Friendship Sloops

Sailing New England

2016



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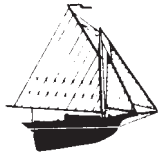
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2016 Homecoming Rendezvous and Races
Schedule of Events in Rockland

Wednesday July 20
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 21

11:00 AM	Skippers' Meeting
11 AM to 5 PM	Workshops for non-racers
1:00 PM	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 Barbeque under the tent

Friday July 22

11:00 AM	Skippers' Meeting
1:00 PM	Race starts off the breakwater
5:00 PM	Parade of Sloops by Sail Power and Steam Museum
6:00PM	Live band and Lobster Bake Fund Raiser at the Sail Power and Steam Museum, 75 Mechanic Street, Rockland. Public is Welcome Phone 207 596-0200 to purchase tickets. Proceeds to support restoration of ***Blackjack***, an original Friendship Sloop built in 1900 by Wilbur Morse

Saturday July 23

11:00 AM	Skippers' Meeting
1:00 PM	Race starts off breakwater
5:30 PM	Dinner and Awards Ceremony under the tent

Sunday July 24

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

Cover: Friendship Sloop ***Hegira*** #230, passing by the Lighthouse at the entrance to Rockland Harbor

Photographs of the races and Friendship Sloop Society activities courtesy of Bill Finch unless otherwise noted

Friendship Sloop Society Officers 2016

Commodores	Noel & Laurie March	156 Federal Street, Portland, ME 04101
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Webmaster	John Wojcik	347 Lincoln St., Norwell, MA 02061
Yearbook Editors	Beth & Rich Langton	868 Cross Pt. Rd., Edgecomb, ME 04556
Yearbook Advertising	Peter Toppan	26 Thomas Clapp Rd., Scituate, MA 02066
Registrar	John Wojcik	347 Lincoln St., Norwell, MA 02061
Friendship Memorial Scholarship Fund	Philip Pratt	P.O. Box 129, Friendship, ME 04547
Friendship Day Chairpersons	Bill & Caroline Zuber	P.O. Box 279, Friendship, ME 04547
Rockland Race Committee Chair	David Graham	7 Batchelder Rd., Marblehead, MA 01945
Southwest Harbor Rendezvous	Miff Lauriat	47 East Ridge Rd., Southwest Hbr., ME 04679
Chandlery	Caroline Phillips	164 Sturbridge Rd., Charlton, MA 01507
Rockland Trophy Chairperson	Marcia Morang	18 Commodore Drive, Sanford, ME 04073
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Historian	Ralph Stanley	P.O. Box 1094, Southwest Hbr., ME 04679
Handicapper	Dick Salter	P.O. Box 132, Manchester, MA 01944
Cannoneer	Richard Campbell	

Honorary Members:
David Graham, Cyrus Hamlin, Marcia Morang, Jack and Mary Cronin, Bill and Caroline Zuber

Visit our Web Page at www.FSS.org



Commodore's Message

Welcome back Summer, it's about time you got here!

This year marks the 55th year of the Friendship Sloop Society and, just as in every year past, our sloops continue to attract attention and admiration wherever they sail. Our Maine rendezvous and races this summer in Southwest Harbor (July 16th) and Rockland Harbor (July 21st, 22nd & 23rd) will offer two beautiful opportunities to enjoy the sight of these wonderful vessels for spectators and members alike so please come join us!

We wouldn't be together as an organization if not for the "siren call" of these beautiful sloops. Those of us who suffer the affliction of affinity for the graceful sheer, classic clipper bow, elliptical transom and mighty gaff mainsail of the historic Friendship sloop know that there is something uniquely special about the very sight of these icons whether under sail, on the mooring or even on the hard.

We have over 135 years of boat builders to thank for giving us our fleet of Friendship sloops, past and present. One such group of 20th century craftsmen is responsible for the very reason that I am the Commodore of the Friendship Sloop Society today. The Lash Brothers' Boatyard of Friendship, Maine launched their fair share of Friendship sloops between 1958 and 1965. One such sloop was christened on "State of Maine Day" at the 1964 World's Fair in New York City as *DIRIGO*, number 46 in the directory of sloops registered with the Friendship Sloop Society. It was my late mother's fascination with the beauty and story of *DIRIGO* that inspired her during post-cancer surgery and ultimately led to our family spending summers in Friendship for most of my childhood. I learned to sail & race aboard *DIRIGO* and grew up plenty during my many adventures aboard that sloop.

So it is with personal pride that the dedication of the 2016 Friendship Sloop Society yearbook is in honor of the Lash Brothers' legacy of building so many of our sloops. These men have embodied the true meaning of Maine craftsmanship and Maine work ethic.

Thank you Lash family, and all the families that have brought us here today!

Noel C. March
Commodore

Yearbook Dedication ~
"The Lash Brothers of Friendship, Maine"

In the 1960s renewed interest in the preservation and construction of wooden Friendship sloops brought many future sloop owners to the shore of Hatchet Cove in Friendship, Maine. There they would find the very boatyard where *Tannis* #7 and *Flying Jib* #45 (among others) had been built under Scott Carter early in the last century. But in the 1960s Carter descendants Winfield, Douglas, Howard, Harold, Philip, Robert, and Wesley Lash could be found building many wooden commercial and recreational vessels... including a few Friendship sloops, lofted from the lines of Wilbur Morse's own half model. Among those launched by Lash Brothers' Boatyard in those days include *Amicitia*, *Voyager*, *Mary Anne*, *Downeaster*, *Dirigo* and *Rights of Man*.

For their collective contribution to our fleet, we gratefully dedicate this yearbook with great admiration and many thanks.Our best wishes to Wesley Lash, Jr. who continues the family tradition as the fourth generation of marine craftsmanship and boat builders.



The photograph on the left was taken in 1966 and the one below is from a Lash Brothers' reunion from the 1990s. Left to right: Robert S. Lash, Jr., Harold W. Lash, Douglas C. Lash, Winfield C. Lash and Howard J. Lash, all of Friendship, Maine. While most of these men have passed over the bar, Howard and Wesley, Jr. are still with us and we join them in remembering this important family of shipwrights!



After college, Wesley Lash Sr. started working for his father Winfield at Lash Brothers Boatyard and took over the boatyard in 1985.



Presenting the 2015 Winners…

Southwest Harbor Rendezvous

First Place: *Gladiator*
Second Place: *Helen Brooks*
Third Place: *Hegira*

Rockland Homecoming Rendezvous and Regatta

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

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

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

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

Special Homecoming Trophies

Nickerson Trophy – Youngest crew member – Declan Costa on *Inherit The Wind*

Chrissy Trophy - Woman who keeps sloop, crew, and family together – Penny Morang Richards

Cy Hamlin Award - Skipper's homecoming – Not Awarded

Gladiator Trophy - Sloop sailed the furthest – *Banshee*

Danforth Trophy - Sloop that finishes in the middle of the fleet – *Hegira* and *Gladiator*

R.W. Stanley Cup – Race Committee Award – Norman Sanderson for *Cinchona*

Owner/Builder Trophy – New owner/builder/restorer who sails her to Homecoming – Steve Major – *Sazerac*

Tannis Award - 7th place overall in fleet – *Hegira*

Spirit of Friendship Award – Exemplifies the spirit of Friendship – Dick Salter

2016 Schedule of Events

Friendship Sloop Society

Red Brook Harbor Rendezvous (Buzzards Bay, MA)
(June dates dependent on cooperative weather)
Tuesday, June 28th

Scituate Harbor Rendezvous
Wednesday, June 29th

Cape Ann Rendezvous
Thursday, June 30th

July 16th Southwest Harbor Rendezvous
Southwest Harbor, ME
Contact: Miff Lauriat, 47 East Ridge Rd.,
Southwest Harbor, ME 04679 Phone 207-244-4313

July 19th Pulpit Harbor Rendezvous

July 21st – 23rd Homecoming Rendezvous and Races
Rockland, ME
Contact: Noel & Laurie March
Commodore@fss.org

Annual Meeting
Saturday, November 19th
Best Western Merry Manor Inn
South Portland, ME

Sloop Society Webpage:
www.FSS.org

2016 Schedule of Events

Sailing New England

June 24th - 26th Wooden Boat Show
25th Annual show at **Mystic Seaport, CT**
www.woodenboat.com

June 26th – July 2nd Windjammer Days
Boothbay Harbor, ME
www.windjammerdays.org

July 29th – 30th Camden Classics Cup
Camden, ME
www.camdenclassicscup.com

August 6th – 37th annual Chowder Cup Race
Friendship Harbor, ME
Contact Charlie Witherell at cwitherell@roadrunner.com
or Bill Shaughnessy at william_shaughnessy@comcast.net

August 6th Eggemoggin Reach Regatta
Brooklin, ME
www.erregatta.com

August 13th & 14th Corinthian Classic Yacht Regatta
Marblehead, MA
Contact: David Graham, Phone 781-631-6680 or www.corinthianclassic.org

August 20th & 21st Antique and Classic Boat Festival
Salem, MA
Phone 617-666-8530 or www.boatfestival.org for details

Best Wishes for Great Racing During 2016

At

Rockland, Southwest Harbor, and Gloucester

Your 2016 FSS Race Committee

Dave Graham, Chairman
Dick Campbell
Leo Campbell
Marcia Morang – Trophies
Fred Lincoln
Phil Pratt
Bob Rex, Chairman Emeritus
Penny Richards - Trophies
Dick Salter
Bill Zuber

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Please Return with Remittance to:
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Friendship Sloop Society
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Norwell, MA 02061

I/We Hereby apply for Membership:

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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 2015 scholarships totaling $4,000 were distributed to one high school graduate ($1000) and six continuing education students ($500 each) all of whom attend or are planning to attend Maine colleges and universities. 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 04547-0129. Please contact Phil Pratt, Chairman of the FMSF, at davisloop100@gmail.com or call him at 207 832-4335 with any questions.







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Bancroft Award

This year the Bancroft award goes to Penny Richards for her past and continuing support of the activities and traditions of the Friendship Sloop Society. This award 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 sloop tradition.

Morang Award

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 normally given for the best article submitted for publication in the yearbook, but in 2015 it was awarded to Rich and Beth Langton for their editorial skills and overseeing the production of a consistently fine yearbook.

Omaha Award

The award, made in recognition of the sloop ***Omaha*** built in 1901 by Norris Carter, is awarded to Laurie Raymond and Rusty Strange of ***Hegira*** # 230

Messing About Trophy

Steve and Kate Hughes, hosts of the Southwest Harbor race pre-dinner gathering, were presented this trophy by last year's recipients, Paul and Carol Lidstrom, owners of ***Peregrine***. Dick Salter, former owner and Captain of ***Messing About***, established this trophy to honor of the recipients contribution to the Friendship Sloop Society and the New England world of sailing.



Nickerson Trophy Winner – Declan Costa

Vic Goulding, great grandfather of our youngest crew member, reports: Declan is the son of my grandaughter, Erin, and her husband Doug Costa. He represents the sixth generation of Gouldings to enjoy our vacation home in Lincolnville. Along with Declan and I aboard *Inherit the Wind* for the parade of sloops were my son Scot (grandpa); daughter Heather; son-in-law Ali; grandchildren Erin (Mom), Melissa, Matthew, Chloe, and Sebastian. This is the





largest collection of Goulding descendants to be here together in the 114 years since my grandparents bought the house at Lincolnville Beach.

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Venture

by Bill Johnston

This is a true sea story. It starts out 'this is no kidding', as opposed to a fairy tale which starts out 'once upon a time'.

Jarvis Newman made a deal with Robert Thing of Brunswick, ME. to swap a Newman tender for an original Friendship Sloop, *Venture*. The exchange was to take place in Friendship Harbor, Friendship, ME. At early dark 30 on a Saturday morning in 1970, Sue Newman and Maggie Johnston delivered Jarvis, Roland Stanley and Bill Johnston to Al Robert's Wharf in Friendship, ME. along with one of Jarvis's rowing dinghies. The owner of *Venture* and Jarvis signed over papers, and then Jarvis, Roland and I were delivered out to *Venture* on her mooring.



Maiden sail

We noted "that she had some water in the bilge" and that there were some blueberry bushes growing out of the cracked mast. This precluded any use of the mainsail. We

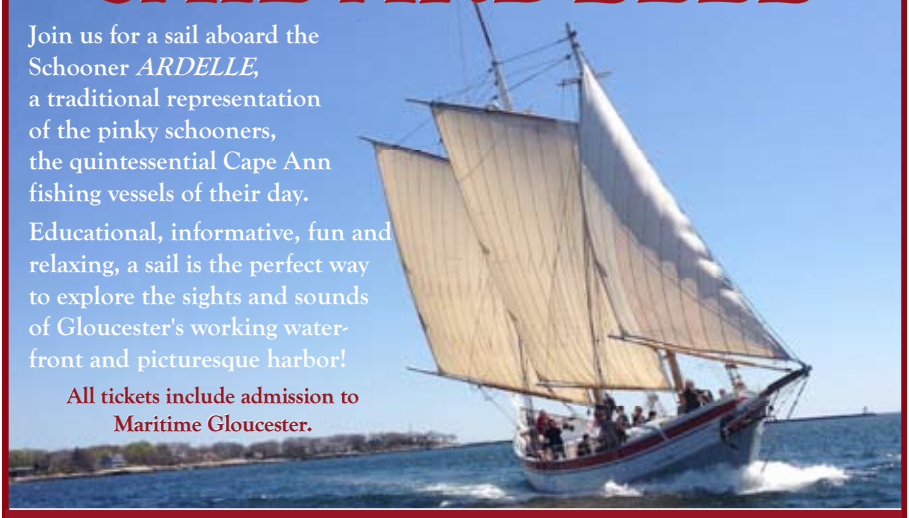
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thought that if the wind allowed we might get some help for the aged engine by possibly flying the jib or staysail. We pumped the bilge for the first of many times in the next 18 hours, coaxed the engine to life by swinging the flywheel then slamming the decompression lever down.

The engine was a "make and break" with a magneto and no electric starter.



Start of 1970 rebuild

With a dry bilge, temporarily, and the engine curchuffing away, we dropped the mooring and headed out the "backdoor" of Friendship Harbor waving to Sue, Maggie and the proud owner of a new Newman tender. It was early morning and we didn't expect to sail that time of the day anyway, so we puttputted along over to Port Clyde. We sounded the fuel tank and found it over half full, and so not needing fuel proceeded towards Tenant's Harbor and the Mussel Ridge Channel.

We discovered by this time the level of water in the bilge was developing a need for someone to constantly man the bilge pump. Whether it was the vibration of the engine, which the old make and breaks are prone to, the loosening up of the seams, or the heavy chop making up in the bay that caused things to loosen up, someone had to "man the pump" at all times.



Polaroids

If the water level was allowed to rise, the flywheel would pick up the water and splash it over the engine and the magneto would falter. Then we would be engineless without even sails to move us, leaving us at the mercy of the tide and currents.

Continued p. 15



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This was before the day of handheld VHF radio. So we had no one to call not even the Coast Guard. We were blessed with lighter winds and a fairly calm passage up the Mussel Ridge Channel. The wind picked up dramatically across Penobscot Bay as we headed for the Fox Island Thoroughfare, and we were constantly pumping.



***Venture* placemat**

By the time we were transiting the Fox Island Thoroughfare, we checked the fuel and thought we should stop at Brown's Wharf for gas as it was an easy in and easy out. We fueled and coaxed the engine back to life and we're off again. Still pumping! As we passed the "spark plug" lighthouse at the Eastern end of the Fox Island Thououghfare into East Penobscot Bay, we thought we might try at least the staysail as the wind was now on our quarter. This sail was obviously not new, tattered might be more accurate. As we hoisted the staysail, the checks and the blueberries in the mast flexed alarmingly, and we thought we had better not tempt fate. If the mast broke, we'd have even more hard work. So we headed out across East Penobscot Bay towards Stonington with a building Southwest wind. Still pumping!

We chose to run up through Stonington and the Deer Isle Thoroughfare in case we needed to put *Venture* ashore. We'd be closer to help than if we ran Merchant's Row.

By now, it's 1400 hours and we knew we still had Jericho and Blue Hill Bays to cross. We had a coming tide with us and a freshening Southwest wind that helped us make 6 knots by dead reckoning. *Venture* didn't have Loran and 1970 was definitely before GPS. The weather was still fair and the wind blustery but favorable at 15 to 20 knots with lots of white caps showing. We cleared Orono Island off Swan's Island on the homeward leg towards Bass Harbor Head Light. Still pumping!

We were all tired at this point and Roland was looking kind of grey, be it from nerves (worry) or fatigue, so Jarvis and I took longer turns at the pump allowing Roland a bit of a rest at the helm. The engine, bless her, chugged on, and we continued to pump.

By the time we reached Bass Harbor Head, we felt we were nearly home. But, alas, the tide had started to turn as we rounded Long Ledge Gong and headed into Western Way. Our speed now was considerably diminished, and it seemed to take forever to get through Western Way to the final leg into Manset. Our destination was the launch ramp near the Boat House as it had a more gradual slope and a bulkhead to lean *Venture*

Continued p. 16

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towards. We grounded her out there and careened *Venture* against the bulkhead so we didn't have to worry about her sinking on a mooring. It was now 2300 hours. It had been a long, tiring day. We could now stop pumping!

The next morning we came down to see how our friend, *Venture*, had survived the night. She was fine, standing right on her keel just as we had left her.



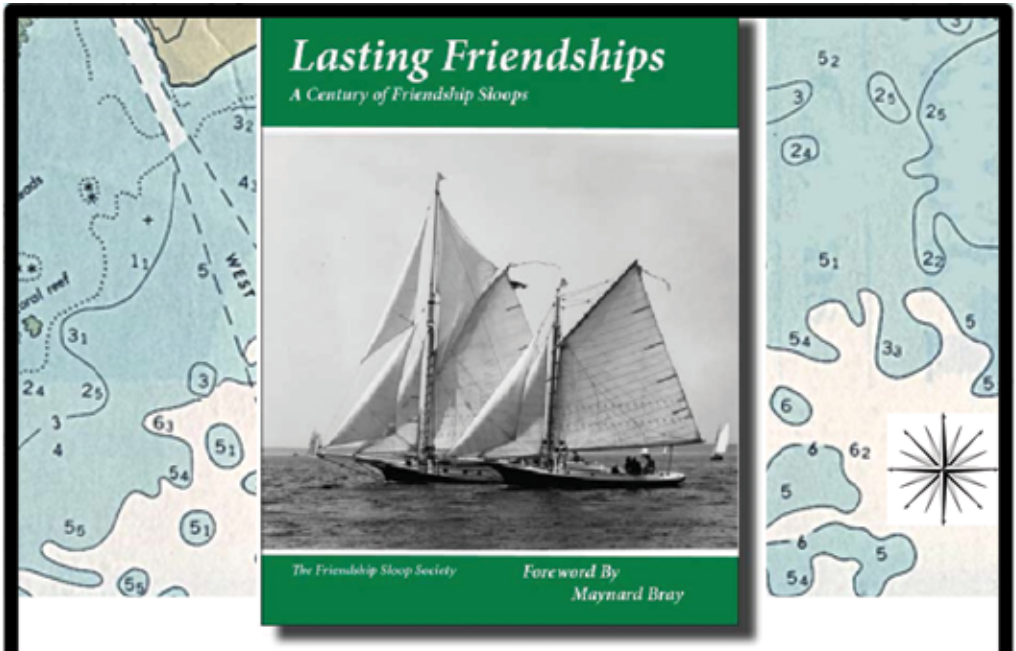
Ralph Stanley

Ralph Stanley was there to look her over as he was the one who would restore her. It was Sunday morning. Ralph said to Jarvis and I, "What church are you boys going to this morning?" We allowed that we hadn't really planned on going to church since we had to get *Venture* onto a cradle and into Jarvis' shop across the street. There were no travel lifts or hydraulic trailers to move boats back then.

"I really think you should consider going to church," Ralph said, "come look at this." We looked at the shaft and prop where he was pointing. There was no nut or nuts on the shaft to hold the prop in place. Had we put the engine in reverse just once, the prop would have been pulled right off the shaft. By operating in forward gear all the time even at Brown's Wharf on North Haven, we didn't lose the prop. Thank Goodness!



***Venture* today**



"Lasting Friendships" is the story of a family of boats, the Friendship sloop and how they weathered more than a century of change and transition.

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Available in hardcover from the Friendship Sloop Society for $45 (includes shipping). Go to www.fss.org to order the hardcover edition.

Sailing a working museum piece

by Thom Perkins

In my mind, sailing on the 1937 Friendship Sloop *Tannis* is a privilege equal to being allowed to handle a piece of art at the Metropolitan Museum in New York. For the past half century, she has been in the care of the Cronin Family of Sturbridge, Massachusetts.

My father grew up sailing Friendship sloops out of Kennebunkport, Maine and I remember him telling me how much fun they were to sail. I wouldn't say that I come from a sailing family, but annually my grandfather chartered a schooner on Long Island Sound; for their honeymoon my father and mother navigated a sailing canoe on the ocean from Long Island Sound to North Carolina, camping each night on a beach; and one of my first life memories is sitting on my father's lap holding the tiller of a Lightning sloop on Lake Sunapee. I must have been three and I loved it.

I first encountered *Tannis* and the Cronin family in 1995 when I showed up for crew call at the Friendship Sloop Regatta in Rockland, Maine. When asked who wanted to go sailing, I lifted my hand and the Cronins picked me to join them for the day. Except for one summer I have raced on *Tannis* every year since.

When I showed up for the races in 2010, Jeff Cronin told me that *Tannis* was taking on more water than usual and that we would have to be gentle on the old girl. Being gentle lasted until the starting gun went off. There were 23 people on the boat that day. *Tannis* always has a big crew. In addition to the adults involved in the serious racing, there are "passengers" and the ever present raft of kids ranging from those in diapers to teenagers playing below decks during the competitions. We had a good start and we were in the lead.

About 20 minutes into the race, a youngster popped his head out of the companionway and announced that there was water.

"There's always water, it's a wooden boat, get back below, we're racing here," was the response from a responsible elder.

A couple of minutes later – "there's water." "We know. Get below."

Shortly thereafter, a teenager comes up and says "Seriously dude, there's water!!!!"

Continued p. 19

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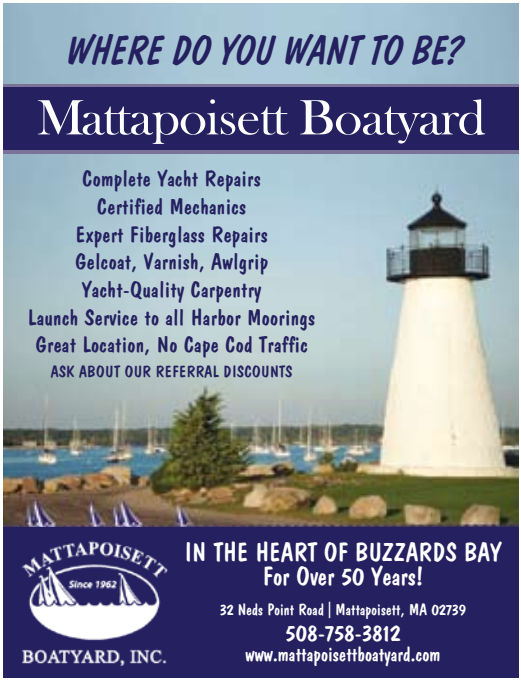
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The captain and I jump below and find ourselves shin deep in water covering the cabin sole. We see daylight through the planking – below the waterline. Water is pouring in. We're in danger of sinking. Orders were given - all sails down, man the pumps, we need socks to stuff into the leak, head for the dock.

We got back to the dock and sealed the leak. We tried briefly to race the next day without success, in the lead yet again, the seam opened up and we took her back to the dock. A plywood patch was affixed to the offending area and the family motored the boat cautiously back to their homeport of Salem, MA.

We nearly sunk her due to racing with rot plaguing her hull. The following year was missed during her rebuild.

Two years later with only the bowsprit, some interior cabinetry, mast and booms and steering wheel remaining original, *Tannis* was back on the water in racing form. As I write this, I am packing in my dreams and envisioning an arriving in Rockland to have another chance to sail



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The Lash Brothers . . .
They Don't Make 'Em Like They Used To

by Alex Thomson

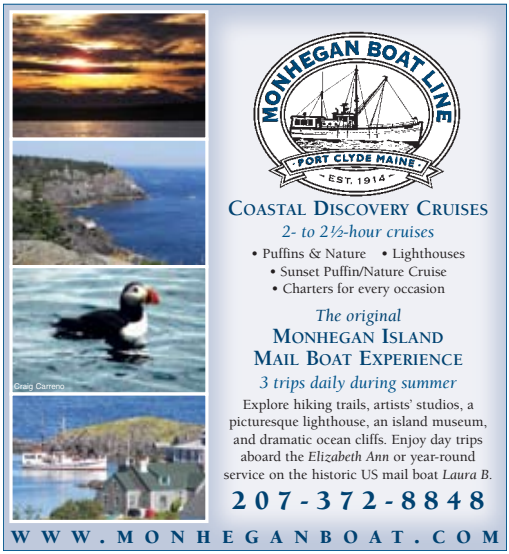
I arrived in Friendship as an observer in the summer of '67 and continued as an observer for the next eleven summers. I was like one of the enthusiastic birders that arrive at the beach near my house every clear weekend day…I was not from town and I was not a true "summa folk" so to a degree I was an outsider looking in.

I came to Friendship for long stretches to be with my beloved second family; my aunt, Nona March and my cousins Mimi Zwick, Jon March and Noel March.

One of my most lasting memories of that time was observing four of the Lash brothers; Harold, Winnie, Doug and Bob. While each memory is a brief snippet, my interaction with these four unique men creates a rich eleven year mosaic for me. Each of them approached the world with traditional Maine hard work, kindness, patience for those young boys "from away" and humor.

I don't know if it was their faith, or their upbringing that engendered these unique qualities, but I suspect that it was a special combination of both. While these four men represented only about one-quarter of the 14 children that Captain Bob and Levilda Lash brought into this world, they had to be proud of their sons. I had limited interaction with Paul and Howard, but they too seemed like they had the same fine qualities as their brothers. To people from "away" the Lash Brothers had been brought up living a hardscrabble life with few of the material advantages that we enjoyed in Connecticut or Massachusetts. But these were bright men who in true Maine fashion, did not have to wear their intellect on their sleeves. They were well read and knew about far ranging subjects that often surprised me. Their intelligence was in their eyes and the wry comment or double entendre that was delivered to "test" your ability to understand subtle Maine humor. They also all had the special combination of sharp engineering understanding

Continued p. 22





coupled with the ability and artistry to create all manner of beautiful water craft; from rowing dories to skiffs to lobster boats to, of course, Friendship Sloops.

Whether it was standing up in the back of Harold's pick-up truck "surfing" up the Cushing Road to Sprowl & Lash (with the requisite stop at Dorman's ice cream stand); banging in some bungs at the boat yard under Winnie's watchful eye; screaming like banshee's while playing "devil in the dark" around Bob's house on a hot August night; or standing with our noses pressed against the knife case at D.C. Lash contemplating our birthday wish list, I don't think I ever heard any of these men speak an unkind word. I am not sure that I would have had the patience or would have taken the time for these things with children that were not even my own.

I look back on those times with fondness and while I was not a significant part of the lives of these men and their families, they certainly made a long lasting positive impression on me. Truly, in my opinion, when it comes to Harold, Winnie, Bob and Doug Lash…they don't make them like they used to.

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Echo

By George A. Hagerty

Make: Friendship Sloop Friendship Sloop Society Registration #54

Built in 1965 by Øisten Lie-Nielsen, Lee's Boat Shop, Rockland, ME. Cedar on oak with spruce spars, bronze fittings and traditional deadeyes. Baldhead gaff rig w/two headsails: 1 self-tending club-footed stays'l and 1 jib.

• L.O.D.:	22'	Draft:	4'	Mast height:	23'
• L.O.A.:	29'	Displacement:	5,200lbs	Boom length:	20'
• Beam:	8'	Ballast:	1,800lbs	Sail Area:	326 SF

Echo was commissioned by William Thon, Maine's most famous watercolorist after Andrew Wyeth. William "Bill" Thon was born in New York City on August 8, 1906. For several years, Mr. Thon worked with Consolidated Edison Electric Company in New York City, where he met the love of his life Helen Elizabeth whom he married in 1929. Shortly after the attack on Pearl Harbor at age 35, knowing his way around boats, he volunteered for the Coast Guard finally enlisting in the U.S. Navy where he was sent to New London, Connecticut for "submarine school" becoming a soundman operating sound gear on anti-submarine vessels. Perhaps this is the reason for later christening his own Friendship Sloop "ECHO" from his sonar days?

In 1947, Mr. Thon traveled to Rome, where he had been honored with Membership in the American Academy of Arts. While living in Rome, he traveled with his wife to Greece, Spain, Portugal, and Rhodes. Mr. Thon received the Prix de Rome in 1947 and in 1948 a Fellowship from The American Academy of Arts and Letters. Among his numerous awards are First Prize from the Brooklyn Museum in 1941 and 1944, distinctions from The National Academy of Design, Gold Medals from the American Watercolor Society in 1970 and 1978, State

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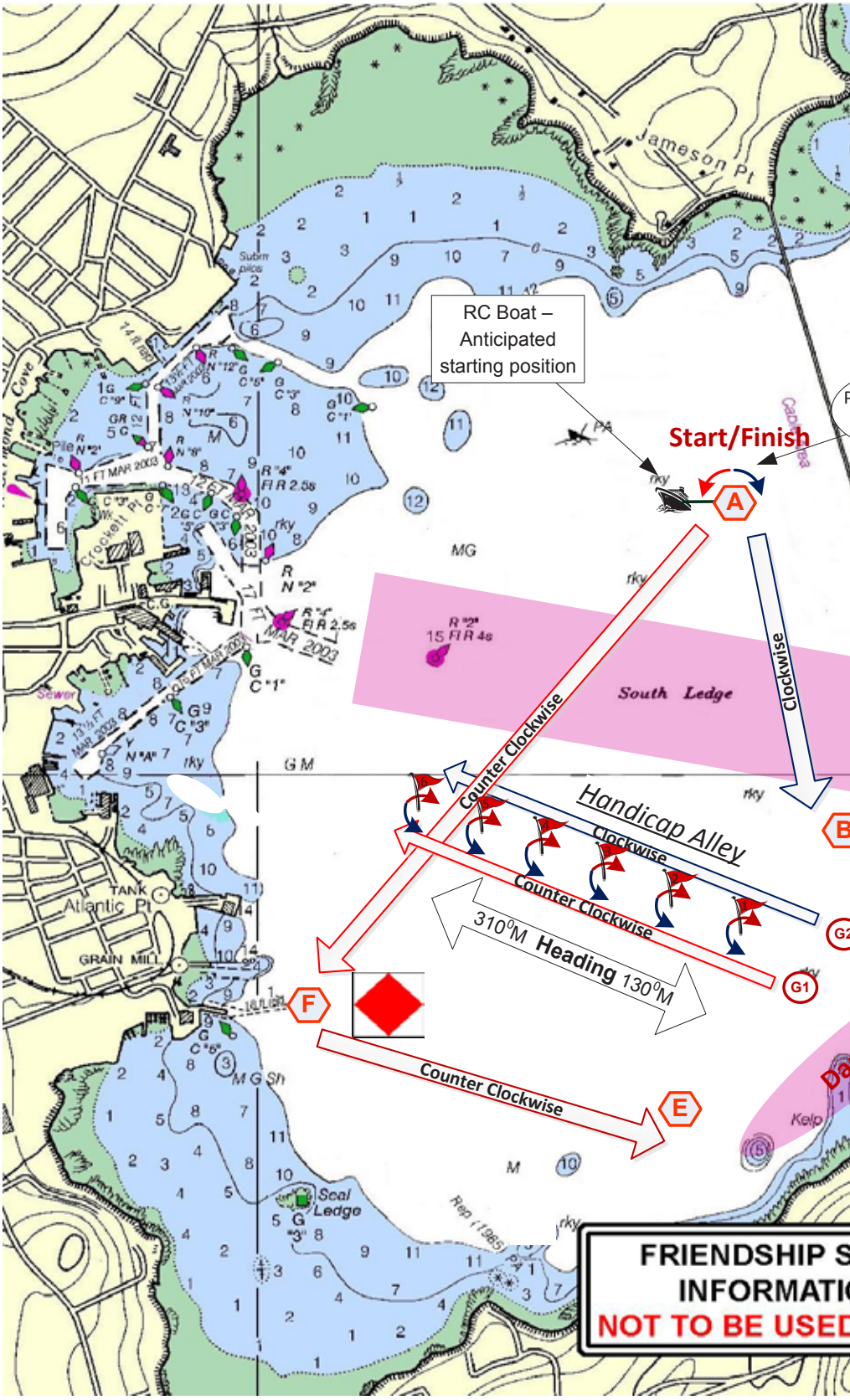
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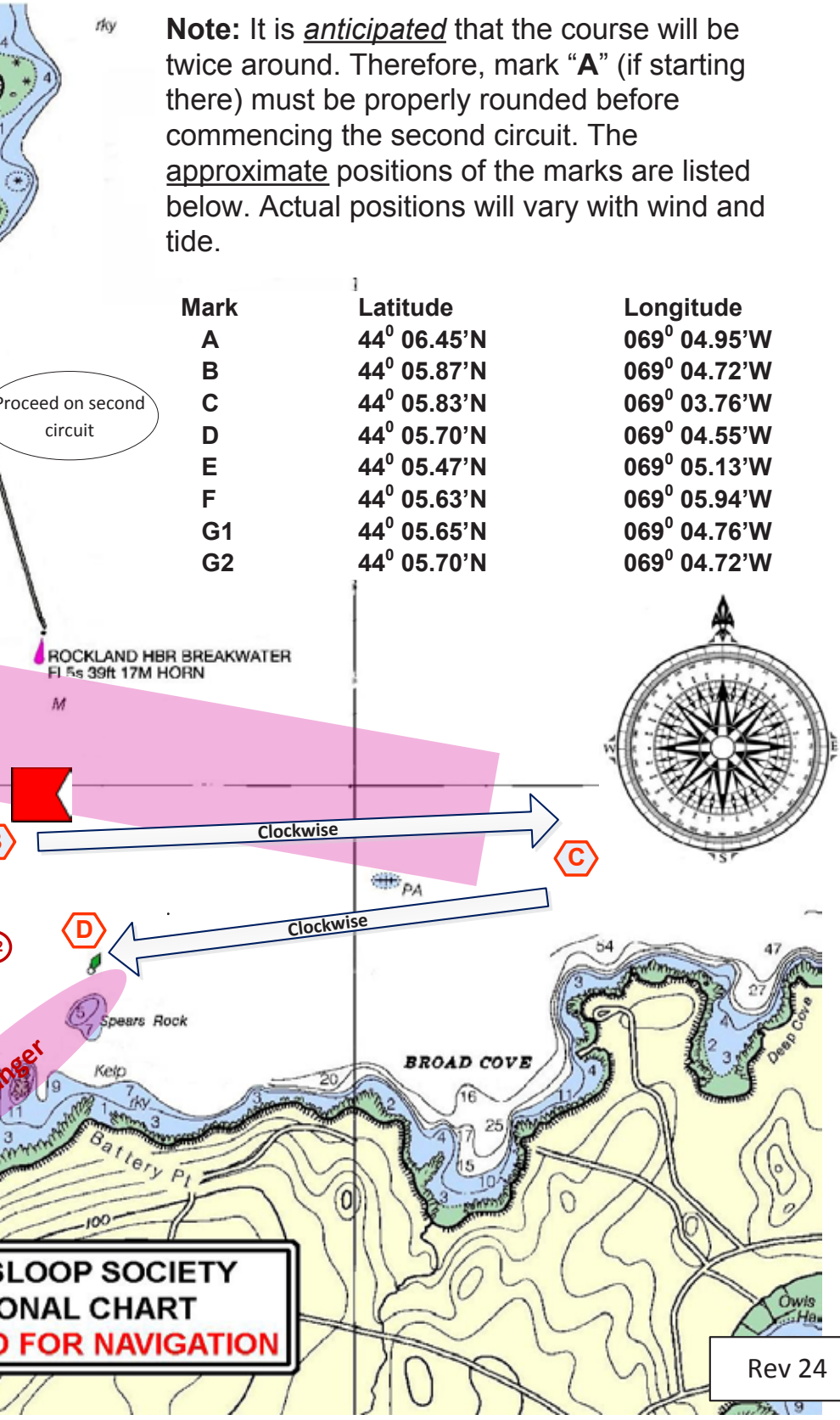


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Note: It is *anticipated* that the course will be twice around. Therefore, mark "**A**" (if starting there) must be properly rounded before commencing the second circuit. The approximate positions of the marks are listed below. Actual positions will vary with wind and tide.

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 03.76'W
D	44^0 05.70'N	069^0 04.55'W
E	44^0 05.47'N	069^0 05.13'W
F	44^0 05.63'N	069^0 05.94'W
G1	44^0 05.65'N	069^0 04.76'W
G2	44^0 05.70'N	069^0 04.72'W



Rev 24

of Maine Award and Citation from Governor Kenneth Curtis in 1970, and a Silver Medal from The Audubon Society in 1986. Mr. Thon's paintings are represented in many public and private collections including The Metropolitan Museum of Art, The Brooklyn Museum, The Hirschorn Museum, The High Museum, The Whitney Museum, The Butler Art Institute and The Columbus Museum of Art.

Mr. Thon relocated to Port Clyde, ME in the 1940s where he spent the rest of his life with his wife Helen. Throughout his career he painted countless marine scenes along his beloved Maine coast; many of small craft, gaff-rigged sloops and especially Friendship sloops. His individual hand-painted Christmas Cards were much sought after and can still occasionally be found at estate auctions.Of interest, the last painting on Andrew Wyeth's easel at the time of his death was a picture of a small Friendship sloop headed out to sea from a tiny Maine cove. Might we speculate that Wyeth "crewed" on *Echo* at some point, since the two artists were neighbors in Port Clyde and Wyeth had a stated high regard for Thon's work? We'll never know for sure…

Echo's builder Ø. "Lee" Nielsen was born in Oslo, Norway, September 10, 1908, one of six children of Christine and Johan Lie-Nielsen. In 1926, at the age of 18, Lie-Nielsen emigrated to America when the chance came to ride a freighter destined for the United States. By 1927 he was in Marblehead, Massachusetts teaching sailing. There he met his close friend and lifelong mentor, L. Francis Herreshoff for whom he later worked as an overseer for shops building a variety of LFH designs. As a much sought after captain, Nielsen skippered the famous 72' ketch *Ticonderoga* (amongst others) to various cup wins during her heyday in the 1950s, moving to Maine with his wife Margaret in 1957.

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Starting his own shop in the 1960s, Lee's Boat Shop of Rockland put out more than 27 yachts including the 90' ketch *Whitehawk*. In 1983 he completed Elizabeth II, an exact replica of Sir Walter Raleigh's original flagship, in Manteo, South Carolina. In 1991 at the age of 91, he returned to Manteo to supervise her refit! The sea was Lie-Nielsen's lifelong passion and his singular requirement for a home ashore, was to be in view of the sea.

Echo was built to the lines of the classic *Pemaquid** Friendship Sloop fishing craft with large fish hold under short forward cuddy and she is a fine example of these simple working sloops originally developed for lobster and line fishing in Muscongus Bay from the 1880s onward. At some time *Echo's* cuddy was slightly enlarged and more recently two small berths have been added for a modicum of cruising comfort. Owned briefly in the 1990s by another artist, Tom McCobb of Connecticut, *Echo* has been in the able care and steady hands of the Major family of VT and ME for the last fifteen years and many of you have raced alongside her.

I am now the fourth owner (and third artist) to become caretaker of this beautiful vessel and I look forward to shepherding her into her second half century of sailing. Interestingly enough, Bill Thon was represented throughout most of his artistic career by the prestigious Midtown Galleries of New York City. It was there that I also had several of my pieces exhibited in the late 1980s – likely with Thon's paintings in the racks! Small world, large oceans…

In an effort to keep *Echo* as close to her 19th C. heritage as possible, I commissioned a new suit of vertical seamed sails in canvas color *Oceanus* cloth to be cut by Harold

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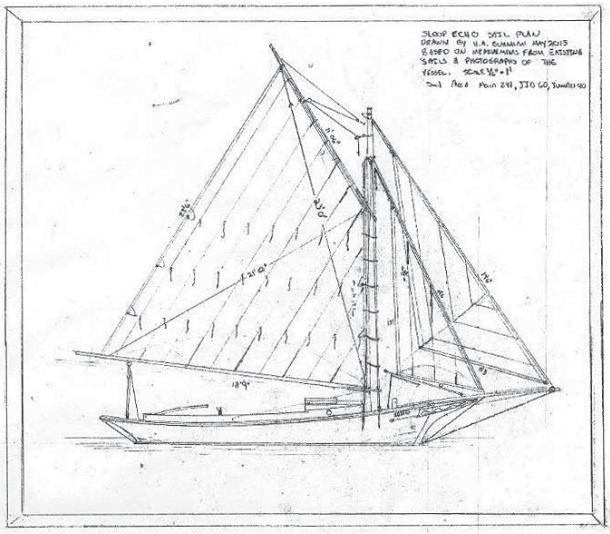
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Burnham of Burnham Boat Building of the eponymous shipbuilding family dating back to the 1700s in Essex, MA. Harold had sailed against *Echo* in the annual Friendship Sloop Regattas (held annually since 1961 in Maine) having grown up sailing on his father's Friendship *Maria* and owning two Friendships himself.



Sail Plan as drawn by Harold Burnham, May 2015.

I would like to thank Stephen Major and his family for entrusting the care of *Echo* to me – I hope to sail her as confidently and happily as they have. Special thanks go to Paul and Linda Bryant of Riverside Boat Co., in Newcastle, ME for getting *Echo* ready in my absence: they were instrumental with various logistics as I repeatedly drove up to Newcastle from Boston in the dead of winter. Thanks to Harold for the pleasure of his company, craftsmanship and initial bending on of his beautiful sails. Much appreciation also goes to John and Carole Wojick for immediate assistance with early questions about the FSS and offering local support for a Friendship *("Friendships make friends…"*) coming to Southeastern Massachusetts waters. Lastly but most importantly, enduring gratitude to Peter and Nancy Toppan for helping me commission and launch (as well as much hand holding!) *Echo*, having just stepped up from my tiny Beetle Cat *Minuet* into the world of full keels, bilge pumps and headsails!

*See: Howard Chapelle, *American Small Sailing Craft, Their Design, Development, and Construction,* © 1951,W. W. Norton & Company, NY.

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The Value of an Old Friendship

By Capt. Jim Sharp

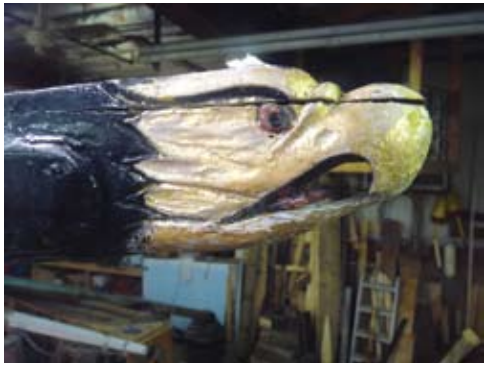
How valuable is an old wooden Friendship Sloop….and to whom?

It is hard to put a value on something so precious, but you should care about it, for sure.

The Friendship Sloop is the medallion of the Maine built lobster boat. It is an icon of the Maine Coast and, it is more representative of Maine than a Down East Accent. Think of it! This was the pickup truck of the 19th century. They were as prevalent as the horse 'n buggy. Everyone used them as their transport and you didn't have to feed them twice a day. They brought your furniture to your island farm then caught your chowder fixin', and then took you to the mainland church for Sunday services. They were as faithful as a schoolmarm and true as red, white 'n blue.

Oh God, Love thy Friendship!

Our sloop *Blackjack*, built by Wilbur Morse 116 years ago, donated to the Sail Power Steam Museum, is, understandably, in dire need of a total rebuild. No boat with that kind of age that has seen the miles bubble out under her keel like this one has, can expect anythin' else. Her keel was broken and bent over at the rabbit, the frames were sistered until there was not a vestige of space between to slide in another new one and the ones that were there were so terribly rotted, we had to pick and shovel most of them out. The shelf, and a huge shelf it was, was growing a farm of mold and muck under the rotted decking. She was held together mostly by hope and habit. Poor old girl- she needed a lot of lovin' to bring her back and this museum was here to fit the bill. We "shoehorned" her into our museum woodshop and our volunteers started to rip and tear. By the time we got down to the keel, there was not but a skeletal frame left, propped up by 4 x 4s, jacks stands and wedges.



Wilbur Morse carved this Eagles head for *Blackjack* circa 1900

Continued p. 30

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We rolled up our sleeves and started in. Jim Loney, our project manager and volunteer director was fortunate enough to wangle a donation of two huge English white oak trees for keel and frames. This was a spectacular beginning and provided stimulus at the outset. Then with keel and rudder post in place and much measuring, fairing and consternation we started the framing process. Our old steam box was huffing and puffing like an elderly jogger on an uphill run. The strait stock went in and came out like a noodle to be wound into reverse curves and compound twists one after another and another and another. They took shape of the ribbands and faired the curves of that beautiful hull and weren't they some sweet. It did seem to go on forever but the first year went by like zip and then we received a donation of several beautiful white pine trees for planking. The sheer streak was first and simply accentuated that magnificent saucy look of a real Friendship Sloop. She is planked almost 2/3 of the way down so now she really is starting to look like a boat.

It is a long, expensive process for a little museum to take under the wing. Raising money for this kind of a project is a bit like pounding granite. You slug with the hammer until near exhaustion and only get little chips to fly off. We find this is the way of it but we keep pounding anyway as a Friendship is worth all the effort, especially when she is one of the oldest in the U.S.A. We try to keep the tradition alive and keep the old boat sailing!

If you would shoulder some of this effort, it would be most appreciated. Join in and have your name carved on a frame or plank of the old *Blackjack*. Any and all contributions are most important and, how thrilling it would be to see names carved all over this living piece of history with your name in the middle. Send to Sail Power Steam Museum, 75 Mechanic St., Rockland, ME 04841 or go on our website, (www.sailpowersteammuseum.org), go to the Friendship Sloop page and use your card.



Blackjack

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Joining in at Southwest Harbor

by Ted Walsh

While we, the crew of *Black Star*, had joined the annual Southwest Harbor Rendezvous twice before, it had been as guests on other people's boats. First as crew for Bill Whitney on *Gaivota* in 2013 when we all raced around Greening Island (counterclockwise) and second of guests of Shane Dowsland on *Addy Claire* in 2014. That year we were spectators and did not race since Shane had to get back early to attend a wedding, but he graciously took us out along with Judy's mother Gloria (also a FSS member), Rich and Beth Langton, and another couple. It was a wonderful day, Shane and his son, Brodie, were wonderful hosts and we got back early enough to get a head start at the after party hosted by Steve and Kate Hughes, owners of *Osprey*.

We decided that in 2015 we would join the cruise down east and bring *Black Star* to Southwest. We have done a lot of cruising over the years, but we had not cruised in company with other Friendships and so joining the annual pilgrimage was a treat. We fell in with *Gaivota, Banshee*, and *Hegira*, shepherded by Dick Salter in *Shellback* off Boothbay Harbor and cruised to Bayville, Tenants Harbor, Perry Creek on Vinalhaven, Burnt Coat Harbor on Swans Island, to Southwest. The stop each night would be worth writing about, but in the interest of time and print space I will only say that each night a different boat served as host-boat providing snacks for the rest of the fleets crews, who would row to the host-boat bringing whatever each individual favored for evening libations. Each night found one boat crowded with happy cruisers bending ears and

Continued p. 32

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elbows, and trailing a string of dinghies or tenders. The purpose of the evening gam was both social and to plan the next day, however, most evenings we all had such a good time that we never did get to the second bit.

It is worth mentioning our overnight in Burnt Coat Harbor since we found our little fleet moored alongside of the 68' schooner *Stephen Taber*, always a pretty sight. Imagine our delight the next morning when Captain Barnes of the *Taber* visited each of the Friendships in his yawl-boat with coffee and warm breakfast sweet-rolls. As well as an owner and Captain of two working schooners, he had worked as crew on a Friendship sailing parties out of Camden as a young man, and still holds a special place in his heart for our sloops.

The warmth of Captain Barnes compliments and breakfast treats was only surpassed by the hospitality of the Hinkley Company through the gracious offices of Shane Dowsland (*Addy Claire*).

Once in Southwest *Black Star* picked up a Hinkley mooring for Thursday night so we could connect with Ralph Stanley about a book presentation that we were doing at the Bass Harbor Library on Friday night. The rest of the fleet went off for an overnight to Somesville. Meanwhile, Judy and I rigged the mast and sail in our tender, *Fee-fi*, and set off in search of Ralph. As we sailed up the harbor towards Ralph's dock we saw *Seven Girls* at the dock and Ralph aboard her. We had a quick chat with Ralph and then set out to sound the waters around Great Harbor marina.

The next day we swapped phone calls and emails with Shane who recommended we move our berth to the marina. We made the move to the marina in a strong northerly crosswind, which made docking a challenge, but we were in a much better place to get

Continued p. 33



a ride to the library book signing and to meet up with family. *Gaivota* joined us at the dock, and we got to spend some time with Shane as well as two of his kids Brodie and Addy.

We went off to the book talk which was very well attended (admittedly the audience was packed with fellow sloop crews and family) we then went out to dinner with my father and step-mother in Bass Harbor. Upon retuning to the marina, we ran into Lew and Astra, formerly of the *Helen Brooks* and who used to run parties out of Northeast Harbor for Karl Brunner. Delightful conversation with fellow sloop devotees to round out a very social evening.

Saturday was the day of the actual Southwest Harbor race. Prior to this we met up with the Zubers on *Gladiator* with Commodore Noel, and several other FSS members who were looking at boats from the dock. Addy and Brodie were back visiting us and exploring below when Addy noticed the round rope matt on the cabin sole, "You have a rope flower" she announced—leave it to kids to make you see things in a whole new way.

Judy's cousin Susan and her husband Michael joined us for the race, we had hoped for a "once around the island" course, but alas the course took us first onto an additional

Continued p. 34



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Peter H. Spectre, WoodenBoat Magazine, #150

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leg into the mouth of Somes Sound where the wind died. Although *Gladiator* and *Helen Brooks* managed to get out in front of the calm and had a true race, the rest of us participated in the great "drift-fest" of 2015. It was quite the event as 18 of the 20 participating sloops tried to maintain enough headway to avoid drifting into one another. In the next three-and-a-half hours *Black Star* covered just three nautical miles.

Judy and I realized it was getting late and we had all had enough sun so we struck our sails, started the diesel, and headed in to drop off Susan and Michael, knowing that by the time we did all this we were going to miss the Hughes party. On a brighter note, it turned out that my folks had decided to have a late lunch at the Claremont Boathouse and so had a wonderful view of the drift-fest. We apparently made a spectacular sight, albeit more of a still life than a seascape.

After docking and cleaning up, we joined an impromptu dinner at the restaurant at the top of Great Harbor and there had a chance to catch up with other members who we had only yet seen on the water—Miff and Marge from *Salatia*, Maldwin from *Freedom*, who stayed the course and heroically finished the race when we baled out, but which made him late for dinner, Noel who had skippered *Gladiator* to victory, Kathe Newman on *Old Baldy*, and many more—a fun evening, perhaps the best part of the day.

The next day we had planned to leave mid morning, but *Banshee* was leaving early to catch the tide, so we thought we would join her in making time across Bass Harbor Bar and Casco Passage. We were sad to leave having had such a good time and having met up with so many old and new friends. Even though it would have been nice to have a bit more wind (actually any wind at all) during the race, it was not the race that drew us to Southwest but the company.

While leaving might have been bittersweet, John and Carole on *Banshee*, and Judy and I on *Black Star* did have a lovely day under sail across Jericho Bay and up the Eggemoggin Reach. We were joined at one point by Maldwin in *Freedom*, and eventually by our reliable, regular comrades, *Gaivota, Hegira*, and *Shellback*. As we all picked up moorings in Buck's Harbor, after a lovely day on the water, we were all asking the same critical question—who is host boat?



Bayville Rendezvous

by Judy Heininger

Sunday 5 July 2015 43.80 N 69.64 W Sunny and hot, winds SW 10k

In past years they sailed right on through, this group of Friendship sloopers from Mattapoisett, Cataumet, Woods Hole and Manchester-by-the-Sea, Massachusetts, heading downeast to a sloop rendezvous. A few years ago we were out for a day sail in Boothbay when they showed up at Cuckolds Ledge and made their way across the bay. We got *Black Star* over by Ram Island in time to give a hearty hail, with *Banshee* and *Hegira* taking a couple of tacks with us before continuing on their way.

On this sweltering hot July day, we anticipated seeing them again, but this time to join them. With sails set we cleared Squirrel Island and kept a sharp eye to weather for 3 gaffers and their escort, a lobster boat yacht. After about 30 minutes or so we made out some tiny trapezoidal sails, which grew incrementally. Within a short time the escort cleared the horizon too, and we were excited to know all were accounted for; destination: Bayville, Maine, just east of Boothbay Harbor.

A year ago at this time we had ventured into Bayville by ourselves on *Black Star*, with the aforementioned contingent unable to join us due to weather. We had been given detailed instructions as to the approach, and had been told to pick up a mooring right in behind Fish Hawk Island and that, upon going ashore and using the nearest dock, the Merrills (*Celebration*) would be there to greet us. The approach went well, and we

Continued p. 38

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Fair Winds from *Black Star* Ted Walsh and Judy Heininger	Welcome to our newest crewmember John Clark Toppan from Grandpa & Grandma Toppan *Compromise*
Here's to *Echo* on entering her 2nd ½ century George Hagerty and Jacki Elgar	Happy Sailing Crew of *Sabrina*
Friendships add richness and worth to life	Come sail with us!! Crew of *Hegira* # 230
Many thanks to Harbormaster Ed Glaser Fair Winds!	
Nice boats – Great Friends!	
Great sailing on *Peregrine*	
in harbor on stage beauty created by wind motion sculpted sails	

picked up the mooring, as directed. It might have seemed like a standard arrival on a lovely summer day except for the marching band, which was playing fabulous tunes and headed right down to the dock where we were to go. Our timing couldn't have been better. I enjoyed imagining that it was 100 years ago and that we were Very Important People, and the local dignitaries were welcoming us in grand style. Truth be told, it was Bayville's 4th of July Independence Day celebration, and the dockside barbecue was about to begin. I was a little apprehensive that we were busting in on a private party, but Annette and Greg Merrill graciously met us as we arrived at the dock, and total strangers welcomed us with big smiles (but, of course, we were the strangers, not they). Ted and I had such a lovely visit, and hoped it might happen again the following year.

Fast forward 12 months and there we were, this time joining 4 boats that had made their way from Massachusetts. We watched *Gaivota* go inside the can buoy at the Cuckolds, with *Hegira* and *Banshee* looking like they were going to do the same. Coinciding with their approach was a local sailing group using the can as a race buoy, and, interestingly, crossing the sloops course, with boats closing in on each other. Not surprisingly, and much to our delight, *Banshee* suddenly changed course and appeared to be joining the race. Those Wojciks, we said as we laughed, just can't resist a race. They rounded the buoy and continued with the racers down the eastern shore of Southport Island. We wondered how they would place.

Meanwhile *Gaivota* drew near, Captain Bill gave a hailing wave, then headed north into Boothbay Harbor to get fuel. *Hegira* and the escort, *Shellback*, driven by a shellback, joined us as we headed into Linekin Bay. While approaching Bayville, and wondering if we were to anchor or find a mooring, Greg and John Merrill came out to greet us, and led each boat to a mooring, with *Gaivota* and *Banshee* arriving shortly after.

After cleaning up we went ashore (no grand entrance with a marching band this time) and all gathered at the Merrill cottage, with its plethora of rocking chairs lined up on the porch (Peter Bass, eat your heart out), to maximize the commanding view up Linekin Bay. Comradery ensued, and included a pasta dinner, with all fitting around the dining table inside, and closing with an impressive and very cordial good night to each and every one of us by Parker, a young member of the Merrill clan. A very special thank you to the Merrills, all of them, for putting up with all of us for an evening, we had a wonderful and memorable visit.



Murder on Rockland's Fair Shore

By Richard Salter

It had been a long day preparing for the annual Friendship Sloop Homecoming and Regatta. The first sloop race was scheduled for the next day. Having just finished a late dinner with friends at their hotel, I was just starting down the hill toward the town landing as the long threatening storm broke all around in great fury. I ran past the police station in continuous flashes of lightning and very heavy rain. If I could just make it to the huge meeting tent, perhaps I wouldn't get absolutely drenched. I dashed for respite under the canvas. Exercise like this isn't the best thing for an older man to be doing!

There was no way I was going to be able to reach the boat below on the docks without receiving an absolute soaking. Once under the tent, however, there was no certainty that it was going to survive the fierce wind, which was whipping the rain sideways. I was getting wetter by the minute as I hunkered down, hoping for a break in the storm. Eventually there was a bit of a lull in the rain and I ran for my pickup truck, parked behind the harbor master's office. At least I would be able to get out of the wind and the rain for a while. I sprinted to the truck, opened the passenger door and dove right in. Ah! Out of the storm. I could rest here awhile until the storm blew over and then get to the boat, but I soon realized I was not alone.

I could hear another entity, but it was so dark I was unable to see anyone. It soon became clear what she desired and I set my mind to thwart her success. After several repeated episodes of her annoying physical pestering, we each retreated to opposite ends of the truck's bench seat. I dozed briefly, only to hear her again resume challenge to my well being. The storm surged on and it didn't look like it, or the night, was ever going to end. This was surely going to be a long and troublesome night! The same scene repeated itself many times over, prior to the first speck of dawn. This is when I caught sight of her dozing; I quickly took advantage of the situation, raised my fist and struck hard! She didn't utter a sound as a small puddle of blood settled on the seat. She never moved again. The storm had now passed out to sea and I ran for the docks through the rain puddles. The local law enforcement agencies overlooked the incident and never pressed charges. It is only the female of the mosquito species that bites!

The above story is completely factual. It occurred in July 2014 and contains absolutely no fiction whatsoever.

Drinkwater Boat Transportation, Inc.

P O Box 89
Rockland, Maine
04841

207-594-7393

Alan Drinkwater



Dear Dad

Now that you are well on your way on your 81st trip around the sun, I felt the need to share with you some of my memories that I recall during my joint travels with you. I meant to have this written in time for your birthday, but it is more of a surprise this way.

My very first memory of you is when I went on one of the EZ boats for an early fishing trip. I remember I was in my pajamas and we hooked a sailfish. The guy in the chair had me sit in his lap as he reeled it in. That's how I remember it anyway.

Skip ahead to Maine. There are many jumbled memories, but one that comes back clearly, was when I ran over my basketball hoop with the tractor and trailer as I was learning to drive it and use the clutch. I recall you were not too happy.

I remember sleeping in a pup tent in a snow storm, and just about freezing to death, but still not sure why we were doing it.

Of course there were the many Hurricane Island memories, but my favorites are the after hour sails on *Gladiator*, late into the night.

One of my favorite *Gladiator* memories is of the day us 3 boys and you really put her through her paces and sailed up the "Flying Passage" in the Medomak River, against the wind and the outgoing tide. We did it! Just to do it!

Then there was the Boothbay Harbor Race in the fog. I was on the wheel and you were taking the time and courses on the chart, we made every mark, and we won, even though we had no idea how. Of course there was that squall that blew your glasses right off your face!

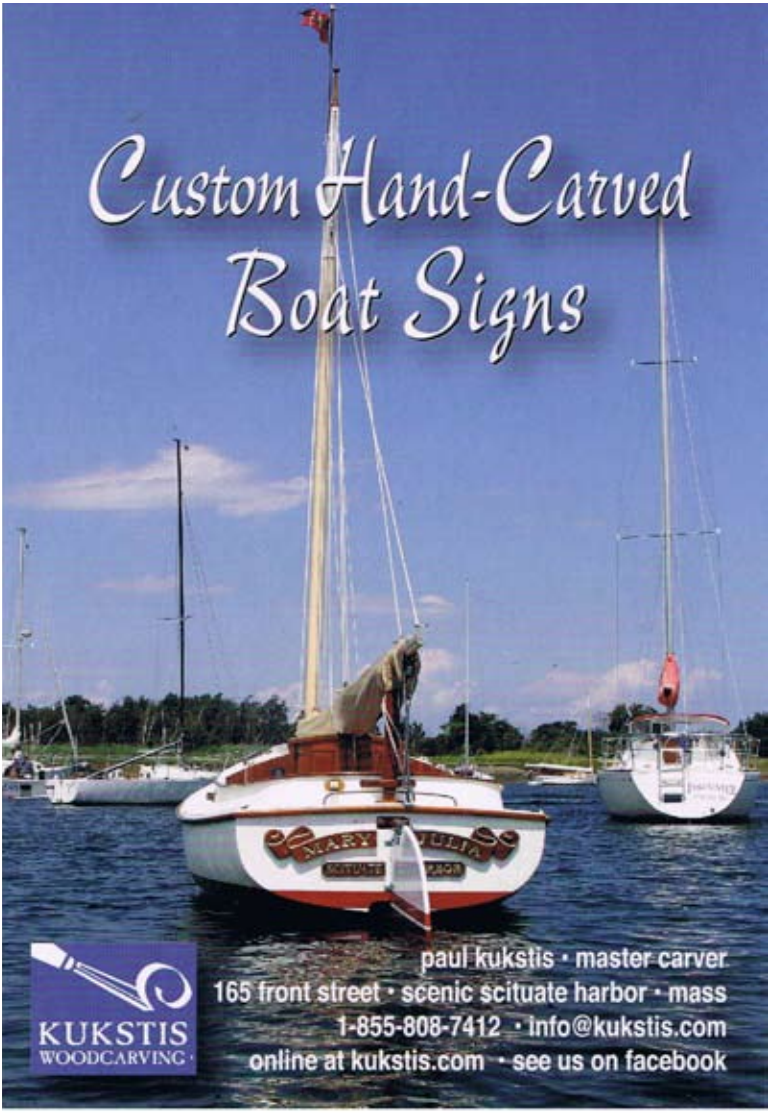
The times I cherish the most are the ones of just you and me on the boat. That was where we were truly comfortable and bonded. Those memories and hours on the boat were, and remain, magical.

So, Dad, thank you for all you did, and still do. I for one have appreciated your gifts and knowledge. I hope you have many more circumnavigations in your future. I love you.

Andy Zuber






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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
1	VOYAGER	30'	Charles A. Morse	1906	Jim Salafia, Warren, ME	Rebuilding	ME
2	DICTATOR	31'	Robert E. McLain	1904	Peter M. Chesney, Atlanta, GA	Deer Isle	ME
5	CONTENT	25'	Stuart M. Ford	1961	Noel & Laurie March, Hampden, ME	Rockland	ME
6	EASTWARD	32'	James Chadwick	1956	Doug Riley, Essex Junction, VT	Basin Harbor	VT
7	TANNIS	38'	W. Scott Carter	1937	Jack & Mary Cronin, Sturbridge, MA	Salem Willows	MA
9	AMITY	30'	Wilbur A. Morse	1901	Patrick Reilly, Belfast, ME	Belfast	ME
10	MARY ANNE	31'	Lash Brothers	1958	Dr. Joseph Griffin, Damariscotta, ME	Damariscotta	ME
13	EASTING	29'	Charles A. Morse	1920	Dain & Sarah Frank, Penobscot, ME	Benjamin River	ME
14	SADIE M.	30'	Wilbur Morse 2nd	1946	Richard & Lorraine Stanley, SW Harbor, ME	Bass Harbor	ME
15	VIDA MIA	31'	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	29'	Charles A. Morse	1912	Downeast Windjammer Cruises, Cherryfield, ME	Bar Harbor	ME
19	BLACKJACK	33'	Wilbur A. Morse	c1900	Sail, Power & Steam Museum, Rockland, ME	Rebuilding	ME
22	ELLIE T.	25'	John G Thorpe	1961	Gregory Roth, New London, CT	Rebuilding	CT
23	ALICE E	33'	Unknown	1899	Karl Brunner, Southwest Harbor, 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	Matinicus	ME
31	WHITE EAGLE	28'	Wilbur A. Morse	1915	Wm Cronin & Cynthia Pendleton, 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	RI
34	PAL-O-MINE	27'	W. Prescott Gannett	1947	Douglas Lane, Millersville, MD	Essex	MA
35	MARY C.	20'	Nathaniel D. Clapp	1962	Roger Burke, Islesboro, ME	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	Brooklin	ME
40	COMESIN	32'	J. Ervin Jones	1962	John & Linda Livingston, Jacksonville, FL	Jacksonville	FL
42	SELKIE	26'	C. Simmons & J. Hennings	1963	Russell & Linda Stone, Chester, CT	Essex	CT
43	GYPSY	23'	Judson Crouse	1939	Holly Taylor-Lash, Orland, ME	Bucks Harbor	ME
44	SAZERAC	35'	Wilbur A. Morse	1913	Stephen, Seth, Adrienne & Sarah Major, Putney, VT	Friendship	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	Jeff Beck, Camden, ME	Camden	ME
52	RIGHTS OF MAN	30'	Lash Brothers	1965	Wayne & Kirsten Cronin, Thomaston, ME	Rockland	ME
54	ECHO	22'	Lee Boatyard	1965	George Hagerty, Stoughton, MA	Hingham	MA
57	OLD BALDY	25'	James S. Rockefeller	1965	Jarvis & Sue Newman, SW 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 Jones, Westport Island, ME	Boothbay Harbor	ME
61	WINDWARD	25'	James S. Rockefeller	1966	Doug Parsons, Gloucester, MA	Rebuilding	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 & Carol 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	David Dick, Harpswell, ME	Harpswell	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, Whitefield, ME	Rebuilding	ME
75	OMAHA	35'	Norris Carter	1901	Adrian & Pamela Hooydonk, Spruce Head, ME	Spruce Head Island	ME
80	DOWN EAST	35'	Fred Buck & "Skip" Adams	1941	Wm 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	Rick Foote	Unknown	
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	Dutch Harbor	RI
86	ALLEGIANCE	24'	Albert M. Harding	1970	Hale Whitehouse, Ocean Park, 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	Tony & Chris Bourget, North Kingston, RI	Wickford	RI
89	ERDA	22'	McKie W. Roth Jr.	1970	Alexandra West, Cambridge, MA	Vineyard Haven	MA
90	SALATIA	25'	Newman (P02)/Newman	1969	Miff Lauriat & Marge Russakoff, SW Harbor	Southwest Harbor	ME
91	PHOENIX	30'	Bruno & Stillman (04)	1970	Tad Beck, New York, NY	Carvers Harbor	ME
92	JOYCE ELAINE	25'	James Rockefeller / Basil Day	1970	Charles Geis, Perryville, MD	Harve de Grace	MD
93	ANNA R.	25'	Kenneth Rich	1970	Aaron & Victoria Paolino, Thomaston, 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	ME

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport	State
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)	1970	Barta & Lee Hathaway, Ipswich, MA	Ipswich	MA
102	TODDY	35'	Lubbe Vosz (Germany)	1972	Mary L. Morden, Bad Axe, MI	Caseville	MI
103	SOLASTER	25'	Newman (P04)/Newman	1970	Chris Davis, Harborside, ME	Cape Rosier	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	Forrest Richards, Chesterton, MD	Chesterton	MD
106	HOLD TIGHT	25'	Newman (P05)/Newman	1970	Alan & Chris Watkins, Weston, MA	Gloucester	MA
107	MAGIC	22'	Passamaquoddy (1)/Johnston	1970	Eric Applegarth, Clairborne, MD	Rebuilding	MD
109	PETREL	31'	G. Cooper	1933	Colin D. Pears, Orono, ME	Rebuilding	ME
112	SECRET	27'	Philip J. Nichols	1971	Edward & Lauren 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	CELERITY	30'	Bruno & Stillman (12)	1971	Anthony Cordasco & Julie Gerow, Stockton, NJ	Chamberlain,	ME
117	LEADING LIGHT	30'	Bruno & Stillman (10)	1971	John Crumpton , Oxford, ME	South Freeport	ME
118	WENONAH	30'	Bruno & Stillman (16)	1971	Eric Turner, Key West, FL	Key West	FL
119	VALHALLA	30'	Bruno & Stillman (15)	1971	Bayfront Center for Martime Studies, Erie, PA	Erie	PA
120	PERSISTENCE	28'	C. Simmons / J. Lichtman	2014	Sail, Power & Steam Museum, Rockland, ME	Rockland	ME
122	EDEN	25'	Francis Nash & Ed Coffin	1971	Scott Martin, Bass Harbor, ME	Southwest Harbor	ME
123	RESOLUTE	28'	Charles A. Burnham	1973	Thomas Jarvis, Gloucester, MA	Gloucester	MA
124	CALLIPYGOUS	30'	Bruno & Stillman (17)	1971	John Ferrone, Port Isabel, TX	South Padre Island	TX
126	WHIM	20'	Chester Spear	1939	John & Polly Rand, Cornish Flat, NH	TBD	
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	LunnenbergNova Scotia	
129	GISELA R.	25'	Andrew P. Schafer	1969	James O'Hear, Sag Harbor, NY	Noyack	NY
130	NARWHAL	25'	Newman (P06)/Newman	1972	Mike Dulien, Fort Worth, TX	Newport Beach	CA
131	NOAHSARK	29'	John Chase	1972	Paul Werner, Old Orchard Beach, ME	Cape Porpoise	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	Hingham Harbor	MA
137	AYESHA	35'	Wilbur A. Morse	1906	Larry Thomas, Jefferson, 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 & Kate Hughes, Kansas City, MO	Southwest Harbor	ME
141	SEA DOG	25'	James H. Hall	1974	Walter M. Hines, Rolling Prairie, IN	Michigan City	MI
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	Ned Kelley, North Fayston, VT	South Portland	ME
146	FIDDLEHEAD	25'	Newman (P01) / C.Chase	1970	Gregory & Daneen Roth, New London, CT	New London	CT
147	MARA E.	31'	Newman (D01) / Jones	1974	Barrie & Mara 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	14'	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, South Yarmouth, 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	INHERIT THE WIND	31'	Newman (D03) / Morris	1975	Victor & Nancy Goulding, Holyoke, MA	Lincolnville	ME
157	LIBERTY	31'	Newman (D04) / Salter	1980	Philip Shutt, La Mesa, CA	La Mesa	CA
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	Maldwin Drummond, Hobe Sound, FL	Islesboro	ME
168	LOON	30'	Newbert & Wallace/Jacob	1974	Bruce Brown, Brewer, ME	Rebuilding	
169	NIKA	22'	Eric Dow	1976	Tyler Grace, Boston, MA	Boston	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) / Pease	TBL	Dan Pease, Camden, ME	Camden	ME
175	EDEL WEISS	15'	David Major	1975	David Major, Putney, VT	Friendship	ME
177	LIBERTY	19'	Ahern (B5) Hoffman	1974	Tom Mehl, Santa Clarita, CA	Saugus	CA
178	NESARU	25'	Newman (P13)/C. Chase	1977	Arieyeh & Barbara Austin, Birmingham, AL	U.S. Military	
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	Shelter Island	NY
183	SERENITY	25'	Newman(P14) / Morris	1978	E. Richard Stanley, New York, NY	City Island	NY
184	PERSEVERANCE	27'	Simms Yachts	1963	Denis & Kathie Paluch, Chicago, IL	Chicago	IL
185	OCEAN ROAR	27'	J. Philip Ham	1978	Les Taylor, Union, ME	Union	ME
186	RAGTIME ANNIE	27'	Nick Apollonio	1975	Bartlett H. Stoodley Jr., Unity, ME	Camden	ME

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport	State
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	Capt. Neal Parker, Rockport, ME	Rockland	ME
192	KERVIN RIGGS	22'	McKie W. Roth	1977	Bill Joyner, Nantucket, MA	Nantucket	MA
193	LADY M.	32'	Harvey Gamage	1978	Martin Thomas, East Boothbay, ME	South Bristol	ME
194	HUCKLEBERRY BELLE	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	Kevin Rathbone, Larchmont, NY	Larchmont	NY
198	BAY LADY	31'	Newman (D12)/Lanning	1979	Capt Bill Campbell, Boothbay Harbor, ME	Boothbay Harbor	ME
199	WILD ROSE	31'	Newman (D13)/Liberation	1979	Mike Dulien, Newport Beach, CA	Newport Beach	CA
200	ESTELLA A.	34'	Robert E. McLain	1904	Mystic Seaport Museum, Mystic, CT	Mystic Seaport	CT
201	ENDEAVOR	31'	Newman (D08)/Genthner	1979	Jim & Sue 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	South Haven	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	Belfast	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	ADDY CLAIRE	33'	Shoreline Boats	1972	Shane & Paula Dowsland, SW Harbor, ME	Southwest Harbor	ME
218	WILLIAM M. RAND	22'	John B. Rand	1982	John & Lori Rand, Raymond, ME	Cundys Harbor	ME
219	YANKEE BELLE	23'	Paul G. Edwards	1983	Myron & Peg Hartford, N. Falmouth, MA	North Falmouth	MA
220	SORCERESS	31'	Newman (D20)/Pettegrow	1984	Ruy & Tamara 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, Wilton, CT	Salem Bay	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	Unknown		
226	ADAGIO	31'	Chris Sparrow/Larry Plumer	1993	James & Janice Thoen, Rowley, MA	Ipswich	MA
227	CELEBRATION	25'	Newman (P15)/Hodgdon	1980	Greg & Annette Merrill, Butler, MD	Bayville	ME
228	MERMAID	22'	Ahern(10) / Fitzgerald	1990	Unknown	Boothbay Harbor	ME
229	CAPT'N GEORGE	30'	Bruno & Stillman (09)	1970	Ken Shear, 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	Ed Glaser, Rockland, ME	Rockland	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	1986	Walt Disney Theme Park, Japan		Japan
242	TECUMSEH	36'	Charles A. Morse	1902	David Frid, Dundas, Ontario Canada	Port Credit	Ontario
243	ERIN	22'	Ahern (05) / Hersey	1979	Robert Norwood/Anne Del Borgo, Orr's Isl.	Orr's Island	ME
244	WINDEMERE	30'	Bruno & Stillman (18)	1971	Steve & Ginny Kell, 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, Tabernacle, NJ	East Boothbay	ME
247	BLACK STAR	35'	Apprenticeshop	1989	Ted Walsh & Jeff Wilson-Charles, Conway, NH	West Boothbay	ME
248	TIMBER	22'	Rick Conant / Greg Fisher	1979	Greg Hickey, West Hartford, CT	South Lyme	CT
249	BABY BLUE	25'	Newman (P18)/Pettigrew	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	26'	W. McCarthy & G. Richards	1989	William L. McCarthy, Riegelsville, PA	Bucks County	PA
254	NORTHERN LADY	22'	Passamaquoddy (02)/Corea	1972	Tim & Katie Crowell, Pine Beach, NJ	Pine Beach	NJ
255	GENEVIEVE	25'	Emmet Jones	1982	LaMonte Krause & Stacy Patterson, San Diego	San Diego	CA
257	SALTY DOG	28'	Dave Westphal	1992	Michael Shoff & Jennifer Hall, Dunedin, FL	Dunedin	FL
258	KIM	22'	Harold Burnham	1992	Steve Goldman, Milton, Ontario	Osbourne Harbor	N.S.
259	DUCHESS	28'	Steve Merrill / R. Shepard	1992	Christopher & Cheryl Preston, Wellesley Hills, MA	Boston	MA
260	NIMBLE	25'	Nelson Cutler/Kim Smith	1994	Christopher Zimmer, Halifax, Nova Scotia	Halifax	Nova Scotia
261	BLUENOSE	19'	David Holmes	1974	Charly Holmes, Annapolis, MD	Annapolis	MD
262	I GOT WINGS	22'	Ahern (04) / Almedia	1980	Daniel Gordon	Far Rockaway	NY
263	RALPH W. STANLEY	21'	Ralph Stanley	1995	Anne Franchetti, Seal Cove, ME	Olbia, Sardinia	Italy
264	MARGRET F	24'	Dave & Loretta Westphal	1998	Stuart Conway, Basking Ridge, NJ	TBD	NJ
265	MARIA EMILIA	25'	Rafael Prohens	1998	Rafael Prohens, Ovalle, Chile	Ovalle	Chile
266	MALISA ANN	22'	Ahern / Hilburn	c1992	Steve & Melisa Blessington, Harpswell, ME	Winterport	ME
267	TRISTAN	25'	Joeseph Bernier	1980	Rick & Debbie Smith, Norwell, MA	Southwest Harbor	ME

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport	State
268	PRYDWYN OF LAMORNA	25'	Unknown	1977	Brian & Judy Cross, Lemming, Australia	Fremantle	Australia
269	ACADIA	28'	Ralph Stanley	1998	Adrian Edmondson, Richmond Surrey, Eng.	Dartmouth	UK
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	Lyor Cohen, New York, NY	Greenport	NY
274	REMEDY	25'	James Lyons	1977	Todd Uecker, Port Townsend, WA	Port Townsend	WA
275	VIKING	28'	Wibur A. Morse	1908	Cordell Hutchins, Cape Porpoise, ME	Cape Porpoise	ME
276	LUCY BELL	38'	Peter Sellers	1983	Lucy Bell Sellers, Philadelphia, PA	Mt. Desert	ME
277	SARALEE	21'	Craig Gleason	2005	Craig & Saralee Gleason, Shalimar, FL	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'	Robert Barker	2008	Robert Barker, Easton, PA	East Hampton	NY
282	GHOTI	22'	Passamaquoddy / Murray	1970	Anne-Marie Chouinard, Medfield, MA	Boston	MA
283	ARAPALA	26'	Unknown	1955	Collin & Ginnie Bibby, Victoria, Australia	Sorrento, Victoria	Aust
284	ELYSIUM	22'	Steven T. Erskine	2016	Steven E. Irskine, Wiscasset, ME	Wiscasset	ME

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

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

Sail	Name(Former Name)	LOD	Builder	Launched	Comments
12	FRIENDSHIP	29'	Wilbur A. Morse	1902	Last Seen c1983 at Little Compton RI, ashore since 1968
30	KIDNAPPED (Fly-A-Way)	21'	Unknown	1921	Sunk off Hull MA in August 1965 squall, salvage confirmed
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	AMISTAD	25'	R.T. White / R.E. Lee	1977	Sold in Galveston Bay TX area c1979 to unknown parties
121	CLARA (Etta May)	27'	Elmer Collemer	1960	Sold March 1988 to unidentified Anacortes WA parties
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 1970s
163	REWARD	25'	William A Green	1975	Last known to be in Isleton CA in 1980s; UOP student living aboard
176	TRUMPETER	28'	Charles A. Morse	OLD	Last known to be in the Galveston TX area late 1970s
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 Hurricanes 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
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 Stonington, 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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