Friendship Sloop Days 2010
Rockland, Maine July 22nd~24th



Friendship Sloop Races in Friendship Harbor; it all began here in the 1960s



PENOBSCOT BAY
Regional Chamber of Commerce

WELCOMES
THE FRIENDSHIP SLOOP SOCIETY
TO ROCKLAND, MAINE
JULY 22, 23 AND 24

Join the Friendship Sloop Society members for their 50th annual homecoming. The public is 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 Saturday just off the Rockland Breakwater (see next page for full schedule)

August 4–8
Maine Lobster Festival
www.mainelobsterfestival.com

For more information on the area, contact the
Penobscot Bay Regional 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

2010 Homecoming and Rendezvous Schedule of Events in Rockland

Wednesday July 21
Sloops arrive in Rockland Harbor and tie up at the Public Landing (no charge). Moorings will probably be available on Tuesday afternoon at $20 per night. Call the Harbormaster on Channel 9. Tent, chairs and barbecue will be set up. Safety briefing and welcome at 5:30.

Thursday July 22

9:00 AM	Skippers' Meeting, with coffee and donuts under the tent
Noon	Race starts off the breakwater
4:30 PM	Rowboat races - all ages welcome to participate
6:00 PM	BYO Barbecue under the tent

Friday July 23

9:00 AM	Skippers' Meeting, with coffee and donuts under the tent
Noon	Race starts off the breakwater
4:00 PM	Sloops on public display at the dock
5:00 PM	Dinner on your own, but grills will be available for BBQ

Saturday July 24

9:00 AM	Skippers' Meeting, with coffee and donuts under the tent
11:30 AM	Parade of Sloops
Noon	Race starts off the breakwater
5:30 PM	Awards Ceremony and Public Dinner under the tent

Cover: Homecoming in Friendship Harbor in the 1960s. Boat in the foreground is *Mary Anne.* She was one of the sloops that took place in the first races in Friendship, Maine.



Get in line and join us for the public dinner, under the tent on Saturday night.

Friendship Sloop Society Officers 2010

(Also on the web at www.FSS.org)

Commodores	Wayne & Kirsten Cronin	525 Main St., Thomaston, ME 04861
Vice-Commodores	Peter & Nancy Toppan	26 Thomas Clapp Rd., Scituate, MA 02066
Secretary	Caroline Phillips	164 Sturbridge Rd. Charlton, MA 01507
Treasurer	Greg Merrill	P.O. Box 166, Butler, MD 21023
Newsletter Editor & Webmaster	John Wojcik	347 Lincoln St., Norwell, MA 02061
Registrar	John Wojcik	347 Lincoln St., Norwell, MA 02061
Yearbook Editors	Rich & Beth Langton	868 Cross Pt. Rd., Edgecomb, ME 04556
Membership Chairman	Penny Richards	15 Leland Rd., North Reading, MA 01864
Publicity Chairman	Nate Jones	P.O. Box 2207, Portland, ME 04106
Scholarship & Friendship Day Chairpersons	Bill & Caroline Zuber	P.O. Box 279, Friendship, ME 04547
Race Committee Chairman & Marblehead Regatta Chairman	David Graham	7 Batchelder Rd., Marblehead, MA 01945
Southwest Harbor Race Chairman	Miff Lauriat	47 East Ridge Rd., Southwest Hbr., ME 04679
Chandlery Chairpersons	Bill & Kathy Whitney	75 Kingsbury St., Needham, MA 02492
Rockland Trophy Chairman	Marcia Morang	18 Commodore Drive, Sanford, ME 04073
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 02492
Cannoneer	Richard Campbell	
Piper	Donald Duncan	Southport, ME 04576
Commodore, Motor Boat Squadron	Jack Cronin	164 Sturbridge Rd., Charlton, MA 01507

Honorary Members: Mary Duncan, David Graham, Cyrus Hamlin, Marcia Morang



Across the bow

Commodore's Message

What is the Friendship Sloop Society and what is it all about? The purpose of the Friendship Sloop Society is "to encourage the building and sailing of Friendship sloops, to provide a medium for owners and friends to meet and enjoy each other around a common interest, and to promote the history and traditions of the Friendship Sloop."

The formation of the Society was actively promoted by Bernard MacKenzie of Scituate, Massachusetts, then owner of **Voyager.** The first race in 1961 had fourteen Friendship Sloops, that year the membership was twenty-two. Today, the Friendship Sloop Society is made up of approximately 280 Friendship Sloops and their "owners" and many others who just enjoy the history and beauty of this classic vessel. Members enjoy getting together and celebrating the history and craftsmanship of the Friendship Sloop.

Social and racing events were held at Friendship, Maine until 1984, Boothbay Harbor from 1985 to 1995. In 1995, the annual Homecoming was moved again, this time further east to Rockland, Maine where the rendezvous and races will again be held on July 22, 23 and 24, 2010. Society events have been augmented over the years by the Southwest Harbor race held the weekend before the event at Rockland, and various gatherings of sloops in Friendship; New London, Connecticut and Marblehead, Massachusetts.

We are blessed to be able to hold this, our 50th annual homecoming, once again in the beautiful city of Rockland, Maine. The past fifteen years in Rockland have been a pleasure and a delight, with each year getting better and better. Thank you to Ed Glaser, the Rockland Harbor Master, and his staff, and to Shari Cloister and the Penobscot Bay Regional Chamber of Commerce and all of its staff and volunteers for making us welcome each and every year. It is very much appreciated.

We hope that you are able to join us at one or all of our events. They are all free and open to the public. For more information on the Friendship Sloop Society please visit www.fss.org. For more information about Rockland, please see the Penobscot Bay Regional Chamber of Commerce at www.therealmaine.com.

Wayne and Kirsten Cronin

2010 Schedule of Events
Friendship Sloop Society

July 17th Southwest Harbor Rendezvous
Southwest Harbor, ME
Contact: Miff Lauriat, 47 East Ridge Rd.,
Southwest Harbor, ME 04679 – 207-244-4313

July 20th Pulpit Harbor Rendezvous

July 22nd - 24th Homecoming Rendezvous and Races
Rockland, ME
Contact: Wayne and Kirsten Cronin, 525 Main Street,
Thomaston, ME 04861 – 207-354-0467

August 7th & 8th Marblehead Classic Boat Regatta
Marblehead, MA
Contact: David Graham, 7 Batchelder Rd.,
Marblehead, MA 01945 – 781-631-6680

September 3rd - 5th Gloucester Schooner Festival
Gloucester, MA
Contact: Cape Ann Chamber of Commerce
33 Commercial Street, Gloucester, MA 01930
978-283-1601, info@capeannchamber.com

November 13th Annual Meeting
Best Western Merry Manor Inn
700 Main Street, South Portland, Maine
Contact: Caroline Phillips, Secretary
164 Sturbridge Rd., Charlton, MA 01507
508-867-0503

Sloop Society Webpage:
www.FSS.org

- - - We Dedicate This Yearbook - - -

A Dedication --- 50 years in the making

This year marks 50 years of racing by Friendship Sloops, and that is certainly a good reason to recognize the sloop owners and sloops that originally gathered in Friendship, Maine for what has become an annual homecoming of Friendship Sloops, their owners, and friends. The Friendship Sloop Society was formally established in 1961 to: "incorporate all past and present owners of Friendship Sloops and other interested persons, and promote an annual race and regatta out of Muscongus Bay." An ambitious dream perhaps, but one that continues today with a Society that now boasts a listing of 281 sloops. When the first race took place in Boston Harbor, in 1960, the founding fathers, under the leadership of President Bernard W. Mackenzie, had no way of knowing if the newly proposed organization would last more than a few years beyond their own involvement. In retrospect we can clearly say that it was just the beginning of a Homecoming event that had its roots in Friendship, moved to Boothbay Harbor, and then on to Rockland, Maine for three days every July. Many of the original sloops are still sailing and the names of the sloops and captains will be familiar to many of us that have become part of the Friendship Sloop Society. Indeed, some of us have grown up sailing these very sloops and today participate as captain and crew in a number of events and gatherings of Friendship Sloops throughout New England. Please join us in dedicating this yearbook to the sloop owners, and sloops, listed below that had the foresight to originally come together in celebration of the Friendship Sloop at the first official homecoming in Friendship, Maine.

Eastward, Roger Duncan, Concord, MA and Newagen, ME
-now owned by Robert Duncan, homeport: Boothbay Harbor, ME

Mary Anne, Capt. John Dollett, NY and Cushing, ME
-now owned by Dr. Joseph Griffin, homeport: Damariscotta, ME

Ellie T., Roger Thorpe, Bath, ME
-now owned by Greg Roth, being rebuilt: New London, CT

Voyager, Bernard MacKenzie, Scituate, MA
-now owned by Jim Salafia, being rebuilt: Warren, ME

Amity, J.R. Wiggins, Washington, D.C. and Brooklin, ME
-now owned by Stephen and Diane O'Connell, homeport: Belfast, ME

Jolly Buccaneer, Richard Swanson, Rockport, MA
-Sunk at Melbourne, FL, destroyed c 1978

Continued p. 6

Blackjack, Richard Swanson, Rockport, MA
-now owned by C.D. Harris, homeport: Northeast Harbor, ME

Vida Mia, Ted Brown, Kittery, ME
-now owned by George and Cindy Loos, homeport: Cape May, NJ

Golden Eagle, William Haskell, Marblehead, MA
-destroyed c 1980, Lynn, MA

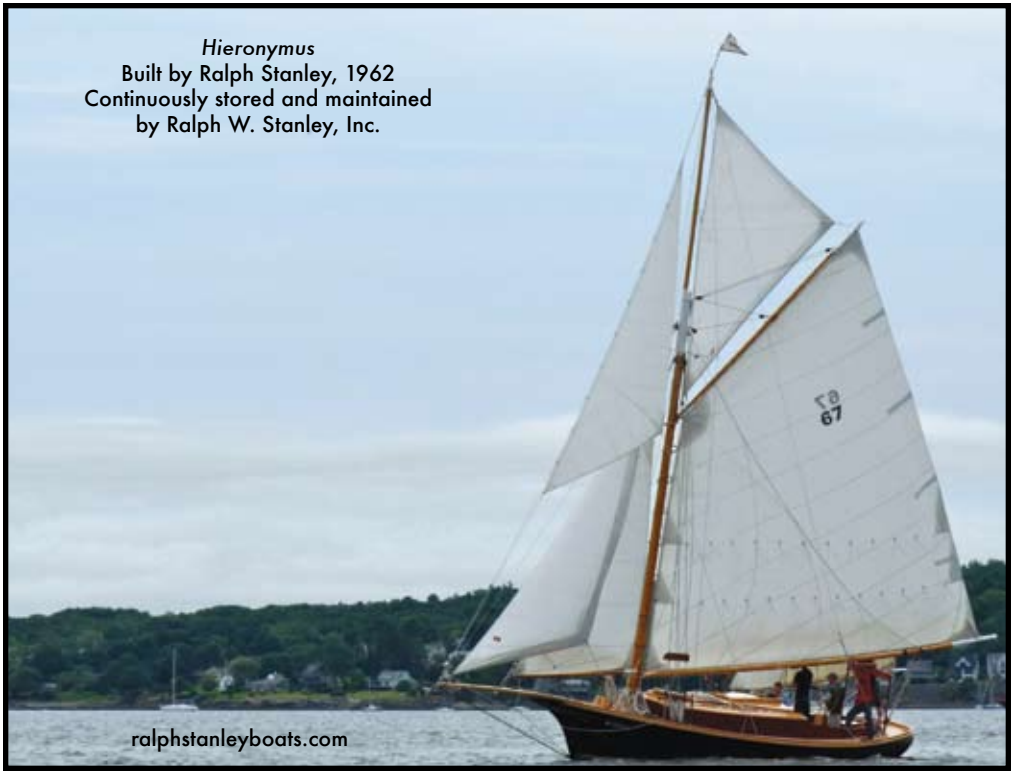
Tannis II, Douglas Randall, Quincy, MA
-now named *Tannis*, owned by Jack and Mary Cronin,
homeport: Salem Willows, MA

LAigle D'Or, John Adams, Marblehead, MA
-later named *Shulamite*, went ashore in Rockland, ME in a storm

Sadie M, Jarrison Prindle, Castine, MA
-now owned by Richard Stanley, homeport: Southwest Harbor, ME

Wilbur Morse, C. Wilfred Brann, August and Friendship, ME
-now owned by Richard Brown, homeport: Port Townsend, WA

***Wanderer*,** Robert Trayes, Rockport, MA
-later named *Murre* and *Moses Swann*, wrecked in 1974 at Guilford, CT
and destroyed c 1978



Presenting the 2009 Winners…

Southwest Harbor Rendezvous July 11th

First of 12 to Finish: *Alice E*

Rockland Homecoming Rendezvous and Regatta July 16th–18th

1st All Divisions - State of Maine Trophy – *Salatia*

Division I (<25')

1st Place-Herald Jones Trophy – *Salatia*
2nd Place-Bruno &Stillman Trophy – *Echo*
3rd Place-Lash Brothers Trophy – *Celebration*
1st Pemaquid Sloop-Jarvis Newman Trophy – *Salatia*

Division II (>25")

1st Place-Commodore's Trophy – *Phoenix*
2nd Place-Gordon Winslow Trophy – *Lady M*
3rd Place - Rockland Trophy – *Tannis*
Liberty Trophy – *Gladiator*

Class A (Original Sloops Built before 1920)

1st Place - Wilbur Morse Trophy – *Gladiator*
2nd Place - Charles Morse Trophy – Not Awarded
3rd Place - Alex McLain Trophy – Not Awarded
Rum Line Trophy – Not Awarded

Special Homecoming Trophies

Nickerson Trophy - youngest crew member – Ashleigh Cronin (3 years old)
Chrissy Trophy - woman who keeps sloop, crew, and family together – Kirsten Cronin
Cy Hamlin Award - Skipper's homecoming – *Independence*
Gladiator Trophy - Sloop sailed the furthest – *Banshee*
Danforth Trophy - Sloop that finishes in the middle of the fleet – *Peregrine*
R.W. Stanley Cup – *Hieronoymous*
Owner/Builder/Restorer of Sloop – Ralph Stanley
Tannis Award - 7th overall in fleet – *Eden*
Spirit of Friendship Award - in the spirit of friendship – Scott Martin

Marblehead Regatta - August 9th

Friendship Sloop Division Winner
Lincoln Ridgeway Trophy – *Margaret F*

Happy 50th Race Year

Best Wishes for Great Racing During 2010

At

Rockland, Southwest Harbor,
New London, Marblehead and Gloucester

Your 2010 FSS Race Committee

Dave Graham, Chairman
Dick Campbell
Leo Campbell
Marcia Morang – Trophies
Rod Pierce
Phil Pratt
Bob Rex, Chairman Emeritus
Penny Richards - Trophies
Jerry Ross
Dick Salter
John Shelby
Hugh Verry
Jim Wilson
Bill Zuber

MEMBERSHIP APPLICATION

Please Return with Remittance to:
Penny Richards
Friendship Sloop Society
15 Leland Road
North Reading, MA 01864

I/We Hereby apply for Membership:

Name(s)_____

Street _____

_____

City_____ State_____ Zip ____

Phone (Home) (____) _____

Phone (Work) (____) _____

Seasonal Address:

Dates mail to be sent: _____

Street _____

_____

City_____ State____ Zip _____

Phone (Home) (____) _____

Date of Application: _____

E-Mail Address: _____

A FULL MEMBERSHIP SUPPORTS YOUR SOCIETY

Each Membership Receives:
all Society Mailings, the Annual Yearbook, a Membership Card, one Membership Decal, and entry rights for participation in the Society Regattas and functions.

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 Decals are available at $2 each.

Society Burgees are available at $23 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 Amount Enclosed:$ _____

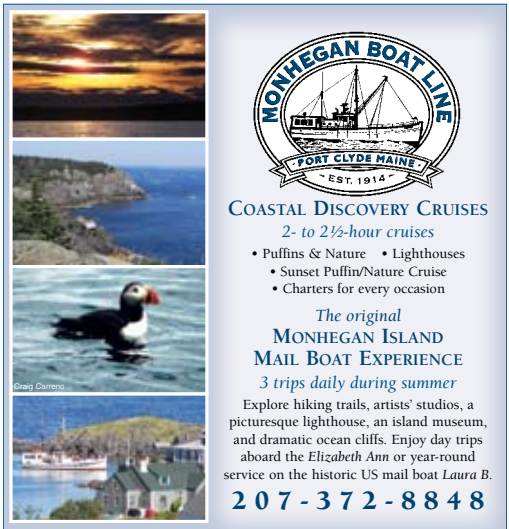
Pendleton Memorial Scholarship Fund

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 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 financial assistance over the years to numerous students, several of whom have received multiple year scholarships. In 2009 scholarships totaling $6,050 were awarded to eight students, four from Medomak Valley High School and four from Central Christian High School. The young people of the town of Friendship need your support. Tax deductible donations in any amount should be sent to the Pendleton Memorial Scholarship Fund, P.O. Box 279, Friendship, ME 04547.

Hadlock Award

In 2009 this was not presented, but it is given 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.







Serious water ballooners: getting wet is a tradition at the homecoming!

Bancroft Award

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

Morang Award

Bob Zuber was presented this year's Morang Award for his contribution *Uncle Stu* that was published in the 2009 yearbook. This award is given in memory of Bruce Morang, helmsman, yearbook editor and Race Committee Chairman. Ashore, he was editor of the Reading, Mass. Newspaper and a discriminating writer. The award is given for the best article submitted for publication in the yearbook.

Omaha Award

The award is made in recognition of the sloop *Omaha*, built in 1901 by Norris Carter, but it was not awarded in 2009.

Messing About Trophy

Maria and Charlie Burnham were presented this trophy by Dick Salter, Captain of *Messing About*, in honor of their contribution to the Friendship Sloop Society and the New England world of sailing.

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
- **AFLOAT AND ASHORE** - A miscellany
- **THE RELUCTANT PATRIOT**
  A Maine novel of the Revolution

Adventures at Sea

By Rich Langton

In 1985 I was sitting out on the deck of a house in Boothbay Harbor and the fellow sitting next to me said…."That boat's for sale," when *Content* slowly and silently cruised past us out of West Harbor. That was all it took. My wife, Beth, and I were immediately mesmerized by the sleek lines of this Pemaquid sloop. We chased down the owner and went on a sail, during which the rudder broke and the price subsequently dropped, and we bought the boat. Seeing *Content* sail by on that summer day 25 years ago might not have been quite as impulsive as buying a car right out of the showroom just because it looked nice, but it certainly did not take me long to decide to make it mine.

I say it was not impulse buying, because my Dad and I had been looking at sloops since we vacationed on Morse Island off the coast of Friendship, Maine the year the races started in 1961. Back then, my family had just purchased an O'day Daysailer and we liked to sail over to Friendship Harbor to see the 'real' boats. In the mid 60s my family moved from Ohio to Boston and Dad and I actually got serious about trying to find a Friendship. We followed up on any lead we could find, and saw some pretty sad looking boats that were once Friendship Sloops. Not being boat builders, and my Dad being somewhat of a fiscal conservative, we kept looking rather than buying and restoring. As fate would have it, my Dad had a heart attack in Friendship, just after the races in 1968, and left me with the dream of owning a Friendship Sloop. College and life in general back in the 60's and through the 70's kept me pretty busy and Friendships remained a dream until that fateful day in 1985. By then I was working in Boothbay Harbor, so I had some justification for being on that deck looking out at West Harbor, which had nothing to do with sloops, … but then again maybe it did.

I knew how to sail, you know, the pointy end goes forward; but how do you get back when the wind is going the wrong way? So, the first year we entered the Boothbay Harbor races I enlisted a few friends who knew more than I did about racing, or so I thought. We set off and things seemed to be going well, although we had been told by the previous owner, Peter Edwards, that *Content* was a slow boat. In fact things were going so well that we were ahead of our competitors when we rounded the last mark. Thinking we had just won the race we popped open a can of celebration and relaxed as the other, still intense, sailors gained on us and then sailed by…..all the way to the finish line. Day two of the races we did not do as well, and never did again as I recall, but at least now we know enough to finish the race!

Kids entered the Langton family in 1987 and 1989. Our daughter, Ruthie, was the first one to arrive and we wanted to make her into a sailor, but she almost didn't get the chance to try. Beth was about five months pregnant (and in a hormonal daze much of the time) and we were on our first voyage over to Friendship, sailing up Muscongus Bay coming up by the south end of Morse Island. It was later in the day, the wind was picking up and I was trying to get into the harbor as quickly as possible. Thinking that if I stayed on course and pinched the wind a little it would get us there and I would not

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have to tack. I asked my navigator, Beth, to take a look at the chart to make sure there was clear deep water on our course. She said, "Looks good to me," but the wind was not being cooperative and we had to tack. Beth went forward to loosen up a line that had tangled and almost went overboard as the foot of the staysail caught her by surprise. With her new center of gravity, hanging on was a little more challenging. Then, as we headed back up, I looked over to our left and there was water washing over a rock, just where we would have been sailing. I asked Beth how that could be and she replied "I guess that is what those little stars on the chart mean." To make a long story short we arrived safely, thanks to a shift in the wind and quick reactions on the part of the navigator, but now we plot a course before we set sail rather than when the weather is making it hard to think and see straight.

Ruthie made it onto this earth and in the summer 1987 we were intent on having her win the Youngest Crew Member Award. Recall that we are not the fastest boat in the fleet, and so we figured that this was our only shot at a trophy. At six months of age Ruthie was the youngest crew member and twenty-three years later we are still proud of her accomplishment. However, this trophy did not come without an adventure. Having adopted those Yankee tendencies of my Dad, I had not purchased a VHF radio; didn't need it since we only sailed on clear pretty calm days. Well, as fate would have it, the races brought in the fog….and we were determined to get that trophy no matter what. We went looking for the buoys in the fog without any communication with the rest of the fleet. We had to finish the race to win the trophy, so just because we could not see very far, did not mean we could skip a mark. We were sailing back and forth looking for the red nun that marked Card Ledge when all of a sudden we heard the roar of an engine, and saw a huge pink thing coming right at us blowing its horn. We had sailed into the "short cut", on the wrong side of the buoy, which the *Pink Lady* took to transport sightseers out to the seal rocks. The *Pink Lady* did not expect to see another boat where we were and she veered sharply to port and then sharply to starboard as she saw the ledge. We started thinking about where the life jackets were as the fog lifted enough for us to see the mark and eventually finish the race. Needless to say, we survived, but to this day Beth recalls being snuggled on the berth below with Ruthie only to look out our port and see a blur of pink. Needless to say, I purchased a radio for the race the following day.

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VICTOR TRODELLA
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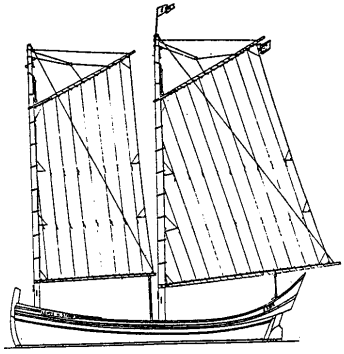
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Robert joined our crew in 1989 and we, once again, set our sights on the Youngest Crew Member Trophy. He was a little older, all of eight months, but kept the family tradition alive. Not with the *Pink Lady*, thank goodness, but he brought home the trophy. In fact, the Society went through a spell when nobody was having babies and Robert won the trophy for three consecutive years. He did it on different sloops as well. First year was on *Content*, then *Old Baldy* and finally on *Departure*.

I did not mention this before, but *Content* is a wooden boat, now in her 49th year. Every year I spent untold hours getting her ready for the annual launch. Scraping, painting, cleaning and checking out the engine were all part of the ritual; all in an effort to make that launch less eventful, as much as trying to have her look good on the mooring. We kept *Content* in our backyard in Edgecomb to facilitate the pre-season preparations and then had her hauled to Wiscasset for the launch. Each June the truck arrived, we loaded *Content* on the trailer and she was taken to the launching ramp. The mast was stepped and we backed her into the ocean after a winter of drying out. It was always traumatic to see water spurting in between the planks, but after a few hours of heading down the river she swelled up. Eventually I got real smart and filled up the bilge with water from the garden hose a few days before the launch, which made things much less stressful until... One year we went through the process and as the truck disappeared across the Wiscasset Bridge, I happened to look below just before casting off only to see the floor boards floating. What could this be? The boat had been 'pre-swollen' and the bilge was running, but nothing was being pumped out. I jumped into the cabin and started sloshing around in the water as it came up dangerously close to the engine. I

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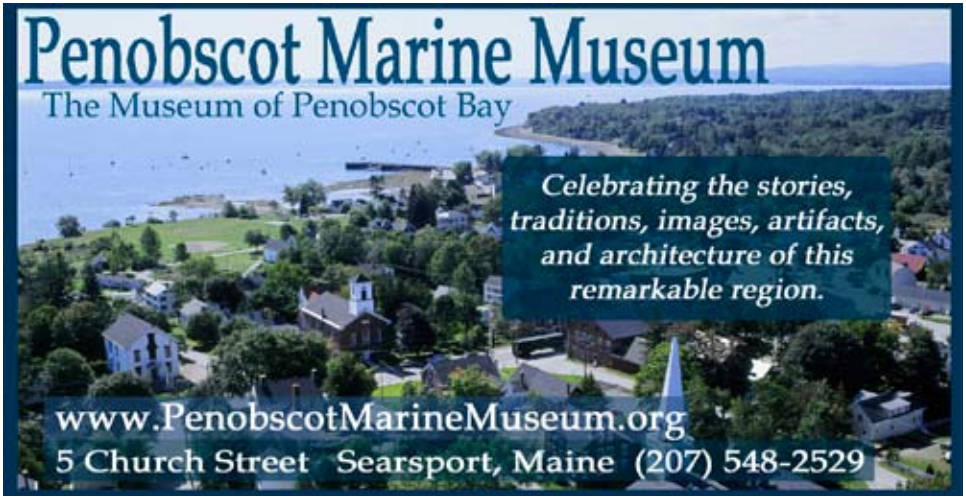
focused my efforts on the seemingly properly functioning bilge pump. I slipped off the hose and stuck my finger in towards the impeller only to find that a spider had made a little nest in the pipe and very neatly blocked the outflow. Once I got that cleared, the water started receding and my pulse went back to normal. I now have one more thing on the spring check list….check for spiders.

After about 15 years of owning, and repairing, a wooden boat, I decided it was time to break with tradition and go plastic. "Plastic" is what the Society used to call near-replicas, at least until a number of boats were made of fiberglass, primarily by Jarvis Newman, and the traditionalists acknowledged that they weren't really that bad. I put *Content* on the market and waited, and waited and waited. I figured the worst that could happen is that I would have to keep sailing her until that special person who wanted a wooden sloop came along. Eventually he did. I got a call from Noel Marsh who started out by telling me that he knew *Content* from being in Friendship when he was a kid. He already owned a sloop and was trying to restore it. He just wanted to come and take a look….What did I say about buying a car when you did not intend to. Well, Noel knew where to look for rot on *Content*, since he already owned a sloop full of it. He didn't find any, but while he was looking, I went into the house and announced to Beth that we had sold the boat. Noel had that look of a man who had just found a long lost friend…. and indeed he did. And so it went. Noel and I worked out the details and he is still the proud owner of a wooden sloop with lots of adventures to share with his family.

As for the Langtons, ten years ago we purchased *Queequeg*, one of those fiberglass sloops, which had been sailed to Florida and was destined for adventures in the Bahamas. The call of Maine brought her back home. And yes, the adventures continue.


MR. TIRE
& COMPANY

218 New County Road
Route 1
Thomaston ME
207-596-7748
Monday-Friday 7:30-5:30 pm
Saturday 8-noon



Content at 50

by Noel March

Well, this year she's 49 actually, my dear friend *Content*, and like many of us I suspect she'll claim to be 49 next year, too. But I just celebrated my own 50th birthday, glad to have made it in one piece, and I'm rather pleased that our good society of Friendships has arrived at this half-century milestone in at least as good a shape as I am...and I am confident that *Content* will be able to say the same next year (if she'll admit to her age, that is)!

50 is an age worth celebrating, in my book anyway. I think it's a time when one can finally appreciate that we really don't know as much as we always thought we did, that we can accept that we still have more questions than answers and we can come to realize that our first fifty years was excellent on-the-job training for the next fifty to come.

Much like our society, we have all lived through many wonderful relationships, some are gone and fondly remembered, while others are brand new and full of promise. Our respective evolution of changes has seen us in many different locations, with an expanded reach and new horizons that still await. But mostly our experiences have taught us that we have learned to not merely survive, but hopefully also to live well, sustained by the loving help of friends and family, and to carry-on through the uncharted waters of life with the promise that we will know how to find our way with the confidence and peace-of-mind that only maturity can bring.

As for myself, I can only say that I finally feel "Content at 50". For those who know me well, you can stop rolling-your-eyes now, because I'm pretty sure I mean it this time!

So, whether you are reading this during our three landmark days in July of 2010 at the shore of Rockland Harbor, or in your own home, may your travels find you appreciating your journey to the half-century mark of our Friendship Sloop Society. And may you celebrate along with us, even if this year is just another rerun of your own 49th!



Which way did you say to turn?

A Great Lakes Update on *Momentum* (ex. *Dirigo*)

by Noel March

It was to be a special treat for my young family and me, a layover stop last summer at the Bayfront Center for Maritime Studies (BCMS) at Lake Erie, Pennsylvania. It may have been a bit hard for them to understand at first, especially since I had made such a big deal about "making good time on the road" between eastern Maine and northern Illinois, ultimately bound for my in-laws' farm in rural Garden Prairie (a whole month with Grandma and Poppa was, after all, the long awaited goal!). But all along the way I had my "captive audience" who were helplessly subjected to my seemingly endless tales of childhood sailing adventures aboard the famous Friendship Sloop *Dirigo*...and regaled they were!

You see, my childhood summers were spent at Friendship Harbor. With my brother Jon and sister Mimi, we would sail with Ernest Sprowl and Harold Lash aboard *Dirigo* during those early Friendship Sloop Races in Muscongus Bay, and a few trips to Castine for the Retired Skippers Race as well. I learned to sail aboard that sloop, and did a fair amount of "growing up" thanks to her, too.

We arrived in Erie on the evening of July the 2nd, and after checking Laurie and the three little ones into our hotel, I made a bee-line for the wharf to see that 45-year-old dear friend of mine, *Dirigo*. There she lay, noble, quiet and still, just as she should be, and just as I had pictured she would be. Now named *Momentum*, and proudly in the service of educating youth on the environment, conservation and seamanship, she greeted me with happy memories and one very special figurehead of a hand-carved eagle's head leading her original trail boards. My late mother, Nona March, had lovingly carved that figurehead over the course of one whole summer in 1975 and how I remember her joy to see that eagle prominently affixed and adding a touch of her own grace and elegance to that beautiful sloop.



The next morning after breakfast, our family was greeted by Captain Alex Nagle and Mate Amanda Loose for a cruise across Presque Isle Bay (yes, another Presque Isle)! We enjoyed the excellent company of captain and crew, and I had a special feeling of satisfaction that the *very first* sail that my own children were now taking was aboard the very sloop upon which I had taken my own *very first* sail in 1965.



I am happy to report that *Momentum* #46 is alive and well on Lake Erie, and in the caring and capable hands of the highly regarded Bayfront Center for Maritime Studies.

For more information on BCMS, check out www.bayfrontcenter.org.

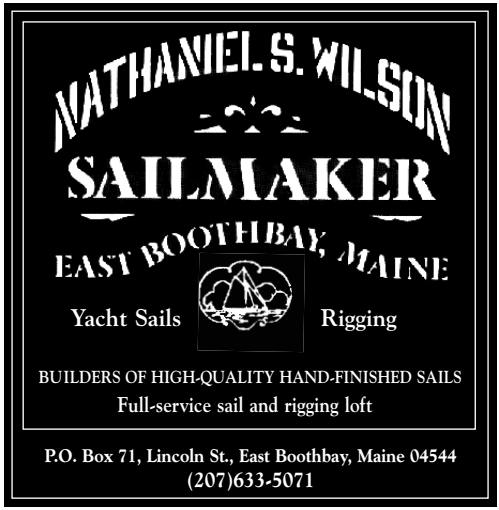
Ray of Hope

By Scott Martin

My journey with my boat started back in 1983 when my buddy, Peter, bought the Friendship Sloop, *Ray of Hope*. He bought her to do charter sails out of Bar Harbor and thought the name *Ray of Hope* was not great for marketing the business. Would potential passengers think '*Ray of Hope*, will I get back to the dock?' So Peter changed the name to *Eden,* which was Bar Harbor's original name. I became crew and for the next few summers I lived and worked aboard *Eden*. Peter sold her to a friend and I moved on. The *Eden* was a part of me now. Like your first love, your first car; there would be others, but nothing could come close to that love. It was that way with *Eden* for me.

The friend who had bought the *Eden* from Peter some years ago called. He wanted me to buy the boat. As much as I wanted to I had to decline for I didn't have the money. My friend said I should be the one to have her, and he made it possible by making a very affordable payment arrangement with me. After three years the *Eden* was mine. I can remember going down to the dock where she was tied up and feeling such joy and gratitude. Some years later I would stand in the same spot where I had felt such gratitude. I am an alcoholic and I had relapsed. I stood there in despair and I pleaded for God to help. I have been able to stay sober since then, a day at a time.

This past summer I sailed my boat to Rockland for the Friendship Sloop Homecoming. The few days were spent in Rockland where the *Eden* and crew did well in the races. As I sat on the dock, races over, and the sail home ahead, an elderly man walked down the dock and stood alongside the *Eden*. He looked me in the eye and said, "I built this boat." He made a quick cell phone call to his son and said, "I found her...Yes I am standing right in front of her." You could feel the love he had for the boat, and the connection he and his son must have shared building it. He went on to tell me about the bow sprint and the reason he used this wood on the cabin top. The time had come and I needed to cast off and get underway but I had one final question for him, why did he call it *Ray of Hope*? He said, "I'll tell you why, Scott. My wife was an alcoholic and I figured if I built her a friendship sloop there would be a "Ray of Hope" she'd quit drinking". He continued, "she didn't and died." You could see in his eyes it brought back the pain of the past. I exclaimed, "What! I'm an alcoholic in recovery. I've lost so much in my life but have managed to hang on to her." A smile replaced the sadness in his eyes from the thought of his wife's fate and he said, "I'm glad it worked for someone, I'm so glad". As I sailed away from that dock that morning I felt connected to my boat more than ever before. I decided the boat's name should reflect the story, so she now is called *Eden's Ray of Hope*, and *Eden* for short.



The 2009 Parade of Sloops

by Penny Morang Richards

The 2009 Parade of Sloops was an absolutely grand affair. The weather was perfect for a parade—clear skies and a fresh breeze. Thousands of eager people lined the breakwater and cheered enthusiastically for every sloop, captain and crew. Like every good parade, this one even had music.

We were thrilled to have President Barack Obama on hand. We sipped champagne and nibbled strawberries as we called the parade and the lighthouse staff provided all the comforts of home.

Remember all that? No? Neither do I.

The weather: It was foggy and damp. The mist had the good sense to wait to turn into a steady drizzle until the Parade crew returned to the dock.

The crowd: There were seven people out there with us at the lighthouse—three when we started and four more made the one-mile walk by the time we finished.

The sights and sounds: The music was provided by the crew of "Phoenix" by way of their voices, singing something about a mouse.

The President: He wasn't there but I joked about him beaning Carol Wojcik during his practice sessions prior to throwing out the first ball at the 2009 All Star Game.

The Spread: Champagne and strawberries? Hardly. More like Lays Potato Chips and warm Pepsi.

The Lighthouse: Closed and locked up tighter than a bulkhead in a downpour. Good thing we didn't need to use the facilities.

If you believe nothing else, believe this one. I probably have more fun during the parade than anyone else does, and I do it while others do the work that makes it possible for me to have so much fun.

I am blessed with a team of highly-trained professionals who assist with every phase of calling the parade. Jack and Mary Cronin graciously provide dock-to-dock-to-dock travel accommodations. Dave Richards is the director of technical operations. Matt Phillips and Marcia Morang lead the platform team (and have been joined on previous occasions by Alec Cronin). Matt carries the broadcast equipment, knows the fleet as well as his grandfather does, and can tell in an instant which sloop is on approach. He doesn't need to see a sail number and he is never wrong. Marcia has the cards in order and whispers important reminders. The job would be impossible—and no fun at all—without my wonderful team.

So, yes, without a doubt, the 2009 Parade of Sloops was an absolutely grand affair. I can't wait to do it again in 2010!





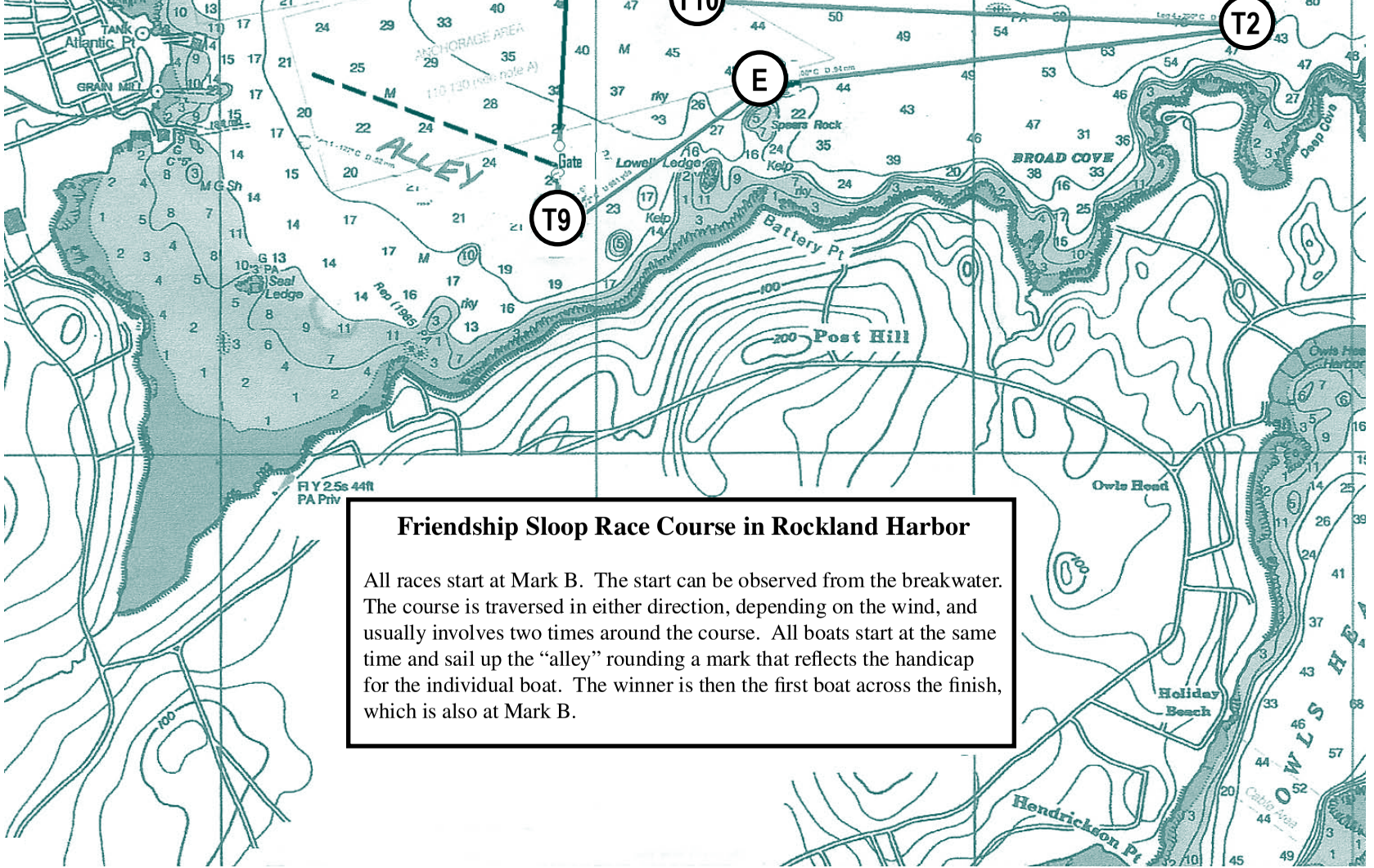
The best location to view the Parade of Sloops is at the light house from the end of the Rockland Breakwater. The Parade will take place on Saturday, July 24th, at 11:30 AM, with the race starting immediately afterwards at Mark B.

ROCKLAND BREAKWATER

B

T10

ROCKLAND HARBOR



Friendship Sloop Race Course in Rockland Harbor

All races start at Mark B. The start can be observed from the breakwater. The course is traversed in either direction, depending on the wind, and usually involves two times around the course. All boats start at the same time and sail up the "alley" rounding a mark that reflects the handicap for the individual boat. The winner is then the first boat across the finish, which is also at Mark B.

Topmast, or not?

by Charles and Maria Burnham

During the winter the wind had taken hold of the *Resolute's* peak halyard and pulled it through the sheave at the top of the topmast. This brought up the proverbial question, "Do Friendship Sloops really need topsails?" Well, it is true that in light airs they keep the boat moving. This is very good. The down side is that they transform a simple self-tending rig to one that keeps a crew busy. Al Beck added roller furling to his topsails making sailing easier but there is still a lot to think about. We decided to try a year without the topsails and sailed to Maine bald headed. We raced at Southwest and had a great time. Maybe it's more fun without the top-sails?

The nephews arrived in Rockland Friday morning and looked up at the empty sheave from a different perspective. It shouldn't take long to remedy this. Steve and Richard let loose the top mast shrouds. Then with halyard in hand and pliers in pocket Tom stood on the gaff. With him along for the ride, the gaff was hoisted up to the crosstrees. From there he could open the gate that holds the foot of the topmast on its shelf. Climbing up to stand on the crosstrees he pushed the foot of the topmast out off its shelf, lowered it and replaced the peak halyard. Then reversing his steps, he was on the deck in minutes. Having topsails and nephews made for both great racing and great sailing. There were lines for everyone to tend. Now it is spring and we must decide on the topmast again.



Tom Hastings replacing the gaff topsail peak halyard on "Resolute" Friday morning at the Rockland dock.





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Just Another Cruising Adventure

By Shelly (Cronin) Desch

Short of available crew and in need of going to the 'bench', I got a call to help bring the *Tannis* up to Rockland, Maine. The *Tannis* had only been launched a couple of weeks before and had not sunk…which was a good sign! So plans for shoving off were rather tight. I would drive up from New Jersey to be in Sturbridge, Mass. by 8:00 AM. The sooner I could be there the better. I was bringing all the liquid provisions (beer, wine, gin and rum), so I knew they would wait for me.

Loaded down with food and drink for what looked like a year at sea, we packed into the van and we were off. Once at Salem, everything was quickly unloaded, brought down to the launch, and literally dumped into the cockpit of the *Tannis*. Some of it (in fact very little) went to the *Effie M*, the *Tannis*' constant travelling companion. The plan was we would stow everything down below once we were underway. With the engine running, the mooring dropped, we finally could begin to organize this mess.

With Jeff at the helm, I began passing our provisions down below to Cindy. That's when we heard those fateful words: "We got mice!"

"What do you mean, 'We got mice!' Dead ones?" No such luck.

The thing about mice is, you never see them. You only see 'evidence' of them. From the 'evidence' I guessed we had a small battalion! They had really made themselves at home…not a space left unexplored. We were now faced with discarding all the food

Continued p. 25



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Alan Drinkwater



they had gotten into and figuring out ways to repack what we had brought in mouse proof containers.

Mouse traps are not part of the standard gear on the *Tannis*. I suspect that will change. It would be at least 24 hours before we would be remotely close to any town with a hardware store. So, all conversation was centered around the best way to rid ourselves of these critters. And each morning we spent our time wiping down every surface down below that mice probably crawled on. The *Tannis* had never been so clean & tidy.

When we were finally able to get to a hardware store, we were faced with another dilemma. Do you have ANY idea how many different varieties of mouse traps there are out there? Each one promises to do the job – most with a money back guarantee! So, which one do you choose? We decided it was prudent to get a little bit of everything – EXCEPT – mouse poison. I believe to this day, mouse poison would have done the trick quickly & efficiently. BUT, there was concern about the smell of dead mice in the bilges, blah, blah, blah. Nothing that a Glade air freshener would have taken care of…or maybe 2 or 3 of them.

We left the store filled with the expectation that tonight we would be rid of these things. We had more than enough traps to cover every possible path the mice might travel on. Contrary to what we saw growing up in cartoons about mice & cheese, peanut butter is the best bait for the traps. We had plenty of that. Traps baited, we settled in for the night, confident we would catch something.

The following morning, Cindy carefully checked every trap. Nothing! More disturbing was the fact that in a couple of the traps, the bait was gone. We had smart mice and now we were feeding them. This was not a good start. **Score: Mice - 1; Tannis Crew – 0**

Jeff adjusted the triggers on the traps (which became a daily routine) and we set them once again. Our strategy was to add a little more peanut butter. Don't know why we did that. They were probably still full from the night before! And the next morning – same results. One trap was sprung, but no mouse. These were really smart mice. **Score: Mice – 2; Tannis Crew – 0**

Day three, the tide began to turn in our favor. Cindy began the routine of checking traps when she let out a victorious cheer. "We got one!" Actually this was a relief because we were now sure it was mice and not rats…which would have been really creepy. **Score: Mice – 2; Tannis Crew – 5** (Hey, we're making up the rules. We can score this however we want.)

Day four was a repeat of day 2. The bait obviously tampered with and it was clear to see the 'sticky' traps

Continued p. 26

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were useless. On the surface of the traps you could see all these little mouse prints. These must have become feeding stations. **Score: Mice – 3; Tannis Crew – 5**

The morning "Mouse Report" became the regular breakfast conversation as well as a strategizing session. We decided we needed to create desperate mice. We would banish all eating and snacking below deck during racing. The idea was to eliminate any other possible food source. It did make for grumbling among the race crew – but did I mention how clean & tidy the *Tannis* was?

We went a couple of more nights with nothing to show for our efforts and decided we needed to investigate better mouse traps. I brought up the mouse poison idea again, but I think the real problem was they were beginning to have too much fun hunting mice! We invested in an electric mouse trap. These are quite costly, but we desperately needed a score. **Score: Mice – 5; Tannis Crew – 5.** The score was also becoming fiercely debated as many believed the mice were beating us!

Finally, waking up Friday morning we had reason to cheer! We caught another one. As a point of interest: none of the expensive, technologically advanced mouse traps caught any mice. Stick to the plain and simple ones! **Score: Mice – 5; Tannis Crew – 10**

While we began to dream there were no more mice, the amount of 'evidence' we had found at the beginning of our trip indicated we certainly had more than two. So, once again we wiped down all the surfaces in the boat. We even had to do the head, as now 'evidence' was turning up in there! We began to set traps in there as well.

Saturday night, after the final day of racing, we set out all the traps again…with less peanut butter. We needed the mice to start making more mistakes! Jeff, Cindy and I were all comfortabley settled in our bunks. It was quiet at the dock. Suddenly, we heard a loud "snap"! We jumped from our bunks and sure enough, we had caught mouse #3. We all did a victory dance and unceremoniously dumped mouse #3 into the harbor. **Score: Mice – 5; Tannis Crew – 15**

Confident we were nearing the end of our mouse problem, it was time for me to head back home to New Jersey. As the summer sailing season continued, it became apparent that there were only three mice onboard. No others were caught for the remainder of the season. We are all the wiser now for it will be much easier to remember to rid the boat of mice while on land, BEFORE we hastily launch the *Tannis* for the 2010 sailing season. And, as you get ready to launch your boat this season – don't forget to pack the mouse traps!



Good Crew

By Ted Walsh

2010 will be the tenth full season since we took over the stewardship of the *Black Star*. We have covered a lot of water in that time and many people have graciously donated time and energy to come serve as crew for us. One in particular is a friend I will call Murray.

Murray is extremely bright, a wonderful storyteller, a terrific cook, a very experienced world traveler and I have been completely unable to teach him to sail.

This is not entirely my fault, nor is it Murray's, but stems from the fact that he is a trained lab scientist. If you say, "Don't put your hand there, it will get caught in the sheet when we cast it off." Then Murray will need to test the theory and he gets his hand caught in the sheet. Many people would listen to the warning in the first place and not get tangled in the sheet. Some would learn from the experience of getting a hand tangled in a sheet. A lab scientist will tell you that one experiment will not prove or disprove the theory and so we must repeat the experiment. Eventually Murray will come to the scientific conclusion that putting his hand on the coil while releasing the sheet is not a good idea, but the learning curve is very gradual and painful to watch.

So why have him crew at all? I hear you cry. The truth is that Murray is a good guy who will put up with discomfort, long days, foul weather, and he is never seasick. Further he is hugely entertaining. When he makes a mistake, he is the first to tell you, and can usually turn it into a very funny story at his own expense.

An example: Eight years ago, after several incredibly long days, launching, rigging and doing system checks on the *Black Star*, Murray was helping me provision the boat for a cruise to Canada. It was getting late in the afternoon, and we were supposed to leave early the next morning. The problem was that I still had to drive two hours that night, give a lecture, and drive back two hours before dawn the next day so that we could catch our tide. I was wondering how I would have time to get the food aboard and stowed and still make my speaking engagement. Murray suggested that I just leave; he assured me he was perfectly capable of getting everything on board and stowed. He would stay on the boat and I could meet him in the morning. So I drove off grateful that I could make my speaking engagement.

Continued p. 28

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Murray managed to row the dinghy out to the boat, tie it up and wrestle everything on board except the cooler, which had two huge blocks of ice in it as well as being stuffed with perishables. After several tries he realized that he just could not lift the cooler high enough to get it on deck. He pondered the situation for several minutes before coming up with the idea that he might be able to get the cooler up on deck if he stepped up on the seat of the dinghy. Holding the cooler as high as he could he stepped up on the seat of the dinghy and flipped the dinghy.

As he was going overboard he somehow flung the cooler aboard the *Black Star*. He managed to get a hold of the oars, his glasses, and anything else that might float away or sink and chuck them up on deck. Now he just had to get himself aboard. He decided that the upside down dinghy might provide enough of a platform to get himself up out of the water and eventually up onto the deck. He did manage this and as he stood dripping on the deck of the *Black Star* surrounded by the detritus of his expedition, he realized he had a new conundrum; by climbing on top of the upside down dinghy he had driven

Continued p. 29



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most of the air out from under it. The dinghy now lay mostly submerged, and Murray could not figure out how he was going to right it.

At just this point, a young couple came along in a small motorboat; Murray flagged them down and talked them into helping him right the dinghy. In the process of telling this couple his story he got them laughing to such a degree that he was encouraged to tell anyone else he met the same story with greater elaboration. By the time I returned to the yard the next morning, the story of his exploit had reached legendary proportions, and everyone in the yard had heard some version of it.

The truth is Murray is aware of his limitations and can make fun of them, and that makes him good crew. He also knows his strengths and can capitalize on them.

On another trip we got caught in a blow returning from Canada. Steady thirty-knot winds with much higher gusts on a nasty cross-sea, a classic October gale, with spray exploding over the boat every fourth or fifth wave. Even with the minimum of canvass set, we tore along. We both knew that Murray did not have the skill or experience to take the wheel in these conditions, so he retired below with Saxon, the ship's wolf. Although I was cold, and soaked with spray, I worried far more about the crew below decks than I did myself. I need not have. Murray had constructed a bed for the ship's wolf out of a topsail on the cabin sole so she would feel the motion least. At intervals throughout that day, the hatch would slide open and I would be handed a dry coat, or a hot mug of soup, or a mug of hot coffee, or hot chocolate. As the day wore on, the occasional sight of the hatch sliding back and Murray's hand appearing with something for me were the bright spots on an otherwise grim day. We ran off seventy sea miles that day in slightly over ten hours, and I could not have managed it without Murray.

Another of Murray's traits is gregariousness. We were once anchored in Cutler Harbor and Murray had it in his head to go ashore and drop off the garbage. I tried to explain to him that there was no place in Cutler to drop off garbage and that he was headed for trouble, but the lab scientist had to test the theory. The ship's wolf and I rowed him ashore (no longer trusting his skill with the dinghy) and he wandered off with the garbage. Saxon and I went for a long walk. When we got back, Murray was sitting by the dinghy with a huge grin on his face. He had not only talked, or bribed some unsuspecting lobsterman in taking our garbage home with him, but had bought us lobsters for dinner at the same time.

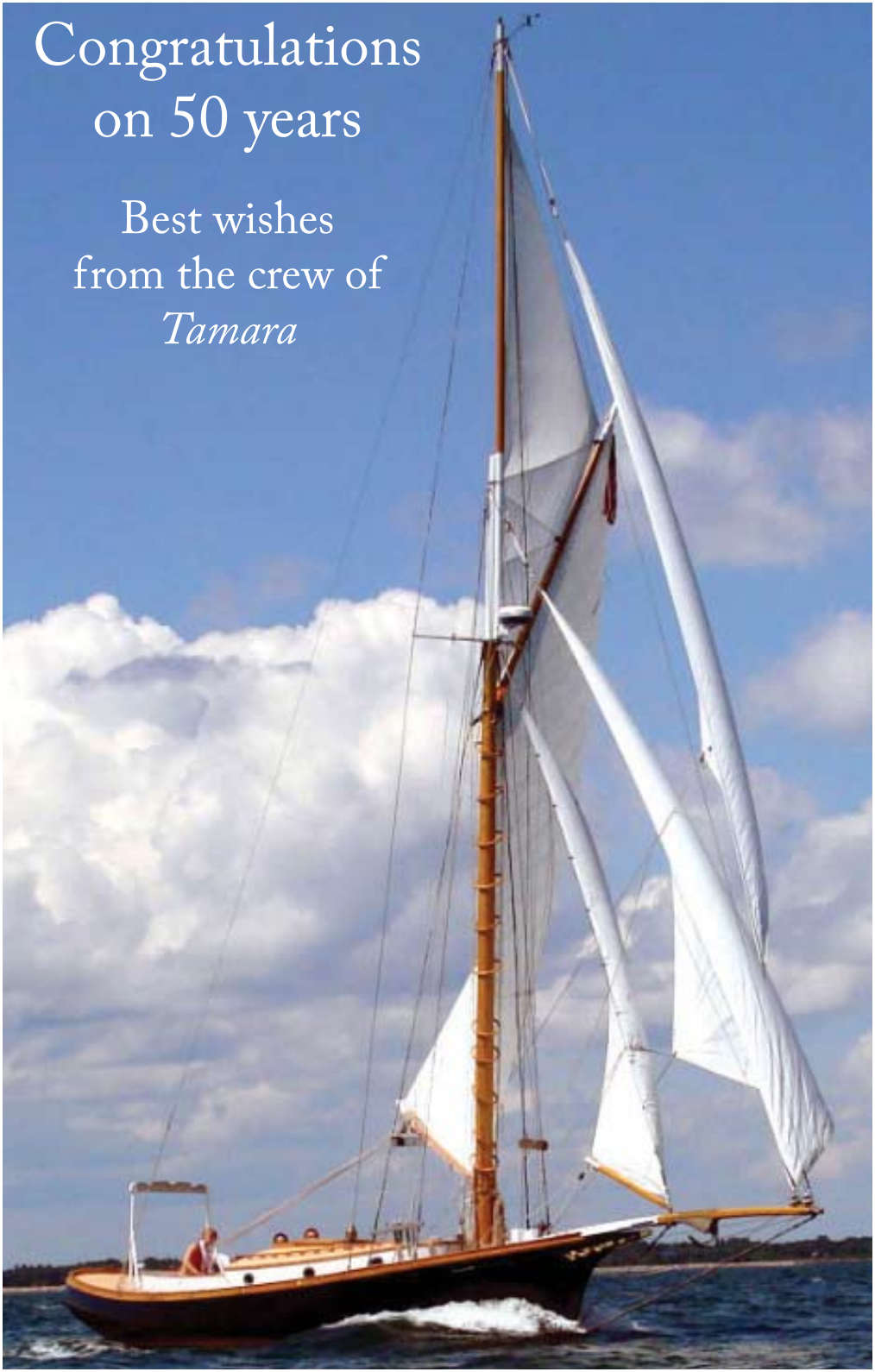
Sometimes being good crew has nothing at all to do with knowing how to sail.





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50th *Celebration*	Maine was created so Friendships have a place to meet Happy 50th Bill and Kathy Whitney

What's your story??

The yearbook is a reflection of our membership, and friends, documenting our achievements and adventures over the course of the years. Many members of the Society have taken the time to contribute articles and we have published an amazing collection of tales describing sloop restorations, a sailing triumph or faux pas and personal tales that bind us all together as a Society. Not all of us are great sailors but we all share a love of Friendship Sloops and we all have some tale to tell. Some of us have been very good about recording our tales and sharing them through the Yearbook, but many of us have not put pen to paper. So, what is your story? You don't have to be Stephen King to get published but we can't publish the ghost of an article either! All you need to do is submit something in writing (hopefully electronically) to the Yearbook Editor (editor@fss.org) and you too can become a published author in the next Yearbook.

Although we want the written word we are also looking for good pictures; pictures of sloops, people on sloops, people talking about sloops and sloop people just having a good time. If you are one of those people that go sailing with a camera in one hand and the tiller (yes, your editor's boat has a tiller) in the other, share some of your work with us. Contribute today!!!

Friendship Museum

The Friendship Museum is a museum of local history preserving the artifacts and documents of a traditional seafaring community. The small brick schoolhouse that houses the museum is itself a museum artifact. Measuring only 20 by 25 feet, it is a typical one-room schoolhouse of the mid-19th century. It served as a grammar school from 1851-1923.

The Collection

- Given the rich maritime heritage of Friendship, many of the artifacts relate to seafaring.
- Historic documents record the history of Friendship.
- Friendship Sloop Society memorabilia preserves the heritage of the renowned Friendship sloop.
- Tools and household items associated with everyday life over the past 150 years are displayed.



Museum Hours:
Last Saturday in June-Labor Day:
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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, Hampden ME	Rockland	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	1901	Stephen & Diane O'Connell, Bucksport ME	Belfast	ME
10	MARY ANNE	31'	Lash Brothers	1958	Dr. Joseph Griffin, Damariscotta ME	Damariscotta	ME
13	EASTING	29'	Charles A. Morse	1920	Brian Clogh & Mary Ufutt, Little Deer Isle ME	Rockland Harbor	ME
14	SADIE M.	30'	Wilbur Morse 2nd	1946	Richard Stanley, Southwest Harbor, ME	Southwest Harbor	ME
15	VIDA MIA	30'	Edward L. Stevens	1942	George & Cindy Loos, Cape May Courthouse	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 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	ALICE E	30'	Unknown	1899	Karl Brunner, Southwest Hrbr ME	Southwest Harbor	ME
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, Charlton 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, West Newbury 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	Ivoryton	CT
43	GYPSY	23'	Judson Crouse	1939	Holly Taylor-Lash, Orland, 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	Richard Rapalyea, Thomaston ME	Spruce Head Island	ME
54	ECHO	22'	Lee Boatyard	1965	Stephen Major & Family	DeLand Cove	ME
57	OLD BALDY	25'	James S. Rockefeller	1965	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	Nate & Randy Jones, N. Berwick, ME	Muscongus Harbor	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	Ontario
66	VENTURE	26'	Wilber A. Morse	1912	Bill Finch & Carol Rose, Beverly MA	Beverly	MA
67	HIERONYMUS	33'	Ralph W. Stanley	1962	Albert P. Neilson, Topsham ME	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	Fairhaven	NY
70	WINGS OF THE MORNING	30'	Roger Morse	1967	Rodney Flora & Jill Schoof, SW Harbor ME	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	Ontario
74	PATIENCE	30'	Malcom Brewer	1965	Rev. John Arens, Needham MA	Cataumet	MA
75	OMAHA	35'	Norris Carter	1901	Adrian Hooydonk, Spruce Head ME	Spruce Head Island	ME
80	DOWN EAST	35'	Fred Buck & "Skip" Adams	1941	William Anderson & Donna Grant, Pomfret Ctr CT	Edgewood YC	RI
82	MORNING STAR	28'	Albion F. Morse	1912	Tery McClinch, Southport, CT	Southport	ME
83	PERSEVERANCE	30'	Bruno & Stillman (01)	1969	David & Lauren Niebuhr, Bradenton, FL	Bradenton	FL
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	Alexandra 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, Los Angeles CA	Carvers Harbor	ME
92	PRISCILLA	25'	James Rockefeller/Basil Day	1975	Charles Geis, Perryville, MD	Perryville	MD
93	ANNA R.	25'	Kenneth Rich	1970	Sarah McLean, Ontario, CN	Rockland	ME

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport	State
94	EUPHORIA	25'	Newman (P03)/Rockefeller	1971	Victor Trodella, Yarmouth, ME	S. Freeport	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'	Wilbur A. Morse	1903	Kent & Pauline Mack, Chesapeake, VA	Chesapeake	VA
98	DEFIANCE	30'	Bruno & Stillman (06)	1970	Bob Smith	Rio Dulce	Guatemala
99	BUCCANEER	29'	Wilbur A. Morse	c1911	Tirocchi Family, Johnston RI	Johnston	RI
100	CAPTAIN TOM	26'	Bernard Backman	1970	John Sandusky, Rocky Point NY	Mt. Sinai Harbor	NY
101	GOOD HOPE	30'	Bruno & Stillman (07)	1971	Barta & Lee Hathaway, Ipswich MA	Ipswich	MA
102	TODDY	35'	Lubbe Vob (Germany)	1972	Mary L. Morden, Bad Axe MI	Caseville	MI
103	SOLASTER	25'	Newman (P04)/Newman	1970	Chris Davis, Harborside, 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	Mike Johnson, York, PA	Annapolis	MD
106	HOLD TIGHT	25'	Newman (P05)/Newman	1970	Alan Watkins, Weston MA	Gloucester	MA
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	Karl Brunner, Southwest Harbor, ME	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, Pasadena MD	Pasadena	MD
119	VALHALLA	30'	Bruno & Stillman (15)	1971	Bayfront Center For Martime Studies, Erie PA	Erie	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	Ontario
125	TIGER LILY	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	Alden & Perry Burnham, Essex, MA	Essex	MA
128	SCHOODIC	31'	E. Collemer/B. Lanning	1973	David & Nancy Schandall, Lunnenbrg Nova 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	Kevin Murphy, Chicago IL	Chicago	IL
131	NOAHSARK	29'	John Chase	1972	Paul Werner, Old Orchard Beach ME	Unknown	ME
133	INDEPENDENCE	30'	Bruno & Stillman (21)	1973	Frederick G. Schwarzmann, Ponte Verda Beach, FL	Rockport	ME
134	VOYAGER	22'	Passamaquoddy/Collins	1973	Charles Meyer, Hingham, MA	Fore River	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	ME
141	SEA DOG	25'	James H. Hall	1974	Walter M. Hines	Rebuilding	
142	AUDREY II	21'	Peter Archibold	1976	John Moran, Tiverton RI	Tiverton	RI
143	FAIR AMERICAN	25'	Newman (P10)/Morris	1974	Jim Light, Rolando Beach, CA	Oxnard	CA
144	DUFFER	25'	Newman (P09)/Morris	1974	Jack & Gerna St. John, Brunswick ME	Boothbay Harbor	ME
145	SABRINA	31'	Newman (D02)/Lanning	1974	Don Zappone, South Portland ME	South Portland	ME
146	FIDDLEHEAD	25'	Newman (P01)/C.Chase	1970	Gregory Roth, New London, CT	New London	CT
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	OLLIE M	32'	Kent F. Murphy	1977	Aaron Snider, Gloucester MA	Gloucester	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 Kriegel, 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	The DH Farm	South Colby	WA
160	DEFIANCE	22'	McKie W. Roth Jr.	1973	Morgan L. Hendry, Wilmington DE	Round Pond	ME
161	SUMMERWIND	22'	Sam Guild & Bill Cannell	1976	Laurel MacNeil Mannix, Sherborn 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	Phineas & Joanna Sprague, Jr.	Portland	ME
167	FREEDOM	28'	Ralph W. Stanley	1976	Richard Dudman, Ellsworth ME	Isleford	ME
168	LOON	30'	Newbert & Wallace/Jacob	1974	Mark Warner, Newcastle, ME	Rebuilding	
169	DEFIANCE	22'	Eric Dow	1976	Fran Daley, West Newton MA	Winthrop	MA
170	LADY OF THE WIND	31'	Newman (D05)//Morris	1976	Karl Brunner, Southwest Harbor ME	Southwest Harbor	ME
171	RESOLUTE	31'	Newman (D06)//Morris	1976	Alan Leibouitz, Bilerica MA	Marblehead	MA
172	AMNESTY	25'	Jim Drake	1982	Jim Lartin-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
177	LIBERTY	19'	Ahern)B5) Hoffman	1974	Tom Mehl, Saugus CA	Saugus	CA

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178	NESARU	25'	Newman (P13)/C. Chase	1977	Arieyeh Austin, Leavenworth KS	Olympia	WA
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	Paul & Carol Lidstrom, Whitefield NH	Southwest Harbor	ME
189	JABBER WOLCKY	31'	Newman (D09)/Nehrbass	1981	Dr. Brad Wilkinson, Center Harbor, ME	Center 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 Joyner, Nantucket, MA	Nantucket	MA
193	LADY M.	32'	Harvey Gamage	1978	Martin Thomas, South Bristol ME	South Bristol	ME
194	HUCKLEBERRY BEL	25'	Clifford G. Niederer	1977	Brian & Mary Clare, Gloucester VA	Gloucester	VA
196	ENDEAVOR	25'	Ralph W. Stanley	1979	Betsey Holtzmann, Southwest Harbor ME	Southwest Harbor	ME
197	NATANYA	31'	Newman (D11)/Davis	1978	Joe 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, Nantucket 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, The Villages FL	Kalamazoo	MI
206	KUMATAGE	31'	Newman (D15)/ Chase	1979	James Salmon, Center Conway, NH	Falmouth	ME
208	TUPELO HONEY	31'	Newman (D16)/Lanning	1981	Donald Benoit, Foxboro, MA	Charlestown	MA
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	Russ Perrin, Canandaigua NY	Canandaigua Lake	NY
211	WAKEAG	22'	James D. Hamilton	1982	Dean & Robin Parker, Belfast, ME	Islesboro	ME
212	ACHATES	22'	McKie W. Roth Jr.	1980	Richard C. Leigh, Nashville TN	Charleston	SC
213	AMIE	25'	Bob Holcomb (Alaska)	1978	Harvey & C.R. Nobe, Newcastle WA	Seattle	WA
214	GAIVOTA	31'	Newman/(D19)/Pettegrow	1982	Bill & Kathy Whitney, 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	Capt. 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	John & Debby Kerr, Milton MA	Squirrel Island	ME
222	LADY JEANNE	16'	Richard L. McInnes	1982	Joe Dupere, Orono ME	Unknown	
223	CORREGIDOR	25'	Newman (P17)/P. Chase	1981	Brian Flynn, 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 Mystic CT	Mystic	CT
230	HEGIRA	25'	McKie W. Roth Jr.	1980	Laurie Raymond, Falmouth MA	Woods Hole	MA
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, Langley, WA	Whidbey Island	WA
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	Ontario
243	ERIN	22'	Ahern (05)/ Hersey	1979	Anne Del Borgo, Boothbay Harbor ME	Boothbay Harbor	ME
244	REBECCA AMES	30'	Bruno & Stillman (18)	1971	Peter & Rilla McColl, Jacksonville, FL	Jacksonville	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, Felton CA	Rubicon Bay	CA
252	-NONE-	30'	Harry Quick/J.R. Sherman	TBL	Jeff Prosser, Gouldsboro, ME	Building	
253	IOLAR	25'	W. McCarthy & G. Richards	1989	William L. McCarthy, Riegelsville PA	Georgetown	MD
254	QUINTESSENCE	22'	Passamaquoddy (02)/Core	1972	Gary & Debbie Crowel, Pine Beach NJ	Toms River	NJ
255	GENEVIEVE	25'	Emmet Jones	1982	LaMonte Krause & Stacy Patterson, La Jolla CA	San Diego	CA
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

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260	NIMBLE	25'	Nelson Cutler/Kim Smith	1994	Christopher Zimmer, 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	21'	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	Rick Smith, North Easton, MA	Unknown	
268	PRYDWYN OF LAMORNA	25'	Unknown	1977	Brian & Judy Cross, Lemming Australia	Fremantle	Australia
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	Alberta
272	TAMARA	36'	Ralph Stanley	2003	Sean & Tamara McCarthy, E Hampton NY	Coecles Harbor	NY
273	SUMMERJOY	19'	Ralph Stanley	1989	Bob and Cindy Robertson, Holden MA	Northeast Harbor	ME
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
277	SARALEE	21'	Craig Gleason	2005	Craig & Saralee Gleason, Phoenix AZ	Shalimar	FL
278	CYGNUS	32'	John Elfrey	1976	Joe Maslan, Seattle WA	Seattle	WA
279	HAND OF FRIENDSHIP	22'	Tom Whitfield	1990	Michael & Phillip Morris Chelsea Victoria Australia	Mordialloc	Australia
280	RETTA	24'4"	David Westphal	2008	David & Loretta Westphal, Key Largo FL	Key Largo	FL
281	SUSIE B	22'10"	Robert Barker	2008	Robert Barker, Easton PA	East Hampton	NYY

"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
41	SNAFU	35'			Disposition Unknown
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
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	40'	Wilbur A. Morse	1915	Destroyed C1968 at Norwich CT
4	GOLDEN EAGLE (QUEEQUEG)	26'	Albion F. Morse	c1910	Destroyed c1980 at Lynn MA
8	BANSHEE	30'	Wilbur A. Morse	OLD	Destroyed c1980 at new Bedford MA
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
55	RIGHT BOWER	47'	Wilbur A. Morse	1915	Destroyed c1968 at Stonington, CT
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 Hurricanes Camille & Betsy
108	LOON	35'	Charles A. Morse	c1907	Destroyed 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
195	PRINCESS	26'	Wilbur A. Morse	1908	Broken up in the Bradenton, FL area
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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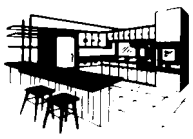
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