has a port-a-potty and only comfortably accommodates a person with the size and flexibility of a 10 year old or younger.

The *Genevieve* remains primitive in her accommodations even today. There is essentially no galley, lots of places to smack your head and room for two people who must really like each other. We added the one thing we couldn't live without: a 5-cup 12-volt coffee pot and an outlet to plug it in. We love her just the way she is.

Her overall condition is excellent. She's no project; just a pleasure to have. Like any fine lady she does require some maintenance. LaMonte has put some new running rigging on her, replaced a lot of pins and pulled some of the lead out of her bilges. He's working on getting her back to the original way she was rigged when launched. The mainsail started to deteriorate after a few months and needed to be replaced. A quick trip to the FSS website and a recommendation from *Phoenix* led us to Bohndells. Not only was the price excellent, the sail was a perfect fit and arrived 2 weeks earlier than expected. Those guys are great. As for the varnishing, I enjoy seeing a beautiful piece of wood come to life and it keeps in good with the Cap'n.



We did eventually buy a little house 2 weeks ago in coastal Georgia. We thought the *Genevieve* should have a chance to explore the right coast in a couple years when we retire.

Viking

By Cordell Hutchins

I first met the *Viking* almost twenty years before I came to own her. My father is a lobsterman out of Cape Porpoise Harbor. I used to go out lobstering with him when I was just a child and that is when I first saw the *Viking*. This past spring I inherited my father's old boat, the one I spent many hours on watching him work. She is a Down East open skiff of 19 feet, built in Nova Scotia in 1971. She was replaced by one of those pieces of "Tupperware", as a friend of mine calls them. I restored her to her original splendor, removing some 65 layers of paint, revealing her beautiful cedar planks and teak stem. She was so pretty I decided to varnish the whole hull. I spent my free time last summer cruising about Cape Porpoise Harbor. That is when I rediscovered the *Viking*.

The sloop had been in the water and had not left Cape Porpoise Harbor for 18 years. I decided that it was a terrible shame for the boat to sit there year after year rotting away and inevitably sinking to the depths. My wife, Janine, was out with me one day when I took a run over by the *Viking* so Janine could see her. She thought I was crazy, and then she said, "You want it don't you." Of course I said, "Yes." So it began. Next I went to my father. I asked him about the boat, and he said, "Don't tell me you want that thing." He knew I did and he knew there was no changing my mind.

I got in contact with the owner, Daniel Parish, which was when I learned that she is an original Morse built sloop, and almost 100 years old. I spent many hours talking to him on the phone, and got his permission to board the boat and survey her. The boat seemed sound, so I got back in touch with the Dan and we came to an arrangement. The *Viking* was mine.

The *Viking* had no floor in the cabin, just a bunch of debris. The cockpit also had no floor and the motor was a chunk of rust, as my father dubbed it. My father and I grounded her out on the high flats and scraped 3 inches of mussels and crustaceans off the hull. We also removed a piece of kelp approximately 20' long from the rudder. We demasted her, checked her for soundness, and towed her 4 miles to the Kennebunk River to be hauled out. The old Friendship cut right through the water with ease. We were towing her end to end and when we got to the river we went side by side. If anyone out there knows the Kennebunk River you know the current. In the time it took to get side by side, the *Viking* had decided she was going up river with the current. I was on board by myself so I had to pilot her while trying to get tied along side my friend's boat. The old Friendship handled remarkably well. Now she resides in my driveway waiting for next spring to begin the rebuilding.

Here is the history of my Friendship sloop *Viking* as best as I can recall from all that I have been told. She is an original Wilbur A. Morse sloop, built around 1908. She is 29'6" on deck, a 9'6" beam, and a draught of 4'11". I am not sure of the original owner, but *Viking* seems to be her original name. A man named Nathaniel Gifford owned her in the 1940s.

One day when I was out on the *Viking,* I ran into the nephew of Mr. Gifford, who happens to summer in Cape Porpoise. He was thrilled to hear that someone was going to take care of his family's beloved sloop. He contacted me a few months after our meeting to let me know that his cousin, the daughter of Nathaniel Gifford had written an article about the sloop for Wooden Boat Magazine. I have been trying to obtain this article, but I

haven't found it as of yet. If anyone out there has any leads, please let me know.

Sometime in the forties she was converted to an auxiliary yawl. Six inches of freeboard were added subsequently removing a lot of her sheer, which is the one thing about her that doesn't look friendshipish. All the timbers were renewed, and the cabin and cockpit redesigned. She must have changed hands a few times before Dan Parish acquired her around 1980. He replanked her from the waterline down and replaced timbers. He never actually finished the sloop, but she was launched nonetheless.

All and all she is still a beautiful and graceful sloop. I am excited to undertake this project, and I figure it will take me two or three years and an undeterminable amount of money. I am in hope to someday sail her back to Friendship for a visit to her birthplace. I am grateful for the help and support from everyone, especially my wife, Janine, my father, Victor, my mother-in-law, Ginny, and Capt. Don Fiske.

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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 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 Address	Homeport	State
1	VOYAGER	30'	Charles A. Morse	1906	Jim Salafia, Warren ME	Rebuilding	ME
2	DICTATOR	31'	Robert E. McLain	1904	Peter M. Chesney, Burbank CA	Deer Isle	ME
5	CONTENT	25'	Stuart M. Ford	1961	Noel March, Old Town ME	Friendship 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	Stephen & Diane O'Connell, Ellsworth ME	Benjaman River	ME
10	MARY ANNE	31'	Lash Brothers	1958	Dr. Joseph Griffin, Damariscotta ME	Damariscotta	ME
13	EASTING	29'	Charles A. Morse	1920	Brenna & Van Keith Herridge, Rockland ME	Rockland Harbor	ME
14	SADIE M.	30'	Wilbur Morse 2nd	1946	Nick & Eunice Kingsbury, Kennebunkport ME	Rockland	ME
15	VIDA MIA	30'	Edward L. Stevens	1942	George & Cindy Loos	Cape May	NJ
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	New London	CT
23	DEPRESSION	30'	Unknown	1899	Robert Quadros, Salem MA	Marblehead	MA
24	TERN	25'	Wilbur A. Morse	c1900	Leo & Kelly Greene, Andover MA	Marblehead	MA
25	SEA DUCK	35'	Charles A. Morse?	c1901	Matinicus Island, July 95'	Matinicus	ME
31	WHITE EAGLE	28'	Wilbur A. Morse	c1914	William A. Cronin, Sturbridge MA	Rebuilding	MA
32	NOMAD	33'	Wilbur A. Morse	1906	Tom Ash, North Weymouth MA	Rebuilding	MA
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	Maine Maritime Museum, Bath ME	Bath	ME
38	ELEAZAR	38'	W. Scott Carter	1938	David B. Schuler, Rochester NY	Rochester	NY
39	GOBLIN	30'	Lash Brothers	1963	Dr. Brad Wilkinson, Durham, CT	Center Harbor	ME
40	COMESIN	32'	J. Ervin Jones	1962	John & Linda Livingston, Jacksonville FL	Jacksonville	FL
42	SELKIE	26'	C. Simmons & J. Hennings	1963	Russell Stone, Ivoryton CT	Plymouth	MA
43	GYPSY	23'	Judson Crouse	1939	David Tabbutt, Portland ME	Bucks Harbor	ME
44	SAZERAC	35'	Wilbur A. Morse	1913	Roger Lee, Belfast, ME	Islesboro	ME
45	FLYING JIB	30'	W. Scott Carter	1936	Sara Beck, Topsfield MA	Salem Harbor	MA
46	MOMENTUM	30'	Lash Brothers	1964	Bayfront Center For Martime Studies, Erie PA	Erie	PA
47	GALATEA	30'	McKie W. Roth Jr.	1964	Don Murray, Sausalito CA	Sausalito	CA
49	SURPRISE	33'	Phillip J. Nichols	1964	Downeast Sailing Adventures, Bar Harbor ME	Bar Harbor	ME
50	HERITAGE	29'	Elmer Collemer	1962	Steve & Dee Dunipace, Brownsburg IN	Friendship	ME
52	RIGHTS OF MAN	30'	Lash Brothers	1965	Wayne Cronin, Thomaston ME	Rockland	ME
53	EAGLE	32'	Wilbur A. Morse	1915	Captain Donald Huston, Nahant MA	Nahant	MA
54	ECHO	22'	Lee Boatyard	1965	Stephen Major & Family	DeLand Cove	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
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
64	AMICITA	33'	Lash Brothers	1965	Jeff Pontiff, New Bedford MA	New Bedford	MA
65	GALLANT LADY	33'	Morse	1907	James Smith, Picton Ontario Canada	Prinyer Cove	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	William & Shawn Poole, Fulton NY	Rebuilding	NY
70	WINGS OF THE MORNING	30'	Roger Morse	1967	Rodney Flora & Jill Schoof, Georgetown MA	Southwest 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, S. Thomaston ME	Spruce Head Island	ME
80	DOWN EAST	35'	Fred Buck & "Skip" Adams	1941	Matthew and Nancy McConnel, Camden	Camden	ME
82	MORNING STAR	28'	Albion F. Morse	1912	Paul Milani, Ashfield MA	Sandy Point	ME
83	PERSEVERANCE	30'	Bruno & Stillman (01)	1969	David Niebuhr, Gloucester Point VA	Gloucester Point	VA
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	South Freeport	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 (04)	1970	Tad Beck, Hollywood CA	Carvers Harbor	ME

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport	State
92	PRISCILLA	25'	James Rockefeller/Basil Day	1975	Norman M. Sulock, Baldwinsville NY	Oneida Lake	NY
93	ANNA R.	25'	Kenneth Rich	1970	Stuarˆ Ët L. Rich, Tenants Harbor ME	Rebuilding	ME
94	DIANA	25'	Newman (P03)/Rockefeller	1971	Ebenezer & Diana R. Gay, Rockland ME	Vinalhaven	ME
95	WESTWIND	40'	Charles A. Morse	1902	John & Diane Fassak, Mansfield MA	Rebuilding	MA
96	VOYAGER	32'	Lash Brothers	1965	Capt. Fred Perrone, Plymouth MA	Plymouth	MA
97	INTEGRITY	27'	Unknown	1903	Brian & Christine Wedge, Harpswell ME	Harpswell	ME
99	BUCCANEER	29'	Wilbur A. Morse	c1911	Tirocchi Family, Johnston RI	Johnston	RI
100	CAPTAIN TOM	26'	Bernard Backman	1970	John Sandusky, Mt. Sinai NY	Mt. Sinai Harbor	NY
101	GOOD HOPE	30'	Bruno & Stillman (07)	1971	Barta & Lee Hathaway, Newburyport MA	Ipswich	MA
102	TODDY	35'	Lubbe Vob (Germany)	1972	Mary L. Morden, Bad Axe MI	Lake Huron	MI
103	SOLASTER	25'	Newman (P04)/Newman	1970	Newman & Gray, Cranberry Isle ME	Cranberry Isle	ME
104	COCKLE	28'	Elmer Collemer	1950	Rupert & Regina Hopkins, Miller Place NY	Mt. Sinai Harbor	NY
105	LADY E	30'	Bruno & Stillman (05)	1971	Liz & Ken Spindola	Padanaram Harbor	MA
106	HOLD TIGHT	25'	Newman (P05)/Newman	1970	Alan Watkins, Weston MA	unknown	
107	MAGIC	22'	Passamaquoddy (1)	1970	Eric Applegarth, Clairborne MD	Rebuilding	
109	PETREL	31'	G. Cooper	1933	Colin D. Pears, Kennebunkport ME	Rebuilding	
112	SECRET	27'	Philip J. Nichols	1971	Edward Good, S. Lancaster MA	Salem Willows	MA
113	YANKEE PRIDE	30'	Bruno & Stillman (14)	1971	James J. & Margaret E. Graig, Keyport NJ	Keyport	NJ
114	HELEN BROOKS	30'	Bruno & Stillman (08)	1971	Khristyn Ramos & Karl Brunner	Southwest Harbor	ME
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 (16)	1971	Thomas L. Berry, Washington DC	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	Scott Martin, 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	TIGER LILY	25'	Al Paquette	1969	Holbrookˆ¯ 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	David & Nancy Schandall, Lunnenbrg N. Scotia	Lunnenberg	NS
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	Paul Werner, Old Orchard Beach ME	Unknown	ME
133	INDEPENDENCE	30'	Bruno & Stillman (21)	1973	Frederick G. Schwarzmann, Far Hills NJ	Oxford	MD
134	BEAR	22'	Passamaquoddy/Collins	1973	Jim Horigan, Reading MA	Swampscott	MA
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	PUA NOA II	31'	Robert P. Gardner	1973	Francis L. Higginson, Islesboro ME	Islesboro	ME
139	OSPREY	25'	Newman (P08)/ Morris	1973	Steve Hughes, Kansas City MO	Southwest Harbor	
141	SEA DOG	25'	James H. Hall	1974	Greg Grundtisch, Lancaster NY	Buffalo	NY
142	AUDREY II	21'	Peter Archibold	1976	Ronald Shaw, Peaks Island, ME	Peaks Island	ME
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	John Burke, Gloucester MA	Gloucester	MA
145		31'	Newman (D02)/Lanning	1974			
146	YANKEE LADY	25'	Newman (P01)/C.Chase	1970	John M. Ash, Ferndale PA	Chebeague Island	ME
147	MARA E.	31'	Newman (D01)/Jones	1974	Barrie Abrams, Mamaroneck NY	Satans Toe	NY
148	SLOOP OUT OF WATER	38'	Norris Carter	1905	Joe Vinciguerra, Andover MA	Patio Gazebo	MA
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	MURPHY'S LAW	32'	Kent F. Murphy	1977	Diahanne & Kevin Stirnweis, Chelsea MA	Marblehead	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	Rich & Beth Langton, Edgecomb ME	Boothbay Harbor	ME
156	NAMASTE	31'	Newman (D03)/Morris	1975	Jerry & Penny Kriegle, Duxsbury, MA	South Dartmouth	MA
157	LIBERTY	31'	Newman (D04)/Salter	1980	Inland Seas Education Foundation, Suttons Bay	Suttons Bay	MI
159	PACIFIC CHILD	30'	Bruno & Stillman (03)	1969	Catherine Randak, Salt Lake City UT	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	Harold Burnham, Essex MA	Rebuilding	MA
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	Bob & Maria Barth/John Mayer	Kittery Point	ME
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	Fran Daley West 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	RESOLUTE	31'	Newman (D06)//Morris	1976	Alan Leibouitz, Bilerica MA	Marblehead	MA
172	AMNESTY	25'	Jim Drake	1982	Jim Drake, Carlisle PA	Baltimore	MD
174	JOSIE	31'	Newman (D07)	2004	Mike Dulien, Costa Mesa CA	Gloucester	MA
175	EDEL WEISS	15'	David Major	1975	David Major, Putney VT	Friendship	ME

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport	State
177	LIBERTY	19'	Ahern)B5) Hoffman	1974	Tom Mehl, Saugus CA	Saugus	CA
178	DOLPHIN	25'	Newman (P13)/C. Chase	1977	Arieyeh Austin, Tacoma WA	unknown	
180	BANSHEE	25'	Newman (P12)/Wojcik	1978	John & Carole Wojcik, Norwell MA	Mattapoisett	MA
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 Island	NY
183	TARA ANNE	25'	Newman(P14)Morris	1978	Michael Florio, Greenwich CT	unknown	
184	PERSEVERANCE	27'	Simms Yachts	1963	Denis & Kathy Paluch, Chicago IL	Chicago	IL
185	OCEAN ROAR	27'	J. Philip Ham	1978	Les Taylor, Warren ME	Boothbay Harbor	ME
186	RAGTIME ANNIE	27'	Nick Apollonio	1975	Bartlett H. Stoodley Jr., Unity ME	Camden	ME
187	PEREGRINE	27'	Ralph W. Stanley	1977	Ralph Stanley, Southwest Harbor ME	Southwest Harbor	ME
189	TRADITION	31'	Newman (D09)/Nehrbass	1981	Jarvis & Susan Newman, S. West Harbor, ME	Southwest Harbor	ME
191	ANNABELLE	22'	Apprenticeshop	1978	South Street Seaport, New York City NY	Museum Display	NY
192	KERVIN RIGGS	22'	Williams & Bouchard	1977	Bill & Dori Mebane, Falmouth 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	MA
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	LEGACY	31'	Newman (D15)/ Clarke	1979	Craig Collemer & Gary Laparl, Salem, MA	Salem	MA
208	LISA K	31'	Newman (D16)/Lanning	1981	Jeff Cohen, Mamaroneck, NY	Mamaroneck	NY
209	FRIEND SHIP	31'	Newman (D17)/Pettegrow	1981	Whistling Man Schoner 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	Stephen & Julie Sell, Landenburg PA	Earlville	MD
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	Cataumet	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	OPHELIA'S ODYSSEY	33'	Shoreline Boats	1972	Thomas Searles, So Portland ME	South Portland	ME
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	Jeffrey Sander, Sag Harbor	Sag Harbor	NY
220	SORCERESS	31'	Newman (D20)/ Pettegrow	1984	Ruy Gutierrez, Auburn ME	Phippsburg	ME
221	SEAL	22'	Ahern (01)/Zink	1984	Pam Burke, East Boothbay ME,	Boothbay Harbor	ME
222	LADY JEANNE	16'	Richard L. McInnes	1982	Joe Dupere, Orono ME	Unknown	
223	CORREGIDOR	25'	Newman (P17)/P. Chase	1981	Brian Flynn & Mary Clay, Brooklyn Heights NY		
224	DAYLIGHT	19'	James Eyre Wainwright	1983			
225	PHILLIP J. NICHOLS	27'	Philip J. Nichols	1981	Bob & Dave Monk, N Reading MA	Salem	MA
226	DESIREE	31'	Chris Sparrow/Larry Plumer	1993	Larry Plumer, Newbury MA	Newburyport	MA
227	CELEBRATION	25'	Newman (P15)/Hodgdon	1980	Greg & Annette Merrill, Butler MD	Bayville	ME
228	MERMAID	22'	Ahern(10)/Fitzgerald	1990	Al & Louise Doucette, Mattapoisett MA	Mattapoisett	MA
229	CAPT'N GEORGE	30'	Bruno & Stillman (09)	1970	Robb Darula Richmond RI	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	BEATRICE MORSE	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	Vance Home, Topsham ME	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	Jeffrey C. Richards, Rockland ME	Rockland	ME
241	BLUE SANDS	34'	Boston Boat Company	TBL	Walt Disney Theme Park, Japan	Ashore	Japan
242	TECUMSEH	36'	Charles A. Morse	1902	David Frid, Oakville Ontario Canada	Oakville	Ont
243	ERIN	22'	Ahern (05)/ Hersey	1979	Anne Del Borgo, Boothbay Harbor ME	Boothbay Harbor	ME
244	REBECCA AMES	30'	Bruno & Stillman (18)	1971	John & Karla Ayer, Miami 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	BLACK STAR	35'	Apprenticeshop	1989	Ted Walsh & Jeff Wilson-Charles, Conway NH	Portsmouth	NH
248	TIMBER	22'	Rick Conant/Greg Fisher	1979	Greg Hickey, West Hartford CT	South Lyme	CT
249	BABY BLUE	25'	Newman (P18)/Pettegrow	1983	Scott & Sally Johnson, Waterville VT	Burlington	VT
250	BELFORD GRAY	29'	WoodenBoat School	1992	WoodenBoat School, Brooklin ME	Brooklin	ME
251	BUCEPHALUS	19'	Ralph W. Stanley	1986	Alex Forbes, Tahoma CA	Rubicon Bay	CA
252	-NONE-	30'	Harry Quick/J.R. Sherman	TBL	J. Robert & Eff Sherman, Correa ME	Building	
253	IOLAR	25'	W. McCarthy & G. Richards	1989	William L. McCarthy, Riegelsville PA	Georgetown	MD
254	WHISPER	22'	Passamaquoddy (02)/Core	1972	Gary & Debbie Crowel, Summit NJ	Toms River	NJ
255	GENEVIEVE	25'	Emmet Jones	1982	LaMonte Krause & Stacy Patterson, La Jolla CA	San Diego	CA

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport	State
257	TODDY B.	28'	Dave Westphal	1992	Sam Nickerson	Lake Lanier	GA
258	KIM	22'	Harold Burnham	1992	Steve Goldman, Milton, Ontario	Osbourne Harbor	NS
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 NS	Halifax	NS
261	BLUENOSE	19'	David Holmes	1974	David & Charley Holmes, Annapolis MD	Annapolis	MD
262	I GOT WINGS	22'	Ahern (04)/Almedia	1980	James "Binnacle" Wright, Preston CT	Stoneington	CT
263	RALPH W. STANLEY	19'	Ralph Stanley	1995	Anne Franchetti, Seal Cove ME	Olbia, Sardinia	Italy
264	MARGRET F	24'	Dave & Loretta Westphal	1998	Roy & Shelagh McCauly, Wayland MA	Gloucester	MA
265	MARIA EMILIA	25'	Rafael Prohens	2000	Rafael Prohens, Ovalle Chile	Launched Unknown	
266	MALISA*ANN	22'	Ahern/Hilburn	c1992	Steve & Melisa Blessington, Bangor ME	Winterport	ME
267	TRISTAN	25'	Joeseph Bernier	1980	David & Anny Cain, Fayston VT	Shelborne	VT
268	PRYDWYN OF LAMORNA	25'	Unknown	1977	Brian & Judy Cross, Lemming Australia	Fremantle	Aust
269	ACADIA	28'	Ralph Stanley	1998	Adrian Edmondson, Richmond Surrey England	Dartmouth	GB
270	JOSEPHINE	25'	Nelson Cutter	1985	Ron Wisner, Marion MA	Marion	MA
271	JASMINE	18'-6"	Peter Donahoe	1985	Patrick McMahon, Airdrie Alberta Canada	Sylvan Lake	Alb
272	TAMARA	35'	Ralph Stanley	2003	Sean & Tamara McCarthy, East Hampton NY	Boothbay	ME
273	SUMMERJOY				Bob and Cindy Robertson, Holden MA	unknown	
274	SELKIE	25'	James Lyons	1977	Brad Clinefelter, Nordland WA	Port Townsend	WA
275	VIKING	28'	Wibur A. Morse	1908	Cordell Hutchins, Cape Porpoise ME	Cape Porpoise	ME
276	LUCY BELLE	38'	Peter Sellers	2005	Mr & Mrs Peter Sellers, Philadelphia PA	Mt Desert	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)	LOD	Builder	Launched	Comments
12	FRIENDSHIP	29'	Wilbur A. Morse	1902	Last Seen c1983 at Little Compton RI, ashore since 1968
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
51	#NAME?	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
63	KHOCHAB	28'	Speers	1953	Sold to Unknown Parties c1998
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 Bat 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	28'	Charles A. Morse	OLD	Last known to be in the Galveston TX area 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)	LOD	Builder	Launched	Comments
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
11	SHULAMITE	24,	W. Prescott Gannet	1938	Went ashore in Rockland, ME, disposition unknown
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
27	SARAH E.	25'	Bob McKean & Sid Carter	1939	Lost in roof cave-in at Havre de Grace MD
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
60	OLD SALT	32'	Robert A. McLain & Son	1902	Broken up in CT, 2004
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
135	HATSEY	25'	Newman(P07)Morris	1973	Demolished while filming The Truman Show in Hollywood CA
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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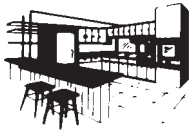
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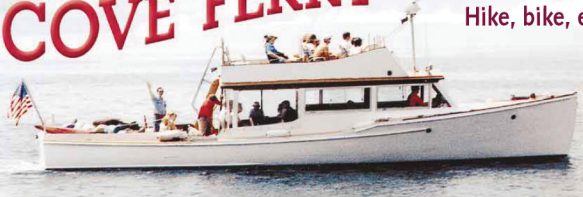
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