Friendship Sloops

Sailing New England



2013

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At the Rockland Dock

2013 Homecoming and Rendezvous Schedule of Events in Rockland

Wednesday July 17

Sloops arrive in Rockland Harbor and tie up at the Public Landing (no charge). Moorings will probably be available on Wednesday 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 PM.

Thursday July 18

9:00 AM	Skippers' Meeting
11 AM to 5 PM	Workshops for non-racers
Noon	Race starts off the breakwater
5:00 PM	Rowboat races off the town dock
	- open to the public, all ages welcome to participate
6:00 PM	BYO Barbecue under the tent

Friday July 19

10:00 AM	Skippers' Meeting
Noon	Races starts off the breakwater
4:00 PM	Sloops on public display at the dock
4:30 PM	Heaving Line contest – Open to All
5:00 PM	Scavenger Hunt – Open to All
6:00 PM	Dinner on your own, but grills will be available for BBQ

Saturday July 20

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

Sunday July 12

Sloops depart Rockland for Homeports or continue cruising along the New England coast



Racing off Owls Head Light (photo by Dan Derlith)

Cover: *Gaivota,* sail number 214, under the command of Commodores Bill and Kathy Whitney. *Gaivota* is Dictator Hull # 19 built by Jarvis Newman in 1982 and the Whitneys' homeport is Cataumet MA.

Friendship Sloop Society Officers 2013

Commodores	Bill and Kathy Whitney	75 Kingsbury St., Needham MA 02492
Vice-Commodore	Noel and Laurie March	156 Federal Street, Portland, ME 04101
Recording Secretary	Nancy Toppan	26 Thomas Clapp Rd., Scituate, MA 02066
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 Editor	Rich & Beth Langton	868 Cross Pt. Rd., Edgecomb, ME 04556
Yearbook Advertizing	Peter Toppan	26 Thomas Clapp Rd., Scituate, MA 02066
Membership Secretary	Carole Wojcik	347 Lincoln St., Norwell, MA 02061
Publicity Chairman	Vacant	
Friendship Scholarship Fund	Philip Pratt	P.O. Box 129, Friendhip, ME 04547
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 Chairperson	Caroline Phillips	164 Sturbridge Rd., Charlton, MA 01507
Rockland Trophy Chairman	Marcia Morang	18 Commodore Drive, Sanford, ME 04073
Original Sloops Chairman	Harold Burnham	141 Main St., Essex, MA 01929
Historian	Ralph Stanley	P.O. Box 1094, Southwest Hbr, ME 04679
Handicapper	Dick Salter	P.O. Box 132, Manchester, MA 01944
Inspector of Mast Wedges	Bill Whitney	75 Kingsbury St., Needham, MA 02492
Cannoneer	Phil Pratt	P.O. Box 129, Friendhip, ME 04547
Piper	Donald Duncan	Southport, ME 04576
Commodore, Motor Boat Squadron	Jack Cronin	164 Sturbridge Rd., Charlton, MA 01507

Honorary Members: David Graham, Cyrus Hamlin, Marcia Morang

We are saddened to report that one of our honorary members, Mary Duncan, passed on last July at age 97. Mary sailed the coast of New England with her husband, Roger Duncan, on their sloop *Eastward*.

Visit our Web Page at www.FSS.org

Commodores' Message

Spring has finally arrived! You can tell by the sanding dust on the toes of your shoes, the perfumed odor of fresh paint and varnish, and the pandemonium you face while trying to find the boat parts you so carefully stored away last fall! Spring is not only a time for nature's renewal but also time to plan for our Friendship Sloop Society activities. This year we have added local rendezvous in Connecticut and Massachusetts to our signature events in Maine. We sincerely hope that you can participate in a local Friendship gathering if you can't make it to Maine.

We have made some changes to the racing format in Rockland this year. In order to reduce congestion at the starting line we will start in separate divisions. Additionally, a new "Cruising Division" has been created which, unlike the Division I and II sloops, will not use the handicap system, or handicap alley. Cruising division sloops will race in Rockland the same way we race in Southwest Harbor. We all start together and the first boat to finish is the winner.

Several workshops will be available under the tent in Rockland throughout the day on Thursday, July 18 for those who choose not to race that day. Heaving-to, reefing, anchoring, marlinspike rope work and basic diesels are some of the suggested topics for the workshops. We are also working with the Harbormaster, USCG and local authorities on additional presentations. All are welcome to come listen and participate. Learning is always fun. And, speaking of fun, the dinghy races will see more competition. This year we are adding a heaving line throwing contest and scavenger hunt to the fun and games.

You will also have the opportunity to shop for the latest in nautical attire at the FSS Chandlery and view some of the treasures from our Friendship Museum. Of special interest under the tent will be a draft version of the, as yet un-titled, Friendship Sloop Society book which our Book Committee has been diligently working on over the winter. You can preview it and hopefully provide information on your sloop or on some aspect of Friendship Sloop history.

Fifty plus years and we are still growing and evolving. Wow! Our Friendship Sloop Society continues to bring a like-minded group of enthusiastic boat lovers together for fun, boat races and a generally great time cruising the coast of New England and seeing old friends and making new acquaintances. We hope that you can join us, either by sea or by land, Friendship Sloop Society member or not, and share in the enjoyment of our friendships and Friendships as much as we do.

Bill & Kathy Whitney
Co-commodores
Friendship Sloop Society

2013 Schedule of Events
Friendship Sloop Society

June 29th Parker's Boatyard Rendezvous
June 30th Scituate Harbor Rendezvous
July 1st Gloucester Harbor Rendezvous

July 13th Southwest Harbor Rendezvous
Southwest Harbor, ME
Contact: Miff Lauriat, 47 East Ridge Rd.,
Southwest Harbor, ME 04679 – 207-244-4313

July 16th Pulpit Harbor Rendezvous

July 18th – 20th Homecoming Rendezvous and Races
Rockland, ME
Contact: Bill and Kathy Whitney
75 Kingsbury St., Needham, MA 02492
617-281-0113 or Commodore@fss.org

August 10th & 11th Marblehead Classic Boat Regatta
Marblehead, MA
Contact: David Graham, 7 Batchelder Rd.,
Marblehead, MA 01945 – 781-631-6680

September 1st & 2nd Gloucester Schooner Festival
Gloucester, MA
Contact: Gloucester Harbormaster

November 16th Annual Meeting
Best Western Merry Manor Inn
700 Main Street, South Portland, Maine
Contact: Commodore@fss.org or call 617-281-0113
Bill and Kathy Whitney, 75 Kingsbury St., Needham, MA 02492

Sloop Society Webpage:
www.FSS.org

We Dedicate This Yearbook of 2013



In 1969, when I was 13 years old, my Dad and I attended our first Annual Meeting of the Friendship Sloop Society. Since we had just launched *Salatia* on September 30th, our agenda was to gain acceptance for fiberglass boats in the society. Some of the traditionalists were vocal and negative: "If the Lord had wanted fiberglass boats, He would have made fiberglass trees!" But then a brave, progressive man spoke up: "Wilbur Morse himself would have built in fiberglass had he lived in the Age of Plastics." And so Class D was created. *Salatia*, Jarvis Newman's first-launched Friendship Sloop, was given FSS #90.

In all, Jarvis built 18 Pemaquids and 20 Dictators by making fiberglass molds from two of the best representatives of the type. First he chose *Old Baldy* , a *Pemaquid* design in Howard I Chapelle's *American Small Sailing Craft*. A few years later teaming with Ralph Stanley, they completely rebuilt the 1904 Robert E. McLain sloop *Dictator,* thus transforming a wreck into a gorgeous yacht.

Jarvis has done a great service to Friendship Sloop Society by building accurate reproductions of originals; his discerning eye and strong sense of tradition ensured his boats would have the same grace and sailing qualities as their wooden counterparts. Surely, these robust, solid fiberglass vessels will last many generations. Almost all Jarvis Newman Friendships are still in existence. More Friendship sloops currently in the water were built by Jarvis than built by anyone else. He is truly a modern day Wilbur Morse.

His boatbuilding contributions extend far beyond Friendships: Newman Marine is also known for its elegant dinghies and scores of lobster boats in various sizes. And now, in 2013, Jarvis is producing a fiberglass lapstrake punt.

Jarvis raced *Dictator* for many years at Friendship, and showed himself to be a skilled, competitive skipper. He won the Governor's Trophy (now called The State of Maine) in 1974 and 1975, the Jonah Morse (Class A overall) six times, and the Eda Lawry (Class A Saturday) race five times. The first Eda Lawry win was 1973, during Jarvis' and *Dictator*'s racing debut. He had launched the boat a mere three days before!

With a passionate interest in Friendship sloops, Jarvis has kept extensive records, both documented and in his mind, of every boat he ever produced, including all their owners, hailports, engines and sales prices. Back when I was 16, Jarvis and I would cut out early on a summer afternoon and sail around Southwest Harbor, he on *Hold Tight* and I on *Salatia*, sister ships racing around the harbor and improving the scenery.

Throughout the years we have enjoyed Jarvis' paternal favoritism to *Salatia*, his first-born. Many a time he will roar up to us in his Whaler, take our photo and exclaim "Bee-yoo-ti-ful, Sport! Goodgoodgoodgood!!! "

I am happy to join the Friendship Sloop Society yearbook staff in dedicating this 2013 program to Jarvis W. Newman: Boatbuilder, Skipper, and the ultimate Friendship Enthusiast.

~Miff Lauriat



A few of the many Friendship Sloops built by Jarvis Newman. Clockwise from upper left: Sorceress in 1984; Dictator in 1977; Ladyship in 1984; Queequeg, Salatia and Celebration in 2012. Photos by Dan Derlith and Rich Langton

Presenting the 2012 Winners…

Southwest Harbor Rendezvous

First over the finish line: ***Helen Brooks***
Second Place: ***Surprise***
Third Place: ***Alice E.***

Rockland Homecoming Rendezvous and Regatta

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

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

Division II (>25')
1st Place-Commodore's Trophy – *Mary Anne*
2nd Place-Gordon Winslow Trophy – *Rights of Man*
3rd Place - Rockland Trophy – *Tannis*
Liberty Trophy – *Mary Anne*

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

Special Homecoming Trophies
Nickerson Trophy – youngest crew member – Abigail March, age 4, on *Content*
Chrissy Trophy - woman who keeps sloop, crew, and family together – Cindy Cronin
Cy Hamlin Award - Skipper's homecoming – *Not Awarded*
Gladiator Trophy - Sloop sailed the furthest – *Gaivota*
Danforth Trophy - Sloop that finishes in the middle of the fleet – *Echo*
R.W. Stanley Cup – Marion Stanley
Owner/Builder/Restorer of Sloop – The Cronin Family – *Tannis*
Tannis Award - 7th overall in fleet – *Echo*
Spirit of Friendship Award – in the spirit of friendship – Andy Zuber

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During 2013

At

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Your 2013 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
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Bill Zuber

MEMBERSHIP APPLICATION

Please Return with Remittance to:
Carole Wojcik
Friendship Sloop Society
347 Lincoln Street
Norwell, MA 02061

I/We Hereby apply for Membership:

Name(s)_____

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FULL MEMBERSHIP - $35
Sloop owners and other interested parties and/or persons. A family-type membership. Full voting privileges, including husbands and wives.

COOPERATIVE MEMBER - $25
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 $28 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:$ _____

Friendship 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 2012 scholarships totaling $2,000 were awarded to five students. The young people of the town of Friendship need your support. Tax deductible donations in any amount should be sent to the Friendship Memorial Scholarship Fund, P.O. Box 129, Friendship, ME 04547

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Bancroft Award

This year the Bancroft award goes to Jarvis Newman. 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

This year's Morang Award was awarded to Caroline and Bill Zuber for their article *The Saga of The Gladiator # 71*. 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.



Sailing can be exhausting!

Omaha Award

The award is made in recognition of the sloop *Omaha*, built in 1901 by Norris Carter, was awarded to John and Carole Wojcik.

Messing About Trophy

Scott Martin, of the sloop *Eden,* was presented this trophy by Dick Salter, Captain of *Messing About*, in honor of his contribution to the Friendship Sloop Society and the New England world of sailing.



The First One Hundred Years

By Roger Lee

The Gail O. (formerly Sazerac) is one hundred years old this year. She has had a colorful history, one worth recounting on this significant anniversary. Her story begins in Friendship, Maine.

Wilbur Morse's boat shop on the harbor in Friendship built as many as 25 sloop boats per year. Most were about 25-30 feet long, but in 1913 the shop built an exceptionally large sloop. Her name was probably *Ranger*, and her new owners probably wanted a bigger boat to allow them to lobster further offshore. There was likely a crew of two men aboard rather than just one as with boats of normal size. She was built with more sheer than some, particularly in the stern. That sheer gave her a unique appearance easily recognized from a distance -- her stern curves upwardly and her transom has a more complex shape than the usual ellipse. She probably was built with inexpensive materials, such as bent over nails for fasteners. There was no engine, as that technology was just emerging for small boats. There may well have been a single "jumbo" headsail, rather than the jib and staysail commonly seen today.

Little more is known of the next twenty years. We can be pretty certain that the introduction of reliable marine engines soon made her obsolete for lobstering. But we know nothing of who owned her during those first twenty years. But, by the 1930s a group of young men were working in a Portland boat yard to outfit her for crossing the Atlantic Ocean. That effort came to naught, but she did sail for distant waters by the later 1930s, when a newly married couple took her to the Great Lakes. For that voyage she almost certainly would have been fitted with an engine, to navigate canals and rivers.

Her next appearance is back in Portland, where she was acquired by Clinton Merrill in the early 1940s. Clinty, as he was called by his friends and crew, sailed her summers in Casco Bay. It was in those early years of Clinty's ownership that she acquired the name *Sazerac*, by which she would be known even to the present day. Clinty loved his whiskey, particularly a very fine, well-aged variety known as Sazerac. For everyone's amusement, friends of the skipper fastened a plank from a wooden case of Sazerac whiskey to the transom, and the name change stuck.

Clinton Merrill continued sailing *Sazerac* in Portland waters into the 1950s, but

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misfortune struck in the mid 1950s. A hurricane drove her into muddy shoal waters near Portland where she lay on her side at low tide. Clinty doubted she could be saved, given her advanced age, and looked for buyers. One person then looking for a Friendship Sloop – the name by which these old sloop boats had come to be called -- was none other than Roger Duncan, who had decided to purchase a sloop to take parties sailing during his summers in Maine. Roger rushed to Portland to inspect her, and liked what he saw. But fate had a different outcome in mind. Another young man had beaten Roger to those muddy waters, and Clinty sold her to the other man, who had been first to see her. Within a year the young man had managed to float her out of her muddy imprisonment, had restored her to good health, and put her back on the market. In an unusual twist, it was Clinty Merrill who then bought her. Roger Duncan could presumably have had her if he had waited, but he had already decided to have a new sloop, *Eastward*, built further downeast.

Within a few years, the Friendship Sloop Society was formed, and Clinty was among the first to join the group, receiving sail number 44. The rendezvous held each July in Friendship attracted many Friendship Sloops as well as large crowds lining the shore to watch the races. The event even attracted some who owned power boats, in which they assisted with race preparations and operations. One such man was George Morrill, a descendant of the founder of Burnham & Morrill, the iconic Portland supplier of baked beans. George brought his magnificent power boat to Friendship. Within a few years, the race bug got to George, and by about 1965 he had purchased *Sazerac*. Known for his shaved head, single gold earring, and scantily-clad girl friends aboard his boat, George, as owner of *Sazerac*, brought her even more attention at the Friendship races. And George had what Clinton Merrill may have lacked - the money and drive to have *Sazerac* rebuilt.

George went to the Camden Hills to find a builder, James Rockefeller, who then was building new Friendship Sloops at what he called Bald Mountain Boatworks. He had already built or rebuilt several, including *Old Baldy*, which became the plug for Jarvis Newman's line of fiberglass Pemaquid sloops. George was so excited with finding a qualified builder to restore *Sazerac* that he insisted on celebrating before leaving Camden. Long a fan of firing cannons from his boats, George went back to his car and brought out his cannon. A loud retort sounded, perhaps echoing in the Camden Hills. *Sazerac's* restoration had begun.

George insisted that the work be done to the finest standards. A naval architect took off the lines, and adjusted them to remove the

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hogging (loss of sheer curvature) that had come with old age. Only the best materials were used: silicon bronze fasteners, white oak timbers, cedar and mahogany planks, Douglas fir decks. An essentially new boat was launched in 1967.

Perhaps it was wanderlust, or his advancing age, but George apparently grew tired of sailing *Sazerac* within a few years, and by the early 1970s he sold her to Roland and Joseph Barth of Alna, Maine, who, along with a consortium of other owners, sailed her in midcoast waters for twenty years. Her home port became Round Pond, and maintenance and winter storage was entrusted to Paul Bryant, at Riverside Boat Company in Newcastle. A wonderful film made in the 1970s, Enduring Friendships, included much footage filmed from *Sazerac's* large deck during the sloop races then still being held in Friendship.

The Barths put her up for sale in the early 1990s, and Roger Lee purchased her in 1993. Roger had no prior experience with Friendship Sloops, or with any sailboat of such size, and needed help learning to sail her. In the summer of 1994, he took a week-long course at the WoodenBoat School aboard Roger Duncan's *Eastward*. Roger brought her to the 1994 Friendship Rendezvous, the last one to be held in Boothbay Harbor. She had not attended a rendezvous in many years, and received quite a welcome, including an early morning visit from Jeff Cronin and Tad Beck, who helped Roger bend on her sails. Jeff even volunteered to skipper her in the races that year.

Sazerac and her owner loved the experience at that 1994 rendezvous, and have attended nearly every rendezvous since. Roger married a childhood friend, Gail O'Donnell, in 2000, and *Sazerac* played a major role in their lives. At their wedding on Islesboro, *Sazerac* cocktails were served in her cockpit during the reception. Gail joined Roger at each rendezvous, and Roger and Gail were commodores of the Society in 2007 and 2008. In those two years, *Sazerac* took her place at the head of the fleet in the ceremonial sail past the lighthouse in Rockland, where the rendezvous had moved in 1995.

Sazerac sailed on three occasions to Friendship Sloop rendezvous further south. Twice she sailed to Marblehead, and during his tenure as Commodore, Roger attempted to reach the New London rendezvous. *Sazerac* may have come close to ruin at other times in her long history, but she probably came her closest in early July 2008 on that voyage to New London. Leaving Cuttyhunk harbor on a morning in early July, she motored into the wind into a rock bordered cove to set her sails. But once the sails were up, it became apparent that her rudder was not responding well to the wheel. She could

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not be brought through the wind. With the rocks coming closer by the minute, Roger dropped sails, and tried again to come about. She responded, but not by enough to make the turn. Figuring that with more speed, he had a chance getting her to respond, and figuring that there might be enough space left before the rocks, Roger put her throttle down as far as he could, and slowly she came around. From there, she was powered up Buzzards Bay to a yard in Cataumet, where after being hauled and the rudder dropped, it was discovered that only as much wood as a tongue depresser remained connecting her rudder to her wooden rudder post. A new stainless steel rudder post was installed to replace the historically accurate one built by James Rockefeller.



It has come time for Roger to find a new owner for *Sazerac*, which was renamed the *Gail O.* in 2010 in memory of Gail O'Donnell who died that year of brain cancer. Roger has lovingly cared for her for twenty years, making many improvements, including most recently a total rebuild of her gracious transom and rear deck. Perhaps you would like to be *Sazerac's* next steward. Stop by Rockland during the Friendship Sloop Rendezvous on July 18-20, or contact Roger Lee at 207-522-8007 or grogerlee@gmail.com.

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Integrity at 110

By Marshall Chapman

My love affair with The Friendship Sloop goes back to my years cruising with the 41-foot, 1950 Concordia Yawl #19, *Otter*, along the coast of Maine. Although sailing such a thoroughbred of sailboats has its own rewards, and *Otter* certainly fed those needs in a younger, more aggressive sailor, my eye was always drawn to the lines of The Friendship Sloop. I guess my tastes parallel those I have with restoring older vehicles. I enjoy the sleek and sexy looks of the 1930-31 Model A Phaetons; and yet, I am always drawn to the workhorse of the fleet, the Model AA Commercial Fords, I'm restoring my third. Soon after selling my Concordia, I went looking for this workhorse of coastal Maine. As with the Concordia, a modern reproduction was out of the question. I've always been drawn to those wooden survivors that have been passed down through the ages in good structural condition. So, I went looking for an older Friendship.

My first Friendship was a 1903 Wilbur Morse 34' design, *Downeast*. A supposedly thorough survey did not uncover some major structural defects that would require a complete re-planking. Since I was building a house, I couldn't take on the added cost of doing the job right. Sadly, I donated her to a Maritime Museum, and remained a man brooding over a lost love, and hoping she had a single cousin. This cousin (sister?) was the 1903 Wilbur Morse 27' *Integrity*.

Now having a house on the island of Isle au Haut, Maine, and soon to become the owner of *The Keeper's House,* lighthouse inn there, I wanted a structurally sound (this time) Friendship in more of a size for day sails for my guests, and an occasional cruise for myself. These needs brought me to Kent Mack, and his beautifully restored *Integrity*, now hailing from Virginia. As a top-masted sloop, and a wonderful vintage, I soon began making inquiries. I've noticed that people who are Friendship Sloop enthusiasts become friends; and, this became my relationship with Kent. He told me all of the things that he had done to her, her history, previous owner, etc., and I bought her.



I transported the sloop back to Maine, to Northeast Boat and Josh Howard. As a care-taker for a 110 year old vessel, I was thoroughly pleased with his management of my history with *Integrity*. Some exploratory surgery uncovered several things that had to be taken care of (it always does): a new mast and boom, new deckhouse top, and other costly items. Still, my first season with her sealed our relationship; and, I now feel that I am the steward of a very fine museum piece. She will ply the waters in and around Isle au Haut, and I will enjoy teaching my guests about the Friendship Sloop history, Wilbur Morse, and *Integrity*. During this age, where there is a maelstrom of cacophony from all sorts of modern gadgets, getting on the water with a soundless and slower pace will be my therapy, as also my guests'.

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Mistaken Identity

By Ted Walsh

The opening line in my log for Sunday July 22, 2012 reads, "Wow what a day". In hindsight it was probably an understatement.

It was the day that we were scheduled to start our return from the Rockland Friendship Homecoming to our mooring in the west cove of Boothbay Harbor. The forecast was for strong winds building throughout the day from the southwest accompanied by building seas, a forecast that could hardly be called "favorable" given our direction of travel.

We had planned to head west in company with *Banshee*, *Hegira*, and *Gaivota*. Unfortunately, *Gaivota* had developed a case of bad transmission and had to stay behind for repairs.

Our plan had been for an 08:00 departure—although I had no idea how that could happen since we were the innermost boat in the raft of sloops and at 07:45 there was still not much sign of life on the dock. However, Bill Whitney came along with his "can do" attitude and we were underway by 07:55 with *Hegira* and *Banshee* about twenty minutes behind. The wind was already getting up as we passed though the Owls Head channel and waved to Judy's aunt as we passed her house. We hit the top of the Muscle Ridge on the first hour of the flood and our speed dropped from 6.5 knots to 5. The saving grace was that the seas had not got up yet.

Meanwhile, *Hegira* and *Banshee* were in sight behind us, although it seemed like they might be loosing ground. I was pretty sure that this was just because they were trying to stem the tide in the Muscle Ridge a little later in the cycle than we had and I was confident that once they were around Mosquito Island they would make up time. I knew that John Wojick, in particular, knew these waters and would choose an efficient route. For now, we looked back on the two distant green hulls and hoped we could all stay together and not get separated. We were slowing down too as the wind built and the tide continued against us. The *Black Star* is a bigger wind target and I reasoned that the other two Friendships might even gain on us and catch up, as the winds increased.

We rounded Mosquito Island at 10:40 and without the tide and wind dead against us our speed immediately bounced back to 6 knots. We passed through the tickle north of McGee Island into Muscongus Bay and headed west to the passage between Hall Island and Otter Island. The winds and seas had continued to build all morning, but as we wove our way in the lee of the islands, we were not heading directly into either, so progress was still manageable although the lobster pots were getting harder to spot in the windy and choppy conditions.

We ducked into the anchorage between Harbor Island and Hall Island to get out of the wind and to transfer diesel from our spare tanks into the main tank. I was expecting the boat to be rolling and pitching later and did not want the engine to cut out due to air getting into our fuel line as we sloshed about. We had agreed to monitor channel 72 on the VHF and John and Laurie were going to keep us posted as to any change of plans, but it was just about this time we started hearing the first distress call. As we left Harbor Island and headed towards the Raspberry Patch on Louds Island we were switching back and forth between 72 and channel 16 to try and stay informed about a

Continued p. 19

capsize with three people in the water and a grounding of a large powerboat, both near Pemaquid Point. We were also checking in on the weather for the next day, if the forecast was going to be more favorable than on this day, I was for seeking shelter as soon as possible. It was a depressing outlook, between the worsening conditions, listening to the distress calls on the radio, and a weather forecast that called for even higher winds and bigger seas on Monday. We figured we better keep moving as fast and for as long as we possibly could.

We passed though the narrow passage that separates Marsh Island from Louds easily. Until now, we had been almost constantly in the lee of islands as we wove our way homeward, but we had also lost sight of *Hegira* and *Banshee* a while ago as we travelled our twisted course. As we cleared Marsh Island, however, we were hit for the first time by the full force of the winds and of seas that had been building all day. We could not make headway directly into the seas so we tacked back and forth first towards Pemaquid and then back out to sea. Our speed dropped to about two knots and the prop was cavitating regularly. Green seas were breaking over the bow about every fourth or fifth wave and we were continually drenched with spray. We were on our fourth or fifth tack and I was trying to calculate our speed made good and if it made any sense to keep on like this for another thirty-five or forty minutes, or whether we should turn around (not an easy maneuver in seas this big) and head back to Round Pound and call it quits for the night. Just then, about three miles out and cutting across our path ahead of us, we saw the unmistakable shapes of two green-hulled Friendship sloops.

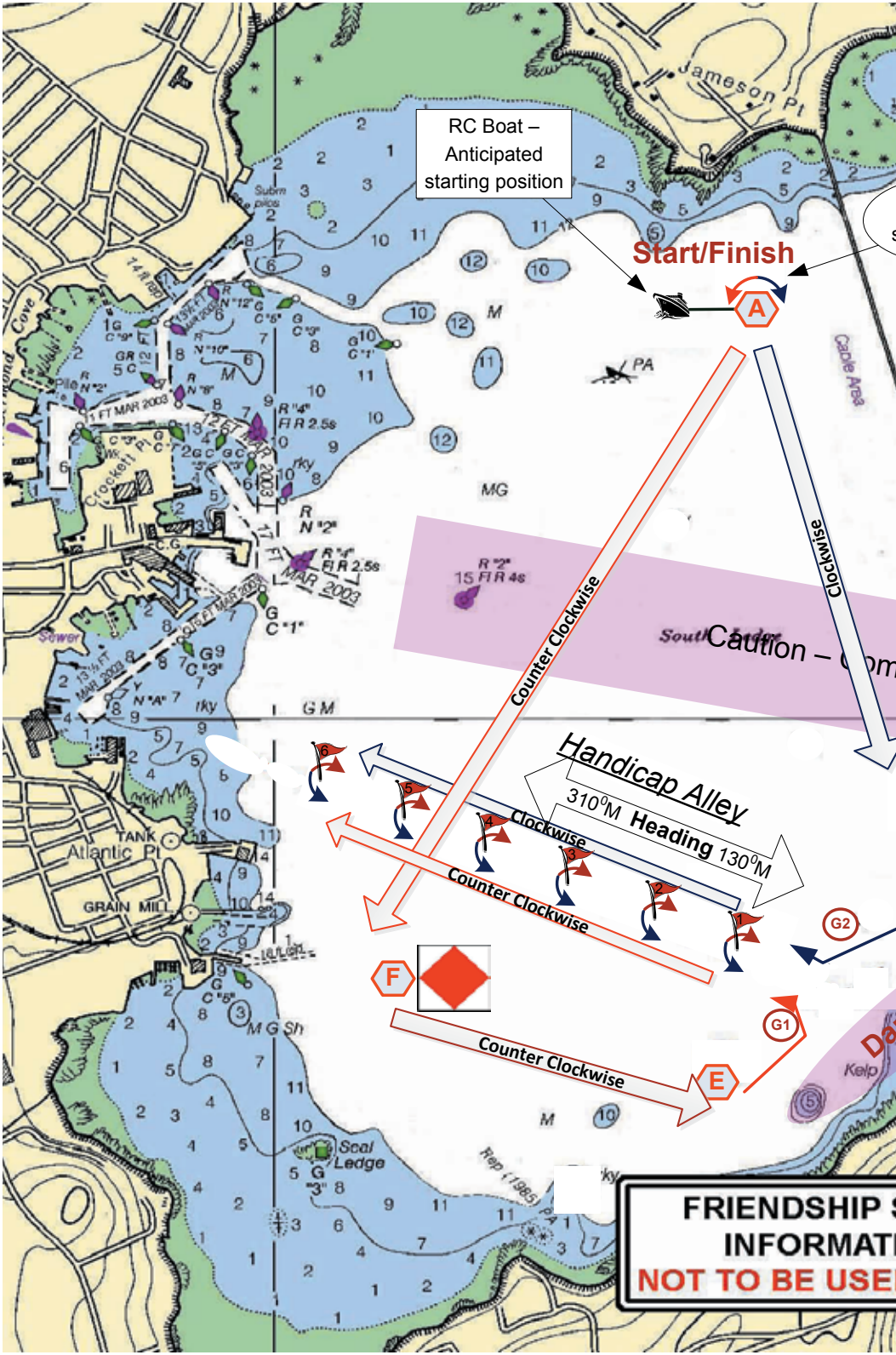
The very first thought that crossed my mind was “that sneaky, sneaky Wojcik”.

Clearly John knew some off-shore back current, or local wind effect that had allowed *Banshee* and *Hegira* to make better time. Or, perhaps they had simply made a more direct passage while we were weaving in and out of the lee of the islands. I had been sure that we would make better time taking the more circuitous route, and yet there were *Hegira* and *Banshee* in front of us. Whatever the trick was, I wished I knew their secret because they were going to pass Pemaquid Point a good twenty minutes ahead of us. Meanwhile the period between wave crests had grown a little longer, and although

Continued p. 22

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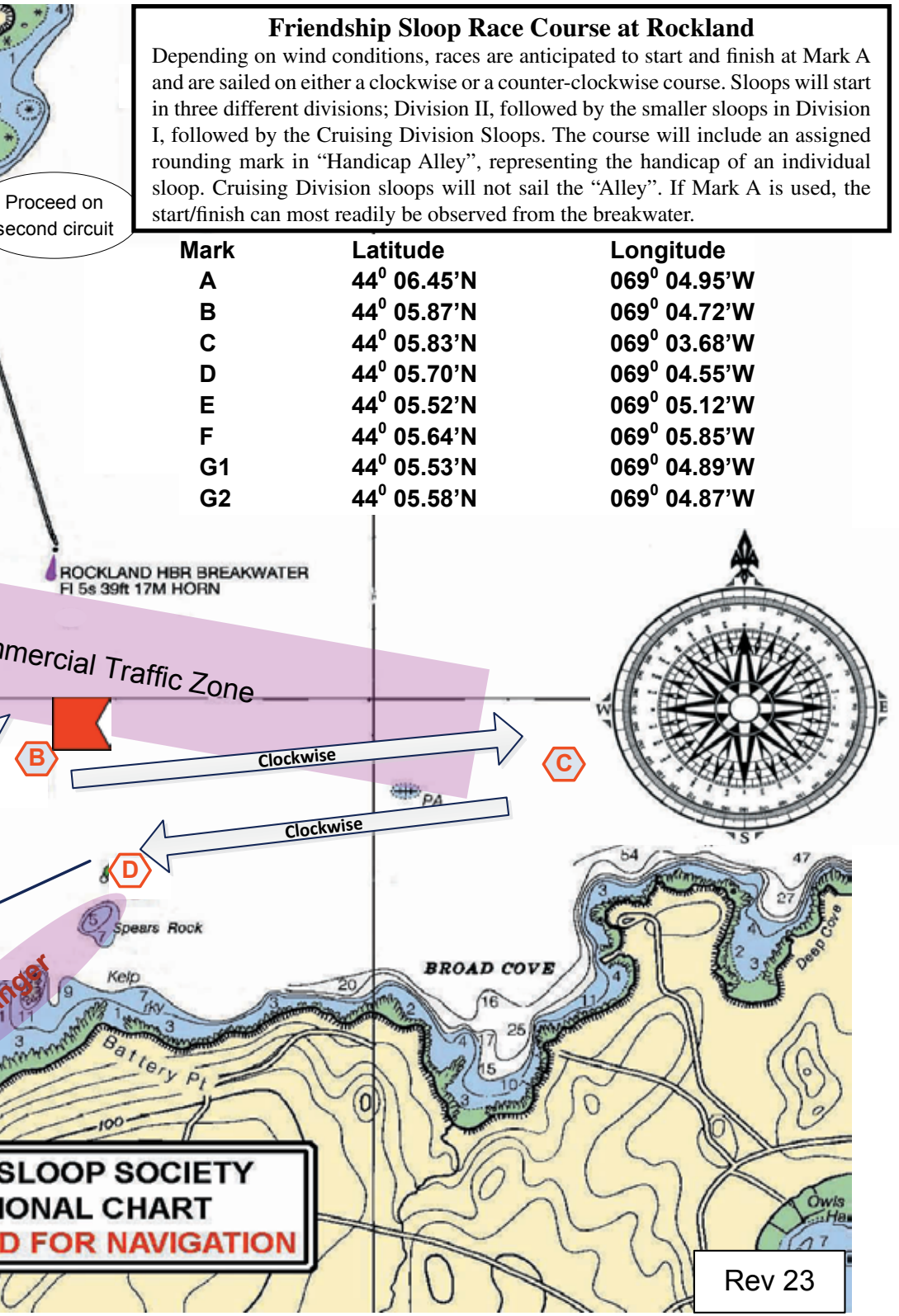
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Friendship Sloop Race Course at Rockland

Depending on wind conditions, races are anticipated to start and finish at Mark A and are sailed on either a clockwise or a counter-clockwise course. Sloops will start in three different divisions; Division II, followed by the smaller sloops in Division I, followed by the Cruising Division Sloops. The course will include an assigned rounding mark in "Handicap Alley", representing the handicap of an individual sloop. Cruising Division sloops will not sail the "Alley". If Mark A is used, the start/finish can most readily be observed from the breakwater.

Mark	Latitude	Longitude
A	44^0 06.45'N	069^0 04.95'W
B	44^0 05.87'N	069^0 04.72'W
C	44^0 05.83'N	069^0 03.68'W
D	44^0 05.70'N	069^0 04.55'W
E	44^0 05.52'N	069^0 05.12'W
F	44^0 05.64'N	069^0 05.85'W
G1	44^0 05.53'N	069^0 04.89'W
G2	44^0 05.58'N	069^0 04.87'W



the seas were even bigger the motion of the boat became a little more predicable and we were brought to a dead stop less often. We decided that to keep going was the better of two poor choices.

After forty minutes that seemed like a week, we finally rounded Pemaquid Point staying well outside the buoy where the seas were breaking. The moment we were heading across the seas and started to drop down into John's Bay the motion of the boat became much more reasonable and our speed went up considerably. We headed under the lee of Thrumcap Island for the narrow tickle called the "Thread of Life" and at the same time listened to the distress calls on the VHF and tried to determine if we were near enough to any of the vessels calling for help to be of any assistance. We also kept a beady eye on the two green Friendships ahead of us.

Heading into the "Thread of Life" we were enjoying the lee of the islands again and were relishing the thought of being on our own mooring that night when we were practically bounced out of the channel by a USCG vessel going at high speed in the opposite direction with blue lights flashing. Clearly the vessels in distress that we had never spotted were still in distress, and the Coast Guard was on the way.

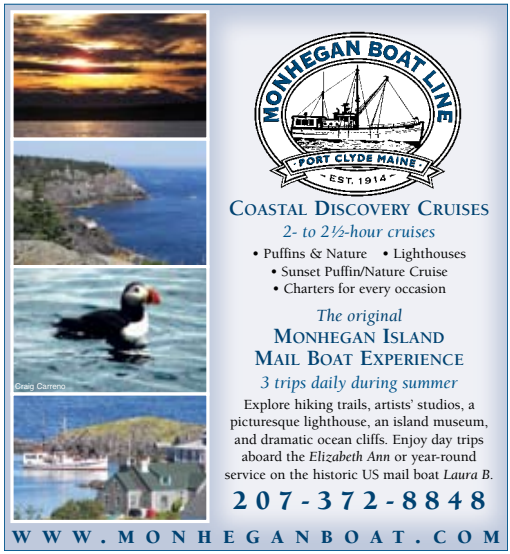
After ducking behind Inner Herron Island, we had one last slog into head winds and seas, but we were already feeling the protective effect of the Damariscove and White islands group and the situation was not as difficult as it had been rounding Pemaquid. As we came up under the lee of Fisherman Island we noticed *Hegira* making for Linekin Bay while *Banshee* continued on to Boothbay. We both thought that this was very odd. Would they really travel all this way in company only to split at the last moment? As we headed into Boothbay Harbor I scanned the moorings over by the Carousel Marina and Browns, but could not spot *Banshee*. Where could she have gone?

It was with huge relief that we rounded McKown Point for the Western cove and our mooring. As we came round the corner we spotted a green Friendship on her mooring. In an instant, we realized what had happened: we had not been following *Banshee* and *Hegira*, we had been following *Queequeg* and *Celebration*!

We found out later that *Hegira* and *Banshee* had decided that it would be prudent to find shelter for the night in Maple Juice Cove; they had tried to radio us, but we were already monitoring distress calls on Chanel 16, or listening to the weather broadcasts. At the moment all we knew was that we had been following two different green Friendships. As we slowly passed alongside *Queequeg*, Rich Langton popped up out of the hatch, he looked us over and said, "I don't want to do that again".

We laughed and told him we were not even going to tell him what we went through. We called to him that we would write it up for the yearbook and everyone could read about it there.

And now you have.





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August 10 - Friendly Garden Visits from 10 AM-2 PM
Featuring 15 Friendship gardens along Harbor Road.
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August 14 - Annual meeting at 6:30 PM at annex - 7 PM program
Featuring Loretta Krupinski - artist, author and mid-coast gardener
from St. George

October 5 - John Bunker - Heirloom Apples, Trees and Conservation
6:30 PM at annex - dessert to follow

October 12 - Maine-ly Apple Auction - 11 AM at annex
Sweet and savory apple foods and harvest basket raffle

November 9 - Holiday Pinecone Wreath/Tree Workshop
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Join us at our Open House on June 29 - 1-3 PM
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The Other Nine Months

By Richard Langton

When spring is in the air those of us that own boats start thinking about "gettin her ready to go over". It's the annual ritual, which comes in two versions…wood or fiberglass. In my case, I have experience with both. *Content* was my family's first wooden sloop and after fifteen years of sanding, varnishing, painting and going into near cardiac arrest when she went over I switched to fiberglass. We started the new millennium with *Queequeg*, one of Jarvis Newman's Pemaquids. Of course there is still the need to sand, varnish and paint but you, more or less, skip the near cardiac arrest when she goes over since there is no swelling required before the planking is tight. Then again there was the time I forgot to reassemble the sink's seacock after carefully greasing it, only to leave it laying there until I noticed the floor boards floating up. I thought it was the ghost of *Content* coming back to remind me that wooden sloops are "original", but just as that sinking feeling was seizing up my brain I remembered the seacock.

Anyway, this story is not about getting' her ready, it is about that in between time; in between sailing seasons. In Maine that covers just about nine months, unless you are real hardcore and launch her early in the Spring and keep your boat in the water until those October breezes pick up and the temperature drops. *Queequeg* actually has a little coal stove on board, so you could thaw out below, but I have to admit that having tried both "spring" and "winter " sailing I fully understand why the harbors are empty until Memorial Day and empty out pretty much after Labor Day. People will tell you that the kids are back in school and we just don't have time to sail, but the reality is that school has little to do with it. It's damn cold in the Gulf of Maine outside the summer sailing season.

So, what do you do with your sloop in between? When we first bought *Content* my wife, Beth, and I were both naïve and poor. Or let's put it this way, back in 1985 I priced those nice fiberglass hulls that Jarvis had made and was told that I could get a real deal on a 31' Dictator hull. As the story went, this guy had the boat built but almost immediately after his wife fell and broke her hip so sailing was no longer in the picture. That boat would have only cost me $100,000. Several deep breaths later I asked what it might cost for a 25' Pemaquid and the price dropped, only $60,000 this time. When I did not jump at that the broker told me I could buy a Pemaquid hull, to

Continued p. 25

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finish myself for a mere $25,000. Well, *Content* was about to be donated to the Maine Maritime Museum, in Bath, and I sailed away with her for $8,000. A veritable fortune to me, but I figured I could do a lot of maintenance for $52,000.

Now that I was a wooden boat owner I started to appreciate what the other nine months were for. Wood rots, no termites but that wonderful phenomena called dry rot. Paint also peels revealing dry rot in what looked good until you start to sand and apply pressure to the faux solid surface. Fortunately I had been smart enough to have *Content* surveyed (got a deal on that but that is another story) so the rot was repairable and the majority of the required work was cosmetic. She was hauled over in Southport and David Nutt did the work. Since she was in the yard I figured things were good to go after I paid David, and *Content* would be ready to go over in the Spring. Spring came and I went to the yard to make the arrangements. Only problem was that they handed me a rather large bill for storage. What was this I asked? I had no idea that you actually paid for the time the boat left David's shop until the second she was going overboard. What can I say…the first shock of those other nine months! Fortunately, being kind of a local, I managed to negotiate some reduction in the fee and she went overboard early in the Spring.

Following the financial hit of a yard bill, I decided the next nine month stretch would be in my back yard. That was also when boat storage facilities were popping up like daisies in the middle of a field because hydraulic trailers, rather than travel lifts, were becoming popular and it was no longer necessary for a boat yard to be by the water. After talking to some of the hydraulic haulers, and hearing them say that there was no way they could come up my drive way, or that I needed to bring in tons of gravel and build a

Continued p. 26

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storage pad in my field so they could drive in without sinking, I met Paul Cunningham. He was new in the business and, being new and eager, all things were possible. My driveway, "no problem", and no gravel pad "as long as I paid for a tow truck" is what he told me. We struck a deal and to this day Paul is the guy I call.

The driveway I alluded to above is about 500 feet up an incline that challenges all but four wheel drive vehicles when there is ice and snow. It is also a standard driveway width so getting a huge semi with a boat on board up it requires some finesse, not to mention the trees that line each side somewhat like boat bumpers, but not so forgiving. Anyway, to keep this story on track let's focus on the place where my sloop spends most of its life. That is out by my garage. Fortunately, and not because of any great forethought on my part, there is a gravel pad to the left of the garage that is almost 14' wide; plenty of room for boat storage. After some maneuvering, and at the cost of one peach tree my son planted when he was a young boy, the semi and boat get turned around and the backing in begins.

My storage cover originally was rebuilt each year and was a rather complex structure. It consisted of sections of stud walls that I nailed together annually and a series of trusses that were then covered by the penultimate cover….a blue tarp. The guy that invented blue tarps is probably right up there with Bill Gates when you think of creating a product that fulfills a universal need. All this effort, just to keep snow off a boat. After a few years I got smarter, and my neighbor who is a boat builder said he could make my life easier. He built an ingenious boat cover that is semi-permanent (have to say that or the town assessor will be visiting to tax my new barn). It consists of a series of "ribs" for

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lack of a better word and to keep the description sounding yachtie. These are connected at four foot intervals with strapping and finally covered with some of that white plastic that they shrink wrap boats with. This plastic is actually much better than the blue tarp because it does not breakdown in sunlight so quickly. But not wanting to eliminate blue tarps completely from my life, I have put a sacrificial blue tarp over much of the cover where the sun hits it directly. That gives me a couple more years between renewing the plastic.

Once in place, and settled on the boat jacks, I remove the bowsprit, winterize the engine, and try to make the whole thing as mouse proof as possible. *Queequeg* does not look anywhere as graceful as a sloop in the water, but still looking better to me than paying yard bills and wondering if things are ok after each snow storm. All I have to do is just look out my kitchen window. There she sits, my *Queequeg*, beckoning me to come on board and fire up that coal stove, to sway a little as I step on board as if she were at anchor, and to pretend that my sailing season is not just those three warm months of summer, but year round. If I shut my eyes it sometimes works for a few seconds. But, when I open them I often think of those ugly tractor tire planters you sometimes see painted fluorescent orange and cut up to look like a huge flower pot sitting at the end of someone's driveway; the difference being that spring is just around the corner and rather than giving rise to a flower garden *Queequeg* will go over and my family and I will sail for another summer.

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A Museum of Friendship in Friendship

Note: The following article was written by Al Roberts, the first President of the Museum, in 1964. The local newspaper, The Courier-Gazette in Rockland, had published an article weekly about the new museum in Friendship. I believe that this was one of them, published in the fall of 1964.

A long felt need was finally met with the opening of the Friendship Museum in 1964. Al Roberts, a local lobster dealer, had collected numerous articles having to do with Friendship's two most important industries: lobstering and boat building, but he had no place available to display them properly. His idea was to set up a Museum filled with the memories of the town, its ways, and its people. This idea smoldered for a couple of years, and burst into being with the new interest brought about by the birth of the Friendship Sloop Society in 1961. By 1963, permission was given by the Foster family to use the one room brick schoolhouse as a Museum. The Friendship Museum was incorporated in February 1964 and its door opened in June of that year with an open house party attended by 400 people. Before its first season was over, 2,500 people had signed the guest book.

Mrs. Wardell McFarland was available for the job of curator and a more knowing one would have been hard to come by. "Carrie", as she is generally known, was a step-daughter of Jonah Morse (Wilbur's partner and yard foreman for years). The answer to any question pertaining to Friendship is generally on the tip of her tongue. She has intrigued visitors from far and near with her local knowledge, and is in love with her job.

The building itself is a museum piece. It was built in 1851 as a one room schoolhouse. To discourage the practice of moving the schoolhouse each year when a new school board was elected, it was decided that it should be built of brick. Thus it has stood at its present location for 114 years (note: now 162 years!), which might well be a record for a Maine schoolhouse.

In 1923 it was abandoned, and remained unused until the Condon family bought it and remodeled it in 1927. A cement floor was poured, and a fireplace added. It served as a community meeting place until the Museum was opened in 1964. As that time it was cleaned up, painted, and pointed up and now serves as a charming resting place for an intriguing history of a wonderful town. The building itself is responsible for much of the charm of the Museum.

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The thought - that every time a home was broken up, sold, or burned, a part of the history of the town was lost - was disturbing. Now much of the memorabilia of Friendship is housed and proudly displayed in a reasonably fireproof building where anyone who is interested may spend hours looking at pictures and records of the town.

While this is not strictly a marine museum, a great part of it necessarily has to do with the sea because of the location of Friendship. The sloops for which the town is famous play an important part in our history and in our Museum, but we show every aspect of our friendly little town.

What the future will bring is a difficult question to answer. Already we have more articles than we can display. Will the museum grow and prosper? Will it remain as it is? Will it die because of lack of interest and funds? So far we are optimistic. Time will tell...

Al Roberts' article ends with that thought. Next year, in 2014, the Friendship Museum will be celebrating its 50th year. With the purchase of the "Annex" in the center of town, across the street from the Hahn Center and Firehouse, and next to the Methodist Church, a new space and location has been obtained. To realize the dreams of the founders and current members, funds will be needed to make the needed renovations to locate, catalog, and preserve the historical records and artifacts of our town. The Friendship Museum, Inc., is a 501-C corporation under the laws of the Internal Revenue Service. Donations in any amount are appreciated and may be mailed to P.O. Box 226, Friendship, ME 04547. Visit the website www.Friendshipmuseum.org for details, or better yet, come visit the Brick Schoolhouse Museum at 1 Martin Point Road in Friendship. Open every day from the last Saturday in June through Labor Day, and on weekends through Columbus Day.

Caroline Zuber

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!!!



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We get there, or not, does it really matter? Fun is the Maine thing.	Home is where our boat is *Messing About*
Always Dreaming of Sailing *Queequeg* Rich, Beth, Ruthie and Robert Langton	Remember, Friendships add Richness and Worth to Life Crew of *Banshee*



On the dock at Rockland



Skippers' meeting



Post race discussion



Talking sloops

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"Friendship Sloops Sailing New England"



Lady M



Showing a little bottom paint



Looking back



Handicap Alley

Sloop Society Members Honored

Two notable members of our Society were recognized by the USS Constitution Museum at the Charlestown Navy Yard in Boston. On May 26th, Harold Burnham and Ralph Stanley became recipients of the Museum's 2013 Don Turner Award!

The stated purpose of the award has been to honor Don Turner, the longtime former head of the USS Constitution Maintenance and Repair Facility, for his singular contribution toward the preservation of "Old Ironsides" and the skills that built her, as well as his knowledge of and dedication to the ancient art of shipbuilding – and to recognize others who are similarly dedicated to maritime preservation and advances in ship construction and design.

The Don Turner Award is presented to a person or team of people, professional or amateur, who have made significant contributions in the area of preserving important vessels or who have made meaningful contributions to our depth of knowledge and understanding of ship design and construction. It has been awarded annually by the USS Constitution Museum since 1991.

While both Harold and Ralph are widely known throughout the Society membership, many readers may not be aware to what extent they have each made truly significant contributions to the maritime world.

Harold Burnham bears a family name that is virtually synonymous with Essex shipbuilding, which happens to be the birthplace of approximately 4,000 schooners. He is the 28th Burnham to operate a shipyard in Essex since 1819. Harold is a master shipwright, designer, and mariner Harold Burnham is part of a shipbuilding tradition that dates back to the 1630s in the small town of Essex, Massachusetts, where the Burnhams have lived for 11 generations.

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Harold has learned the standards of the past and their traditional techniques. He has carved out a nitch in history and in doing so, has become a master craftsman; in becoming a designer, a shipwright and a sail maker. Like his ancestors before him, Harold has taken a deep-routed approach to the design, construction and operation of vessels, making him extremely uniquely within the industry.

Harold Burnham holds a Bachelor of Science degree in Maritime Transportation and Fisheries, earned while attending the Massachusetts Maritime Academy, he draws upon extensive experience at sea, and of course, techniques learned in the famous shipyards of Essex. At the end of the day, Harold has launched several schooners in the old Essex, MA tradition. Among them are the "Ardelle", the "Isabella", the "Lewis H. Story", the "Thomas E. Lannon" and the "Fame".

After earning an undergraduate degree, Ralph Stanley learned how to build boats, not by apprenticing himself to another boat builder but mainly by keenly observing and using boats and by observing the activities of several professional boat builders who specialized in the Mt. Desert Island version of the Maine lobster boat.

In designing his boats, Ralph Stanley uses locally available wood, including white cedar, oak, and pine. He designs his boats either by drawing scaled-down "lines plans" on paper or by carving scaled-down wooden half-hull models and then drawing out or "lofting" the boat's full-scale lines on the floor of his shop. This drawing provides a full-size pattern for the boat that is to be built.

Over the course of his career, Stanley has built approximately 70 vessels; from small sailboats to large offshore lobster boats, most of which are still in use. In addition to fishing boats, Stanley has also built a number of pleasure craft. These include engine-powered pleasure boats derived from the lobster boat hull form; they are sometimes called "lobster yachts."

One of Ralph's specialties is the Friendship sloop. The sloops were originally built in and around the coastal village of Friendship, Maine, in the 1880s, and were used by commercial fishermen. Eventually they were replaced by engine-powered boats that gave fishermen greater speed and range. However, during the 1960s and 1970s, there was a revival of interest in the Friendship Sloop by recreational sailors, for which Ralph played a major role in the revival by restoring old sloops as well as building new ones in the old style.

Ralph Stanley has been one of Maine's few remaining professional boat builders solely engaged in wooden-boat construction. "Building wooden boats is like climbing a still-growing tree where you never get to the top," he said. "I keep finding new ways of doing things and new things to do. You can always improve; you're always looking to improve."

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FRIENDSHIP SLOOPS REGISTERED WITH FRIENDSHIP SLOOP SOCIETY

Sloops are classified Class "A"= Originals built prior to 1920; Class "B"= "Replicas" & "Near Replicas" built after 1920; Length On Deck (L.O.D.) rounded to nearest foot; TBL= To Be Launched; OLD= Built before WWII; c = circa; Builder names 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, Hampden ME	Rockland	ME
6	EASTWARD	32'	James Chadwick	1956	Steve & Andrew Keblinsky, Bar Harbor ME	Bass Harbor	ME
7	TANNIS	38'	W. Scott Carter	1937	Jack & Mary Cronin, Sturbridge MA	Salem Willows	MA
9	AMITY	30'	Wilbur A. Morse	1901	Patrick & Meg Reilly, Belfast ME	Belfast	ME
10	MARY ANNE	31'	Lash Brothers	1958	Dr. Joseph Griffin, Damariscotta ME	Damariscotta	ME
13	RUTH L.	29'	Charles A. Morse	1920	Brian Clough & Mary Offutt, Little Deer Isle ME	Little Deer Isle	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	Downeast Windjammer Cruises, Cherryfield, ME	Bar Harbor	ME
19	BLACKJACK	33'	Wilbur A. Morse	c1900	William & Diane Magee, Bristol, RI	Bristol	RI
21	WILBUR A. MORSE	30'	Carlton A. Simmons	1946	Richard Brown, Port Townsend WA	Port Townsend	WA
22	ELLIE T.	25'	John G Thorpe	1961	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	Jaxon Vibber, Gales Ferry, CT	New London	CT
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. 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	Christopher James Eckelt, Carlisle PA	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	GAIL O	35'	Wilbur A. Morse	1913	Roger Lee, Belfast ME	Belfast	ME
45	FLYING JIB	30'	W. Scott Carter	1936	Ryan Graham, Jefferson, ME	Rebuilding	ME
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	William Heritage & Sandi Williams, Loxley, AL	Fairhope	AL
52	RIGHTS OF MAN	30'	Lash Brothers	1965	Wayne Cronin, Thomaston ME	Rockland	ME
54	ECHO	22'	Lee Boatyard	1965	Stephen Major & Family	Delano Cove	ME
57	OLD BALDY	25'	James S. Rockefeller	1965	Jarvis Newman, Southwest Harbor, ME	Southwest Harbor	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, Gorham, ME	Muscongus Harbor	ME
61	WINDWARD	25'	James S. Rockefeller	1966	Doug Parsons, Gloucester, MA	Gloucester	MA
62	COLUMBIA	23'	Lester Chadbourne	c1950	John & Kimberly Bundza, Barrington, NH	Great Bay	NH
64	AMICITIA	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 & Carrol Rose, Beverly MA	Beverly	MA
67	HIERONYMUS	33'	Ralph W. Stanley	1962	Albert P. Neilson, Topsham ME	Southwest Harbor	ME
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, Castine, 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	Chris Gerardi, Voorheesville, NY	Rebuilding	
75	OMAHA	35'	Norris Carter	1901	Adrian Hooydonk, Spruce Head ME	Spruce Head	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	John Bourget, North Kingston, RI	Wickford	RI
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, New York, NY	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 Anderson, Rockland, ME	Rockland	ME
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

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96	VOYAGER	32'	Lash Brothers	1965	Capt. Fred Perrone, Plymouth MA	Plymouth	MA
97	INTEGRITY	27'	Wilbur A. Morse	1903	Marshall Chapman, Morehead, KY	Isle au Haut	ME
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	Matthew Vandevelde, Monroe, MI	La Salle	MI
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)/Johnston	1970	Eric Applegarth, Clairborne MD	Rebuilding	
109	PETREL	31'	G. Cooper	1933	Colin D. Pears, Orono, ME	Rebuilding	
112	SECRET	27'	Philip J. Nichols	1971	Edward Good, Princeton, MA	Salem Willows	MA
113	YANKEE PRIDE	30'	Bruno & Stillman (14)	1971	James J. & Margaret E. Graig, Colts Neck, NJ	Keyport	NJ
114	HELEN BROOKS	30'	Bruno & Stillman (08)	1971	Karl Brunner, Southwest Harbor, ME	Southwest Harbor	ME
115	ZEPHYROS	30'	Bruno & Stillman (12)	1971	Chronis Kalivas, East Dennis, MA	Sesuit Harbor	MA
117	LEADING LIGHT	30'	Bruno & Stillman (10)	1971	John Crumpton , Oxford ME	South Freeport	ME
118	WENONAH	30'	Bruno & Stillman (16)	1971	Steve Pytel, Katy, TX	Seabourne	TX
119	VALHALLA	30'	Bruno & Stillman (15)	1971	Bayfront Center For Martime Studies, Erie PA	Erie	PA
120	PERSISTENCE	30'	C. Simmons/J. Lichtman	TBL	Sail, Power & Steam Museum, Rockland, 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
126	WHIM	20'	Chester Spear	1939	Jack Manley Northville NY	Rebuilding	
127	MARIA	21'	Charles A. Burnham	1971	Harold, 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	Ruth Schwarzmann, Ponte Verda Beach, FL	Rockport	ME
134	VOYAGER	22'	Passamaquoddy/Collins	1973	Charles Meyer, Hingham, MA	Fore River	MA
137	AYESHA	35'	McLain?	OLD	Larry Thomas, New Orleans LA	Lake Ponchartrain	LA
138	GYPSY SONG	31'	Robert P. Gardner	1973	Shawn & Donna Teague, Kennebunk, ME	Portland	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, Rolling Prairie, IN	Rebuilding	
142	AUDREY II	21'	Peter Archibold	1976	John Moran, Tiverton RI	Tiverton	RI
143	FAIR AMERICAN	25'	Newman (P10)/Morris	1974	Jim Light, Redondo Beach, CA	Redondo Beach	CA
144	PETREL	25'	Newman (P09)/Morris	1974	Bill Lundquist, West Falmouth, MA	Cataumet	MA
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
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, Eastham, 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, Duxbury, 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	Chamberlain	ME
161	JENNY	22'	Sam Guild & Bill Cannell	1976	Tim Clark, Rockport, ME	Rockport	ME
164	VERA JEAN	30'	Charles A. Morse	1906	Dennis Mayhew, Niceville FL	Choctawhatchee Bay	FL
165	REUNION	25'	Clifford G. Niederer	1975	Mason E. "Ric" Stober III, Concord CA	Oakland	CA
166	SCHOODIC	25'	Concordia Company	1967	Phineas & Joanna Sprague, Jr., Portland, ME	Portland	ME
167	FREEDOM	28'	Ralph W. Stanley	1976	Earl Collier, Jr., Newton, MA	Isleford	ME
168	LOON	30'	Newbert & Wallace/Jacob	1974	Bruce Brown	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 Leibovitz, Bilerica MA	Marblehead	MA
172	AMNESTY	25'	Jim Drake	1982	Jim & Brooke Drake, Mt. Airy, MD	Baltimore	MD
174	PAUL REVERE	31'	Newman (D07)	TBL	Dan Pease, Rockport, ME	Rockport	ME
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
178	NESARU	25'	Newman (P13)/C. Chase	1977	Arieyeh Austin, Leavenworth, KS	Schumant Harbor	NY
180	BANSHEE	25'	Newman (P12)/Wojcik	1978	John & Carole Wojcik, Norwell MA	Mattapoisett	MA
181	AURORA	19'	Ahern (B3)/Brownie	1975	Dale Young, Warren, ME	Deer Isle	ME
182	MUSCONGUS	22'	Apprenticeshop	1977	Donald Verrecchia, Woburn, MA	Unknown	
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, Union, ME	Boothbay Harbor	ME

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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	JABBERWOCKY	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	Alan & Phylis Greenfield, Deer Isle, ME	Deer Isle	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, Echeverria	1977	Diana Echeverria, Seattle WA	Seattle	WA
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	Shane Dowsland, Bass Harbor, ME	Southwest Harbor	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, Phippsburg, ME	Phippsburg	ME
221	SEAL	22'	Ahern (01)/Zink	1984	John & Debby Kerr, Milton MA	Squirrel Island	ME
222	ELSPETH MACEWAN	16'	Richard L. McInnes	1982	Robert Tupper, Standish, ME	Sebago Lake	ME
223	CORREGIDOR	25'	Newman (P17)/P. Chase	1981	Brian Flynn, Brooklyn Heights NY		CT
224	DAYLIGHT	19'	James Eyre Wainwright	1983	James Eyre Wainwright, Gig Harbor, WA	Gig Harbor	WA
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, Byfield 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	Joan Durant, 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 Horne, Bath 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	Melissa Terry, Belfast, ME	Belfast	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	Robert Norwood/Anne Del Borgo, Orr's Island, ME	Orr's Island	ME
244	WINDEMERE	30'	Bruno & Stillman (18)	1971	Steve & Ginny McColl, Lucedale, MS	Lucedale	MS
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	Boothbay	ME
248	TIMBER	22'	Rick Conant/Greg Fisher	1979	Greg Hickey, West Hartford CT	South Lyme	CT
249	BABY BLUE	25'	Newman (P18)/Pettegrow	1983	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)/Corea	1972	Tim & Katie Crowell, Pine Beach NJ	Toms River	NJ
255	GENEVIEVE	25'	Emmet Jones	1982	LaMonte Krause & Stacy Patterson, San Diego 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	DUCHESS	28'	Steve Merrill/R. Shepard	1992	Christopher Preston, Wellesley Hills, MA	Boston	MA
260	NIMBLE	25'	Nelson Cutler/Kim Smith	1994	Christopher Zimmer, Halifax NS	Halifax	NS
261	BLUENOSE	19'	David Holmes	1974	Charly Holmes, Annapolis MD	Annapolis	MD
262	I GOT WINGS	22'	Ahern (04)/Almedia	1980	Tamara Stoddard, Daniel Gordon, Eric Austin	Stonington	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	Unknown	
266	MALISA ANN	22'	Ahern/Hilburn	c1992	Steve & Melisa Blessington, Bangor ME	Winterport	ME

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport	State
267	TRISTAN	25'	Joeseph Bernier	1980	Rick & Debbie Smith, Norwell, MA	Southwest Harbor	ME
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, East Hampton NY	Coecles Harbor	NY
273	SUMMERJOY	19'	Ralph Stanley	1989	Donn Costanzo, Greenport, NY	Greenport	NY
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, Fountain Hills 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	NY
282	GHOTI	22'	Passamaquoddy / Murray	1970	Anne-Marie Chouinard, Medfield MA	Boston	MA

"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
125	TIGER LILY (Billy Bud)	25'	Al Paquette	1969	Last known in Mattapoisett, MA
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

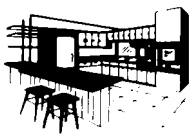
REGISTERED SLOOPS NO LONGER IN EXISTENCE: "GONE, BUT NOT FORGOTTEN"

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
53	EAGLE	32'	Wilbur A. Morse	1915	Destroyed at Rockland, ME, February, 2012
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
68	ROBIN L	25'	James H Hall	1967	Destroyed in a fire - reported December, 2010
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
136	SQUIRREL	28'	Charles A Morse	1920	Destroyed in a storm c1995
148	SLOOP OUT OF WATER	38'	Norris Carter	1905	Broken Up c2001, MA
158	EVA R.	33'	Edward Robinson	1906	Sunk Hur. David 1979; destroyed c1983 at Port Chester NY
162	IRENE	38'	Charles A. Morse	1917	Destroyed 2010 at Essex, MA
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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