Friendship Sloops

Sailing New England

2017



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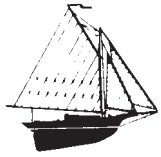
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2017 Homecoming Rendezvous and Races
Schedule of Events in Rockland

Wednesday July 19

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 grill will be set up late afternoon. Safety briefing and welcome at 5:30 PM. Bring a snack to share under the tent.

Thursday July 20

11:00 AM	Skippers' Meeting
1:00 PM	Race starts off the breakwater
4:00 PM	Sloops on display at the town dock
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 21

11:00 AM	Skippers' Meeting
1:00 PM	Race starts off the breakwater
5:00 PM	Scavenger Hunt starting under the tent (all ages welcome)
6:00 PM	BYO Barbecue under the tent

Saturday July 22

11:00 AM	Skippers' Meeting
Noon	Parade of Sail at the Rockland waterfront, off the breakwater
1:00 PM	Race starts off the breakwater
5:00 PM	Dinner and Awards Ceremony under the tent

Sunday July 23

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

Cover: Friendship Sloop *Tannis* # 7 with the Cronin crew, just hanging out.

Photos of the races and Friendship Sloop Society activities courtesy of Bill Finch, unless otherwise noted.

Friendship Sloop Society Officers 2017

Commodore	Jeff Cronin	179 Sturbridge Rd., Charlton, MA 01507
Vice-Commodore	Diane Fassak	31 Lantern Lane, Mansfield MA 02048
Treasurer	Greg Merrill	P.O. Box 166, Butler, MD 21023
Recording Secretary	Nancy Toppan	26 Thomas Clapp Rd., Scituate, MA 02066
Membership Secretary	Carole Wojcik	347 Lincoln St., Norwell, MA 02061
Newsletter Editor	Laurie Raymond	31 Davis Road, Falmouth, MA 02640
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
Pendleton Scholarship Fund	Phil Pratt	P.O. Box 129, 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
Original Sloops Chairperson	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
Auctioneer	Noel March	156 Federal St., Portland, ME 04101
Cannoneer	Phil Pratt	P.O. Box 129, Friendship, ME 04547

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

Visit our Web Page at www.FSS.org
Who We Are, Our Sloops, 2017 Schedule of Events,
Yearbooks and Newsletters, Our Advertisers, The Chandlery and more



Commodore's Message

Greetings all,

The 2017 season is upon us and we now look ahead to catching up with old friends, and meeting new ones.

Having grown up in this Society, along with the beginning of our 49th season owning *Tannis*, my family has had the pleasure of meeting MANY people. Some for short periods, some became long lasting friends, but all make an impression on you. We have also lost many friends, most recently Cy Hamlin and Leo Campbell. Both had a profound influence on the Society and helped build and shape it into what it is today. They, along with countless others all left their mark, not only on the Society, but also in our hearts.

We now have the responsibility of keeping the Friendship Sloop Society on the course that was set by those who have gone before.

Jeff Cronin
Commodore



Yearbook Dedication
Leo Campbell Jr.

By David W. Graham, Race Committee Chairman

When we began pulling this article together for our 2017 yearbook, we were writing in the present tense. Now, unfortunately, we have had to go back to its beginning and change it all to the past tense. Sadly, we have to report, Leo Campbell Jr. sailed on to other seas early this year.



Leo R. Campbell, Jr.

Leo Campbell grew up in Medford, MA, where he graduated from high school in 1945 before entering the service of his country as radioman on the United States Coast Guard Cutter *General Greene*. The crew was tasked with doing U-Boat patrols in the North Atlantic, sailing from their homeport of Gloucester, MA. Following his USCG tour, Leo's interest in flying led him into the new US Air Force as an Aviation Cadet. There, he trained in the T-28, a hot little training aircraft. As misfortune would have it, Leo was not destined to complete the training program and he returned to Boston whereupon he studied at Northeastern University. Following graduation, Leo entered the world of Design Engineering, which would become his life's work.

In addition to his wife Sue, Leo was also attracted to the water, stemming from his roots with the Coast Guard. Consequently he began a life-long association with the Quannapowitt Yacht Club, sailing and racing in the Cape Cod Mercury and the Town Class boats – sweet little 15 and 16 footers.

Leo's association with the yacht club also served as the springboard for his life-long interest in the Friendship Sloop. He subsequently joined the Society more years ago than we can remember, eventually becoming the owner of *Charity* (#182 – now *Muscongus* of Shelter Island, NY) in 1980. Since then, Leo also sailed as crew in many a Friendship Sloop races. We cannot recall all the sloops, but to take a stab at it, they include *Tannis*, *Schoodic*, *Phoenix* and *Gladiator*. This broad experience in sailing aboard a large number of sloops made Leo well aware of safety issues when on the water and gave rise to his long association with the Friendship Sloop Society Race Committee. Many a meeting of the race committee for planning the next Homecoming Regatta would rightly be interrupted by Leo saying something like "But wait a minute – how about… (whatever the issue may have been)? More often than not, his recommendations were considered and implemented. Thus it was that over the years, our Leo Campbell became known to your Race Committee as "Mister Safety"!

To our great regret, Leo "slipped his mooring" this past January 12th. He has moved on to a better place where the winds are fair and the sea are following, with the guarantee of a safe and secure harbor awaiting him every evening - - - where he will always find a brim-full glass of Guinness – and a small Jameson chaser.

And so it is that because of his deep-rooted interest in the Friendship Sloop Society, we are humbled to dedicate this 2017 yearbook to our very own LEO R. CAMPBELL Jr.

Presenting the 2016 Winners…

Southwest Harbor Rendezvous

First Place: *Gladiator*
Second Place: *Endeavor*
Third Place: *Salatia*

Rockland Homecoming Rendezvous and Regatta

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

Division I (≥27')

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

Division II (>27')

1st Place-Commodore's Trophy –*Gladiator*
2nd Place-Gordon Winslow Trophy –*Phoenix*
3rd Place - Rockland Trophy –*Inherit the Wind*
Liberty Trophy –*Gladiator*

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 – Andrew Zimmerman on *Tannis*

Chrissy Trophy – Woman who keeps sloop, crew, and family together – Caroline Cronin Phillips

Cy Hamlin Award – Skipper's homecoming – Kathe Newman Walton *Old Baldy*

Gladiator Trophy – Sloop sailed the furthest distance – Bill Lundquist *Petrel*

Danforth Trophy – Sloop that finishes in the middle of the fleet – *Rights of Man*

R.W. Stanley Cup – Race Committee award – Laurie Raymond

Owner/Builder Trophy – New owner/builder/restorer who sails her to Homecoming Dan and Kathe Walton *Old Baldy*

Tannis Award – 7th place overall in fleet – *Sazarac*

Spirit of Friendship Award – Exemplifies the spirit of friendship Bill Lindquist, Mike Heath *Petrel*

2017 Schedule of Events

Friendship Sloop Society

Fleet departure for Maine
Red Brook Harbor, Buzzards Bay, MA - Monday, June 26th
Scituate Harbor Rendezvous - Tuesday, June 27th
Cape Ann Rendezvous - Wednesday, June 28th
Phone Contact: John, 617-571-5824

Southwest Harbor Rendezvous, Race and Potluck
Saturday, July 15th
Contact: Miff Lauriat, 47 East Ridge Rd.,
Southwest Harbor, ME 04679 Phone 207-244-4313

Pulpit Harbor Rendezvous
Tuesday, July 18th

Rockland Homecoming, Rendezvous and Races
Rockland Town Landing, ME
Thursday-Saturday July 20th - 22nd
Contact: Jeff Cronin Commodore@fss.org

FSS Annual Meeting
Saturday, November 18th
Best Western Merry Manor Inn
South Portland, ME
Contact: Jeff Cronin Commodore@fss.org

Sloop Society Webpage:
www.FSS.org

Sailing New England

26th Annual Wooden Boat Show
June 30th - July 2nd
Mystic Seaport, CT
www.thewoodenboatshow.com

Windjammer Days
June 25th - July 1nd
Boothbay Harbor, ME
www.boothbayharborwindjammerdays.org

Camden Classics Cup
July 27th - 29th
Camden, ME
https://www.camdenclassicscup.com

Annual Chowder Cup Race
August 5th
Friendship Harbor, ME
Contacts: Charlie Witherell cwitherell@roadrunner.com
or Bill Shaughnessy william_shaughnessy@comcast.net

Eggemoggin Reach Regatta
August 5th
Brooklin, ME
www.erregatta.com

Corinthian Classic Yacht Regatta
August 11th - 13th
Marblehead, MA
Contact: David Graham, Phone 781- 631-6680 or www.corinthianclassic.org

Antique and Classic Boat Festival
August 26th - 27th
Salem, MA
Contact: Pat Wells, Phone 617- 666-8530 or www.boatfestival.org

Best Wishes for Great Racing During 2017

At

Rockland, Southwest Harbor, and Gloucester

Your 2017 FSS Race Committee

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

MEMBERSHIP APPLICATION

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

I/We Hereby apply for Membership:

Name(s)_____

Street _____

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City_____ State_____ Zip ____

Phone (Home) (____) _____

Phone (Work) (____) _____

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- One Membership Decal
- Entry rights for participation in the Society Regattas and functions.

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

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 $28 for the small size and $30 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 2016 scholarships totaling $8200 were distributed to six high school graduate ($1200 each) and two 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 Laurie Raymond 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 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, MA newspaper and a discriminating writer. The award is given for the best article submitted for publication in the yearbook and in 2016 it was awarded to Bill Johnston, for his article story about his adventure on *Venture*.

Omaha Award

The award, made in recognition of the sloop *Omaha* built in 1901 by Norris Carter, is awarded to Scott Martin of *Eden* # 122.



1902-1967 The Missing Years

By Bill and Caroline Zuber

Gladiator was licensed for the fisheries trade on March 28, 1902 at the Waldoboro, ME Customs House to Daniel Simmons of Bremen, ME. Her document is located in the National Archives and lists the builder as Alexander (Bug) McLain, and gives all the dimensions necessary for documentation. The vessel is listed as a sloop rig, with a Net Tonnage of 7 and an official number (ON) 86611. We have learned that her cost was $450.00 complete with sails sewn by Mrs. Simmons. *Gladiator* was built to fish offshore for cod, without an engine. Originally she had a cuddy cabin forward, a bridge deck with cutouts for barrels to hold the bait, lines and hooks for long-line fishing. She had inside ballast of 48" long iron sash weights, and a small area of concrete around the mast step. Aft of the cuddy and bridge deck was a large open cockpit for setting the lines and buoys and more barrels to load the catch. Two bunks and a small woodstove were all the amenities in the cuddy forward. She lost her documentation in 1912 when a large engine was installed and she no longer qualified due to Net Tonnage rules. The engine was replaced with a smaller one, and *Gladiator* reappeared in the listings in 1913.

After the upheaval of World War I and the increased availability of engines, *Gladiator* was sold and sailed for the upper reaches of Chesapeake Bay. There she was converted into a family cruising sloop, with a long cabin, pipe berths, a table, and hanging lockers. The cuddy forward contained a small head, sink and stove, and the original companionway was converted into a skylight in the main cabin. We believe the work was done by Crockett Brothers shipyard in Oxford, Maryland. She sailed as a cruising sloop from 1925 through 1943-44. We have a picture of her being replanked with cypress at Crockett Brothers, named *Nancy Jean*, and with large black numerals on her white hull, used to identify private yachts during World War II. We have a picture showing her moored in Spa Creek, Annapolis in 1942. She was owned by a family for six years, and the 11-year-old son was sitting on the bowsprit, with his sister at the wheel. His family sold *Nancy Jean* to another family from Baltimore. That family continued to cruise aboard for several years.

She gradually moved further north and east to Delaware Bay, where a prison guard used her as a Sea Scout Ship. In 1957 she was moored for the winter in the Maurice

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River, a tributary of the Delaware Bay, in New Jersey. A young man from Philadelphia bought her and sailed along the Atlantic Coast as far north and east as Connecticut. We have a picture of her off Mystic Seaport that made the cover of a sailing magazine. The young man was going to be married, and his future bride said "Sell the boat. We are getting married!" In the intervening years he had changed the name from *Nancy Jean* to *Downeaster*. He put her up for sale at the head of Barnegat Bay in New Jersey. She was docked next to another Friendship Sloop named *Downeaster* which had been built by Lash Brothers in Friendship in 1963.

On a rainy April Sunday afternoon, two families drove down to Johnson Brothers, looking for a mast for a strip-planked Friendship Sloop hull that Bill and Caroline Zuber had been building. Bill found an index card with the name and telephone number of the owner tacked on the hull. No builder had carved his name on the trailboards, but the deck beam in the leaky cabin had "No.7 86611" clearly visible. We retired to the Hancock abode, had a few drinks, and called the owner in Philadelphia. He agreed to let Bill Zuber take the boat to his boatyard on the Manasquan River and haul it out on his railway. When Dave Mozelaar drove to Brielle the next weekend, *Downeaster* was hauled out, and Bill had started making repairs. A price of $4700 was agreed upon, and Mr. Mozelaar could now enter the land of wedded bliss and the Zubers and Hancocks jointly owned a Friendship Sloop.

The Zubers and the Hancocks made plans to sail to Friendship, Maine for the 1967 Sloop Regatta. Hasty repairs were made; Betty Roberts found quarters ashore for the women and the kids; and Stu, Bill, and two other male friends set off for Maine (400 miles "*Downeast*" from the Manasquan NJ Inlet). Caroline, Dot and the 2 Zuber boys

Continued p. 14

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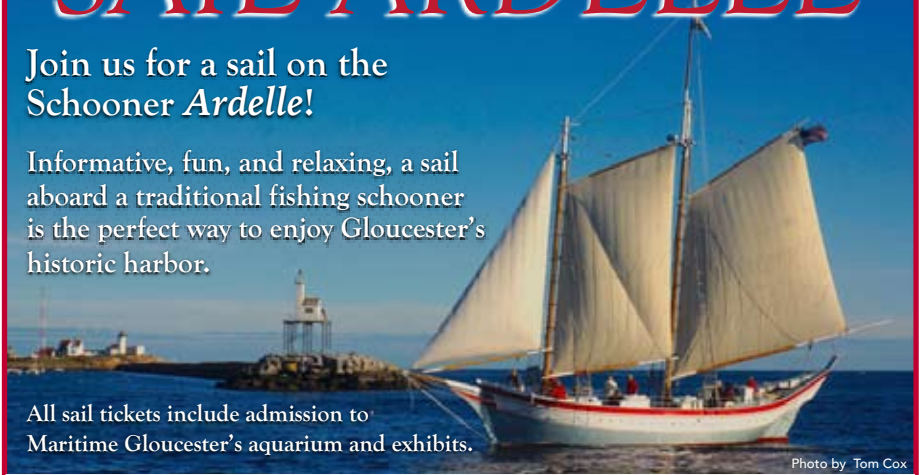


Photo by Tom Cox

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drove to Maine in their big station wagon. On the last clear day in July, 1967, *Downeaster* made it to Friendship Harbor and dropped anchor next to Bill Pendleton and *Black Jack*. The first race had very limited visibility due to a "dungeon of fog", but *Downeaster* made a valiant attempt, as did several others. A "DNF" sounded much more palatable than a "SOS". No race was held on Friday, due to fog, so off to the Rockland Customs House they trooped to see if they could determine the age by the numbers carved in the deck beam.

After several hours in the dusty attic, we discovered that the numbers meant "7 Net Tons" and the vessel's name was *Gladiator*, built by Alexander McClain in 1902. Back to Friendship we drove. The "authentication committee" came aboard and inspected the documentation, now located on a beam in the head. We had brought another "Original" Friendship Sloop home to Friendship. We left *Gladiator* in the foggy harbor at Friendship for a few weeks. Bill and Stu got a friend with a plane to fly them up to Rockland. They got the sloop disentangled from the cable to Friendship Long Island, and set out "up west". We are writing a thrilling account of the next 50 years —- look for it sometime in the next few years…

The next trip to Friendship was in 1970. The boat was no longer white - it was "Gladiator Green". The crew had increased by one more boy - Andrew. A new topmast and three more sails gave everybody a "string" to pull when coming about. We were still learning to sail - but we definitely wanted to do it in Maine. In 1971 we bought some blueberry land in East Friendship, *Gladiator* sailed one more time through a hurricane from New Jersey to Maine, and the Zubers moved to Friendship in 1974. *Gladiator* spent her summers in the anchorage at Hurricane Island until 1989. She came home to her mooring in Friendship harbor, and started taking folks sailing in Muscongus Bay. We have been regular participants in the Friendship Sloop Races, except for 1982 to 1987, when *Gladiator* got a total rebuild.

When Bill and Caroline entered their 80th trip around the sun, we realized we had to make some changes. Our youngest son, Andy and his wife Kandace, asked us if they could "buy" the *Gladiator*. Our other sons, despite loving the sloop just as much, could not take the time from their careers to care for or sail the boat. So Bill and I are no longer "Owners", but "Caretakers". *Gladiator* will still be spending her winters in her boathouse in East Friendship.



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Tale of the Flying Bowsprit

By Dean Huston

The *Eagle* was hand built on a severe Scotch Irish (or Scots Irish as my grandmother would haughtily announce) budget which is a euphemism for we are Mc Givvering everything. From sanding distributor points with a match striker strip, on down the line. It was make do with what was at hand. This is not to say that she was rebuilt poorly, quite the opposite, in fact she was rebuilt and rebuilt and rebuilt. Real old wooden boat….you get the drift.

We were racing friendships in Marblehead and were killing the entire fleet. In a certain wind the *Eagle* was stunningly fast particularly in a reach. In chowder races the ol' man would cry out to the gold platers "Call yer broker" as we walked past them in spite of their spinnakers and store bought winches. We did envy the winches but learned to get the fore jib cleated off before it would catch the wind. The pot warp would skin ya (no braided nylon on the *Eagle*) as we were manly boys and expected to anticipate the unexpected. If you missed it the ol man would need to luff up, with my brother and me horizontal and feet planted on the cabin wall straining mightily to haul it into place. He would not be happy, but I digress.

Anyway, we were soooo far ahead, the fleet was visible behind us off on the horizon. Then it happened. The bowsprit chains were attached by a pair of stainless plates into the stem with a single galvanized shackle. Well, time and salt and electrolysis worked on the dissimilar metals and time was up! It is rather hard to describe the unworldly chaos which ensued when it let go. The stress of all five sails close hauled snapped the solid mast clean off at the cabin roof. It fell aft crushing the cabin door into the deck around three feet away from my head, and in the process giving an object lesson as to why you never nap to leeward. The bowsprit, all 4 by 6 by 16 feet of her oak, was ripped from the stem, and in very slow motion flew end over end in a full arc way higher than the mast (when it was up) attached by only the flying jib stay. It finally struck water around 40 feet aft of the transom. This did not result in any panic in spite of the near death nature of the incident. We were not afraid rather we were pissed. A dnf (did not finish) was last plus one and the prospect of getting a new mast very quickly wasn't good. Like a bunch of lobster men hauling a fishing net, we had the mast and all the rigging on board and secured when the fleet finally caught up. We were truly and honestly done for the season.

Now we needed a new mast so the ol' man red glued up a bunch of clear grained wood strips together over the winter. They were all cut to precise angle and taper. He stole a wheel off our old red wagon and turned a very long sanding belt inside out and walked up and down driving the belt with the wagon wheel on an ancient metal craftsman 1/2 inch drill up and down till the new hollow mast was finished. It was gorgeous, a real work of art and served us quite well. Then one night, years later, a drunk wiped out an aluminum light pole on the main drag into town and the ol' man bought it for scrap. We had a mast which likely wouldn't break even without stays. He would delight in dinging any odd metal fitting on it to one up the competition especially at anchor after a few silver bullets or a rum squall, but that is a tale for another day.

Restoring Eastward

By Doug Riley

Chalk it all up to mission creep.

About five years ago, I decided that I "needed" my very own gaffer. I'd been an ASA sailing instructor and sailboat owner for years. I'd taken a gaff-sailing course at Wooden Boat School, crewed on large gaff schooners, and even looked at buying a Friendship sloop excursion business that sailed right under my nose on Lake Champlain.

I didn't want a "project," though. I wanted a boat as close to turn-key as possible.

Then *Eastward* came onto the market. She occupied a shed at the Paul Luke yard in East Boothbay. I looked her over in the dim light one bitter winter's day.

She was anything but turn-key. True, some major work had been done, including a rebuild of the transom and after-deck, a fairly recent Beta engine installation, bronze re-fastening, a newish mainsail, and reconstruction of the stem area. Still, all the wiring, plumbing and interior furniture had been stripped out, leaving only ribs and partial ceiling (and one very decrepit toilet) below decks.

I wasn't ready for that much mission creep. I passed after a first look.

I whined at a sailing-club gathering about the difficulty of finding the right gaffer. A club member mentioned that her husband's family's Friendship sloop was for sale. I soon realized that she was describing that same "project" boat that I'd rejected back in East Boothbay. What's more, her husband was related to Roger Duncan: THE Roger Duncan, who'd had *Eastward* built the year after I was born, and written a book about his adventures in her. Knowing *Eastward's* family and pedigree suddenly made all the difference.

Continued p. 17

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Meanwhile, *Eastward* had passed quickly through two more owners. The current owner had done a couple more big projects – building a new rudder and stripping the decks to reveal the original sprung-plank pine. The decrepit toilet was gone. Most important, she was floating at a dock on MDI. We took a spin around the harbor. The Beta ran like a fine watch. And the bilge pump only kicked on every two hours.

The mission didn't so much creep as leap. The seller said gruffly "You look like a dreamer to me. You better be a carpenter to own a wooden boat." I was duly warned, but I had her hauled and surveyed, and handed over the money anyway. We trucked her to the Lake Champlain Maritime Museum here in Vermont.





Dismantling Eastward at Hinckley's in Southwest Harbor. A 10-hour truck trip to western Vermont ensued.

I had volunteered and crewed for the Museum for years; I hoped that the staff would be my "brain trust". The museum did help -- with materials, referrals, tips and access to their fine boatbuilding shop.

The most obvious need was spars. The mast and sprit were beautiful sticks, in nice shape under layers of buff paint. The staysail club was serviceable with some work.

The gaff and boom were a different story. The spiral grain, bountiful knots, checking and spots of rot showed clearly through the paint. The jaws were crumbling away. I swallowed hard and ordered two new spars from one of the Museum's spar-makers. He did a magnificent job on both.

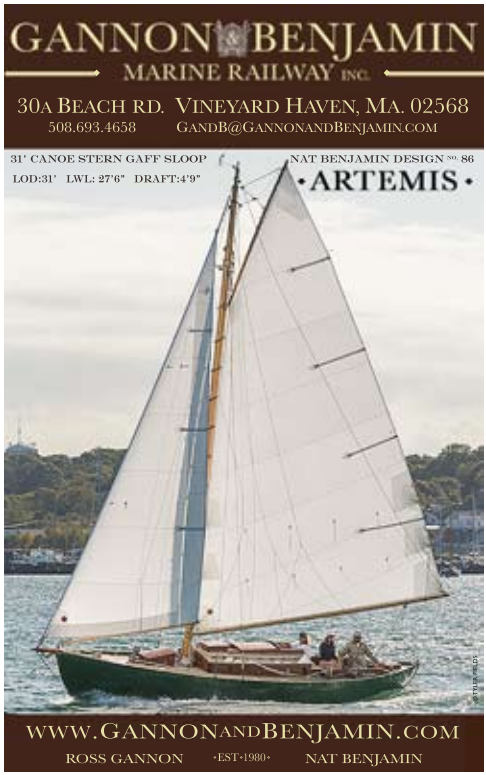
The new gaff has leathered jaws and tumbler just like the old one. For the boom, however, I sprung for a bronze gooseneck from Port Townsend Foundry.



Shaping the butt of the boom for its bronze gooseneck.

The mahogany hull planks were in decent shape, but the seams needed attention. I reeved out the

Continued p. 18



seams where putty and cotton were falling out, and (gently) added new cotton, primer and putty. This was unimaginably tedious, but at least I could pick away at it in the winter, when other work wasn't possible.

Those newly-exposed pine decks needed help. From the cockpit aft, Luke's yard had installed new decking as part of the stern rebuild. That part was beautiful. The rest?

Old-time workboat builders used galvanized iron nails. They'd spike three or so adjacent deck planks to each other with blind nails, driven horizontally -- and inaccessible once the deck was done. *Eastward's* iron deck fastenings had rusted and not only stained the pine, but also triggered the beginnings of rot on the mating faces of the planks and the deck beams.



The pine decking, long hidden under canvas, had extensive iron staining, and some planks needed replacing.

I ripped up the worst spot, extracting the nailed-together planks bit by bit using a Sawzall. I doctored the deck beams, with penetrating epoxy followed by traditional "boat sauce." A Museum carpenter got out some new planks with the appropriate bevel, and grooves for polysulfide sealer. I screwed them down (no blind nails, thank you), bunged the screw holes, caulked, painted and payed over the seams.

Eastward has a typical small foredeck hatch. The cockpit sole, though, has an untypically huge hatch that can accommodate a complete engine removal and replacement with room to spare. Both hatch covers were battered and starting to rot. Again, a Maritime

Continued p. 19





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Wooden rudder post, with fitting for Edson worm gear steering. The wheel box and mounting structure for the steering gear needed complete replacement.



Leathering shroud soft eyes. No parceeling or service, because stainless wire needs exposure to oxygen.

Museum carpenter friend did a beautiful job of milling oak frames for new covers.

The bowsprit was in great shape, but its stays were not. While the mast's standing rigging featured traditional Liverpool splices, the bobstays had swaged terminals – which were rusting and splitting. I elected to switch to chain stays, with new eyes and turnbuckles.

Some fussy work ensued astern. The Edson worm-gear steering's supports were rotting away. I stripped out the old structure, doctored the deck beams and built up the supports with new steel and timber.

One of *Eastward's* trademark features is her huge, deep cockpit. In lieu of built-in

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seating, she had four removable wooden sea chests that doubled as storage lockers. The problem, as Roger Duncan mentions in his book, is that the cockpit sole is low enough that its outboard corners drop below the waterline once she heels. Water will not drain overboard by gravity. You can either hand-bail or let the water drain into the bilge and thence be pumped overboard.

I'm reluctant to tamper with a classic, but this situation cried out for a fresh approach. I'm adding conventional built-in seat lockers that will reduce the cockpit volume, eliminating the lowest spots outboard.



The bowsprit timber was in fine shape, but the compression blocks in way of the inner stays' eyebolts needed replacement.

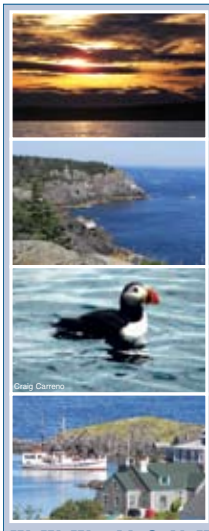
And that's where the *Eastward* project now stands. I have fond hopes of splashing her this year, but I've resisted setting a deadline. After all, this is supposed to be fun – mission creep and all.

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Ten Pretty Good Reasons to Cruise in Company

By Laurie Raymond

So you want to go sailing; not just the usual out-and-back day sail variety type trip, but for an overnight, a weekend, a month, across an ocean, around the world, for the rest of your life....But you're just not sure about some things, not quite confident enough, a bit worried about the unknowns, there are still a few projects left to do on the boat.... There are so many reasons to put it off. So you don't go...sigh.

Well, what if you found some other like-minded, decent sailors and developed a plan? You may be far more likely to actually do it, and to feel good about it. Doesn't even have to be another sailboat, or another Friendship sloop (although, really...), and you don't have to proceed side by side at the same pace the whole time. While sailing with a small flotilla is not for everyone, at certain times and in certain circumstances or conditions, it can prove to be advantageous, and just a helluva lot of fun.

Here are some of the reasons you might opt to cruise in company:

Safety: It's no coincidence that this is first on the list. Anyone who has spent any time on the water has likely witnessed how quickly things can go wrong, unexpectedly and without warning. Lines foul, rigging fails, stuff breaks, boats go aground, propellers snag, sails rip, people fall overboard, engines stall, vessels collide, squalls descend, currents rip, crew members falter….It can be a comfort to have willing and able friends and their boats nearby if help is needed.

Share Decision Making: Weather, passages, routes, hazards, time of current change, what's for dinner, do we want to get underway now or wait until AFTER the hurricane goes through? These, and others, are important subjects to review before getting underway, to help insure safe and enjoyable sailing. In this modern age, there are so many ways to get important information, particularly about weather, that input from multiple sources can be crucial. Sailors that have made a specific passage or anchorage may have loads to say about it, influencing where you go and how you get there. *Continued p. 23*

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Mentor Newer Sailors and Cruisers: Sometimes having a few other boats to cruise with is exactly what it takes to start sailing farther and longer. Experienced cruising sailors have so much to share with newer skippers in areas like navigation, anchoring, radio protocol, docking, gin to tonic ratios, how to keep the beer cold, burgee etiquette, etc. There is so much knowledge to share, gained from experience, and so much to learn.

Swap Ideas: While it may be difficult or almost impossible to believe, perhaps the way you've ALWAYS done it isn't necessarily the best or only way. Other folks and other boats may have different methods of doing things, and some of these may be options that will work out better for you and your boat, given the chance. Keeping an open mind and learning new tricks will make you a more versatile, confident sailor. As one old salt drones on repeatedly, "the more you know, the more you know"!

Improve Nautical Skills: This involves the boat handling and cruising skills required to sail any distance with or without other boats. Anchoring, furling, reefing, setting spring lines, marlinspike seamanship, rigging arrangements, rafting up, using the VHF properly, towing the dinghy, and being 'host boat' at the end of the day are among the skills needed and used routinely. Getting better at them makes the sailing smoother and more enjoyable from start to finish.

Share Resources: Tools, gear, line, hardware. Each boat by itself is unlikely to have absolutely everything aboard that will ever be needed, try as we all do to 'be prepared', BUT, collectively, a small group of well-equipped boats could handily substitute for that hardware or marine supply store that is still 20 miles away.

Borrow Essential Stuff: Is there something important you are out of, or forgot to bring entirely, like engine oil, tonic water, Grey Poupon? Your cruising pals are there to help, though you may feel a little sheepish asking for certain essentials. Leave them wondering, 'how on earth did they leave home without THAT'?….or better still, 'They've gotten through that entire bottle of gin ALREADY'?

Fine Tune Your Sailing Skills: One can spend hours each day trying to keep up with the other boats by adjusting sail trim, point of sail, tweaking this line, slacking that. Or you might leave your fellow sailors marveling at how you got your boat moving so well. Be sure not to tell them you were powering much of the way...

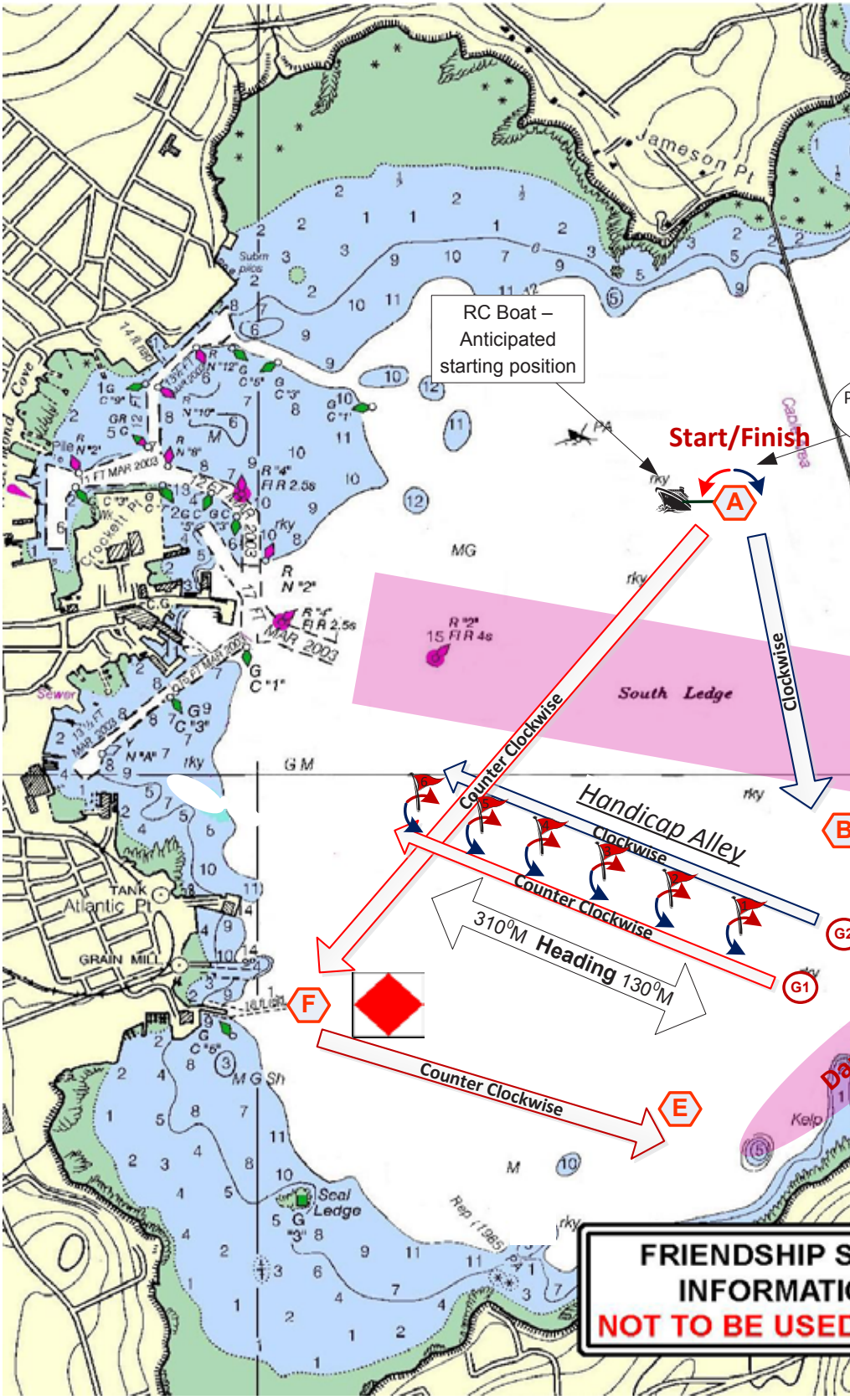
Socialization Skills and On Board Survival Tactics: If sailing with others on board, particularly a spouse or domestic partner, avoid inflicting serious bodily harm on your beloved, or they on you, at the end of a particularly challenging day, by visiting other

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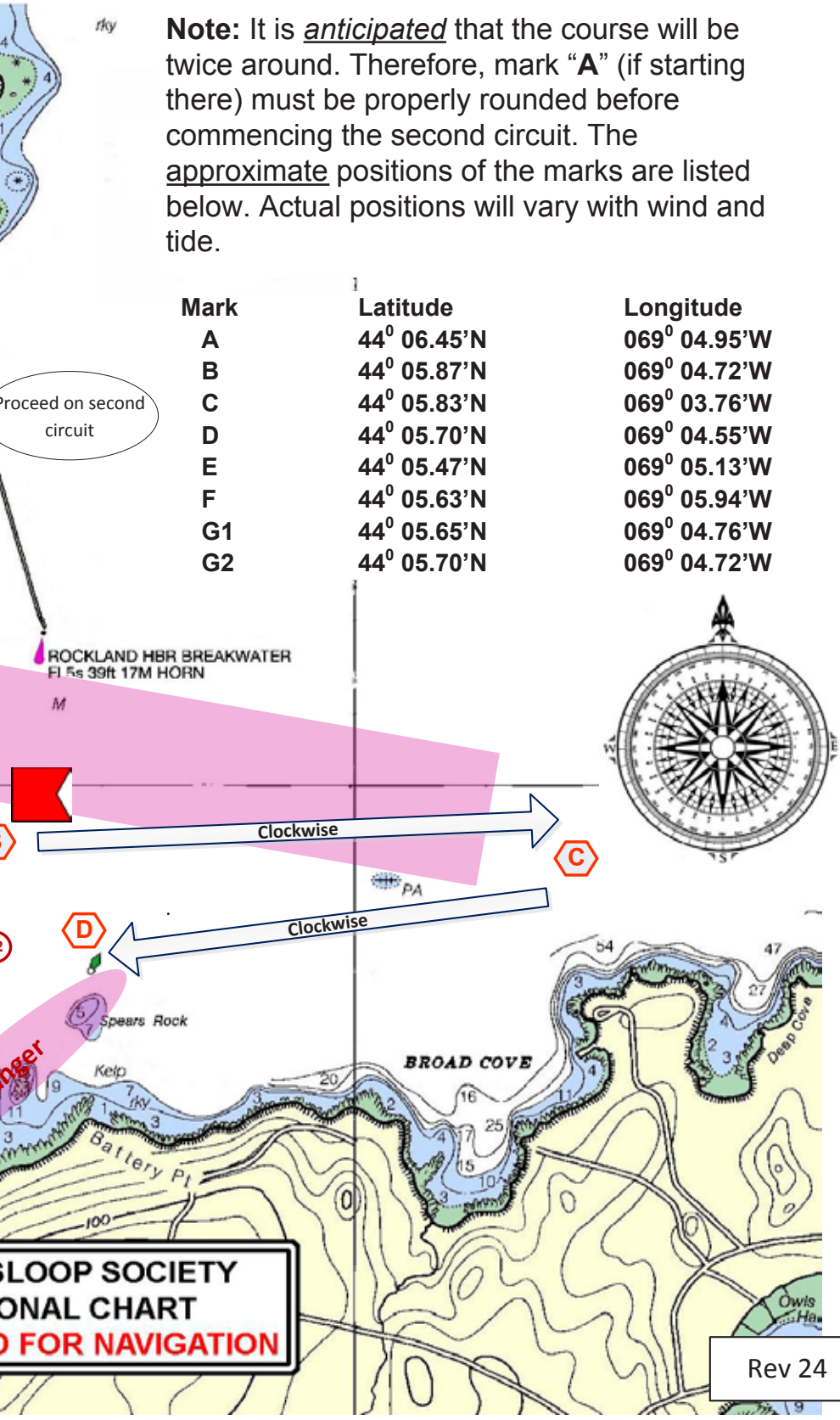


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Note: It is *anticipated* that the course will be twice around. Therefore, mark "**A**" (if starting there) must be properly rounded before commencing the second circuit. The approximate positions of the marks are listed below. Actual positions will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

boats, dining out, getting ashore, and just taking a break and looking at a few different faces. If sailing solo, you can, for a few hours, shed your Joshua Slocum persona and mingle and chat with other like-minded creatures.

All the Other Pretty Good Reasons: It's just plain fun, most of the time, to be part of a group of adventurers; sharing the passion and pleasure, the triumphs and disasters, the high excitement and long dull stretches, and the tall tales, with friends. Also, if you're lucky, you get to look at elegant and iconic Friendship sloops all day long (at least on the days without fog). Planning to go with other boats is a great motivator to go farther and search out new places, rather than just dreaming about it for yet another season.

We'll see you on the water. This summer. Happy cruising!



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Pirate Tales

By Maggie Johnston

From the beginning, Pirate was a most unusual cat who craved adventure. Pirate was an orange and white tiger kitten with a patch of black hair over one eye. He was aptly named as he was blind in his patched eye due to an accident with a car. He came from a lobster fisherman's home whose children I taught in school. I went to look at Herbie's (his mother) litter when he was only four weeks old. At that time, Pirate followed me to the door as if saying, "take me home with you." Two weeks later as Pirate and his siblings were unceremoniously loaded into a laundry basket for their fateful trip to the SPCA, I intercepted them and from then on Pirate claimed possession of us. Pirate spent his first two days with us in a dry aquarium at Mount Desert Elementary School where Bill taught, as he was far too young to be left at home alone.

On the second day, he figured out how to climb over the side of the aquarium and that's when Pirate's real adventures began.

A boat cat we wanted, so when Pirate became available in late April, we felt the time had arrived. At that time, we owned a 22-foot Friendship sloop, *Magi*, and had planned to sail her to the Annual Friendship Sloop Regatta in Friendship, Maine. We spent several weeks trying to get Pirate accustomed to the boat before we began our first trip from Mount Desert to Friendship on a small boat.

Our adventures with Pirate both going and coming home from the Friendship Sloop Races have been many and eventful. There are two which I'll share with you, one which tells of ***Pirate's Friendship*** and the other ***Overboard at Port Clyde.***

Pirate's Friendship

After sailing our small boat into Friendship Harbor and seeing all the other sloops, we wondered how we would ever be able to get acquainted with the crews from the other

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sloops. We need not have worried. Pirate was our key as who could resist an adorable kitten, certainly not the children. We had barely anchored when the children from both *Resolute* and *Tannis* rowed by wanting to know the particulars of the arrival of this new little sloop such as who we were, where did we come from, can we pet the cat and how come your boat is so small. Pirate, always a friendly sort, promptly made himself known to the kids and a love affair was born.



Every afternoon after the races, the kids got into their dories and rowed over to *Magi* to visit their new friend, Pirate, and his human friends, Bill and Maggie. Ted, Debbie and Harold from *Resolute* and Caroline, Billy, Wayne and Jeff from *Tannis* brought Tad from *Phoenix* for regular visits and even invited Pirate and us to a cookout on Friendship Long Island a couple of nights later. (That's another story.) The parents of these children finally wanted to know who we were and what the attraction was to this tiny sloop. So on one afternoon of the kids' visits, their parents arrived to check out what was happening on the *Magi*. We really thought the *Magi* might sink with so many people on board. Water was coming in through the cockpit drains. This was our introduction and welcome to the Friendship Sloop Society. Because of Pirate's friendly nature and that of the Cronins, Burnhams, Becks and others, he and we have formed many lasting friendships with the Friendship sloopers during the years that we sailed aboard the *Magi* to the Friendship Sloop Regatta.

Overboard at Port Clyde

Overboard at Port Clyde occurred on our annual trip to the Friendship Sloop Regatta when we anchored for the night near a burned down lobster dock. Pirate dearly loved

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seafood, particularly lobster and clams, and reveled in any smells associated with them. During the hours before sunset, he had been eagerly watching the shore and sniffing the enticing scents from the lobster dock in anticipation of what gourmet treat might be there for him. When we turned in for the night, Pirate had the freedom to sleep below or prowl the decks after dark. We were suddenly awakened shortly after midnight when we heard a big splash in the water. Pirate had leaned so far over the side of the hull trying to get close to those wonderful scents that he fell overboard. As he swam for shore, we immediately started the rescue search, not knowing if we'd ever be able to locate him. I jumped in the dinghy with only my T-shirt and skivvies on, grateful for the cover of darkness. Bill shone the flashlight from the *Magi* as I desperately called Pirate's name. I had almost reached the shore when Pirate answered me but his meow wasn't coming from land. I rowed in circles as I searched for the direction of his cries until I finally found him on the top of a burned piling. What a dilemma we were in! The tide was low so it was difficult to grasp the barnacle encrusted piling let alone try to climb it. Pirate was well ensconced on the top and had no intention of coming down even with a great amount of coaxing! I finally decided to row back to the *Magi* to get clothing and Bill's help. When the dinghy was about six feet from the piling, Pirate finally started to climb down. Immediately, I rowed back and snatched him off the piling when he came within range. Pirate didn't seem affected by this encounter with the briny deep but it took two weeks for my hands to heal from barnacle cuts from the piling. The moral of the story was to keep Pirate below deck during the hours of darkness and keep away from lobster docks, burned or otherwise.

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Maine still has at least one sail-powered lobster boat

By Alex Acquisto
Bangor Daily News

Posted March 31, 2017, at 12:26 p.m. reprinted with permission BDN

ROCKLAND, Maine — Before the 1920s, when combustion engines were first mass produced, lobster boats and other vessels were powered by wind and sails, and the Friendship sloop was the most ingeniously designed boat around.

"This boat is representative of what is essentially the start of the lobstering industry," boat builder and shipwright Tim Clark said Thursday as he stood on the recently rebuilt deck of *Blackjack*, a Friendship sloop he and others at the Sail, Power and Steam Museum in Rockland have been restoring for the past three years.

When "combustion engines came along — by the teens and 1920s — they were basically obsolete," and the ones left were either left to rot in people's yards or were converted into yachts, according to Clark, lead builder for the project.

"Most of us think of the schooner as the symbol of Maine maritime history, but this (type of boat) has the most interesting and dynamic history," he said.

The restoration crew hopes to have the *Blackjack* back in the water this summer for tours around Rockland Harbor and for tending a few lobster traps of its own.

The Friendship sloop design, named for the town of Friendship, Maine, where the design originated, dates back to the end of the 19th century. The single-masted seafaring vessel is distinct for its wedge keel, shallow deck and walls (for hauling traps over the side) and considerable size and front location of the mainsail.

Clark, along with Kirk Rouge, project and museum coordinator, and a team of dedicated volunteers, are restoring the 33-foot boat from the keel up and attempting to use as many of the original parts to make it as close to a replica as possible.

The *Blackjack*, which dates back to around 1900, was restored once before in the 1930s. It was donated to the museum three years ago, which is owned and operated by Capt. Jim Sharp and his wife, Meg.

In the late 19th and early 20th centuries, the sloop was used for more than just lobstering, Sharp said. Known sometimes as the "pick-up truck of the Maine coast," it would be used for transportation, deep-sea fishing, hauling cargo and "just about any industrial use," Clark said.

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Clark, who lives in Lincolnville, grew up in Massachusetts. His father was a lobsterman. But it wasn't until later in life, after he attended The Landing School in Arundel and spent many years working in yacht yards around Maine, that he really started to uncover his passion for "the history of working boats," he said.

He's now a freelancer of restoring old boats, which he enjoys especially because "traditional boat building is becoming less and less prominent."

When the sloops were used for lobstering, they were often operated by just one person, Clark said. In approaching a lobster buoy, a sailor would heave to — turn across the wind to stop the boat — pull the traps, remove the lobsters, replace them with bait, drop the traps again and move on to the next buoy, all in a matter of a few minutes.



Volunteers Mae Boyle (left) and John Holliday seal seams on *Black Jack*, a Friendship Sloop, circa 1900, that they are helping restore at the Sail, Power and Steam Museum in Rockland. The restoration project has been going on for the past three years. (Photo: Linda Coan O'Kresik | Bangor Daily News)

"You can imagine what back-breaking work it must have been" to do the job alone, Clark said.

Modern sailboats, most of which aren't meant to be working vessels, are thus designed to sail "as close to the wind as possible," and for that

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reason wouldn't be able to hold up in inclement weather, Clark said. The Friendship Sloop, on the other hand, was modeled to be a working, utilitarian vessel and is able to withstand stormy seas without capsizing. "These boats are very good at staying upright in powerful winds," he said.

It's important to remember that none of these "old time boat builders were formally educated" in boat building, Clark said. A lot of the designs, like the size of the keel, position of the sails and mast, came about through "trial and error and intuition."

And when engines came along, "basically 200 years of evolution and ingenuity was thrown out the window overnight," which means preserving the sloops that are still around and able to be restored is "pretty important," Clark said.

Blackjack, when completed, will be one of a handful of old wooden sail-powered boats to have been restored for use as leisure tour boats in the summer, such as the schooners *Margaret Todd* in Bar Harbor and the *Appledore* in Camden. The museum will retain ownership of the sloop when it goes back in the water.

But without sufficient funds, that goal might not come to fruition. Last summer, restoration of the *Blackjack* had to be halted temporarily for lack of funds and manpower. Now, with the end in sight, the project still needs another $20,000 or so before it's finished. By the time the project is complete, it will have cost well over $100,000, Sharp said.

"We're desperate to raise the money, so we can finish this thing," Sharp said.

When it is finished, it will serve as crucial primary source for Maine's fishing industry, Clark said. "It's our history and legacy, and it all started with these boats, but nobody knows how to (lobster) like that anymore."



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The Georgie C. Bowden: For the Love of One Boat

By Joan Leonard and Steve Zottoli

On the death of our mother's parents, Dr. Donald Macomber and his wife Harriet Seaver Macomber, my sister Joan and I were fortunate to have inherited their diaries and a log of the *Georgie C. Bowden*'s 1948-49 voyage from Brunswick, Maine to Cuba and back. This trip, quite unique for the times, was the beginning of our fascination with the *Georgie*, but it was an entry in our grandmother's diary that we found to be especially poignant. One morning in August of 1945 while anchored in Boothbay Harbor on their yacht, *Dovekie*, my grandmother came on deck early in the morning where she was faced with "a big, husky sloop" moored nearby. She wrote, "It was painted a dark bottle green with gray decks and nice white cabins. Quite an eye catcher! I called to my husband down below; 'Come up and see this boat—I believe I would go anywhere in the world in her.' Just a casual, innocent remark like that, but from it ran a trail of gunpowder! Within a month we owned that boat, and I was being called upon to make good on my rash words." She was drawn to this Friendship sloop, as were subsequent owners who consistently described the boat with affection. My sister and I, too, have become captivated by the allure of this sloop and, as a result, have become committed to keeping her memory alive.

The *Georgie C. Bowden***,** a 48 foot round-bowed fishing sloop, was built in 1912 by Wilbur Morse for Ernest W. Darling of Cundy's Harbor, Maine. Although to some, the clipper-bow is the signature of a Friendship sloop, Charles Morse, Wilbur's brother commented, "A Friendship sloop is a boat built in Friendship [Maine] by Wilbur Morse" (Michael Crowley, National Fisherman, Nov. 2008). The *Georgie* was anointed as the "Queen of the Friendship Sloops" by Captain Frederick "Boyd" Guild (Maine Coast Fisherman, 1949), her second owner.

The Friendship Sloop Society graced the cover of their 1984 Yearbook and Guide with a painting of the *Georgie* as she might have looked during the years 1912-1939, when Capt. Darling used her for dory trawling. Earle G. Barlow, a well-known marine artist, was commissioned by Capt. Guild to paint the *Georgie* (interview with Hope Lumis, oldest daughter of Capt. Guild). Since Capt. Guild did not fish with the *Georgie*, Barlow had to use his knowledge of dory trawling to create the painting. The *Georgie* is shown with one dory on deck having set out the other four, one of which can be seen in the background to the right of her. Although generally accurate, Barlow had two fishermen in each dory, which was the standard for the larger dories of schooners, but not

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Peter H. Spectre, WoodenBoat Magazine, #150

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for the *Georgie*, where one person per dory was the norm (Interview with Carroll O. "Bud" Darling, grandson of Ernest). Barlow painted a second watercolor of the *Georgie* for Guild. The second painting is larger than that shown on the FSS Yearbook and although the *Georgie* is basically the same, there is a schooner in the background with no land mass in sight.



Photograph of a painting of the Georgie by Earle G. Barlow. This is the second painting done by Barlow. The first graced the cover of the 1984 Friendship Sloop Yearbook and Guide. (Courtesy Steve Clark)

As discussed in the 1984 FSS Yearbook (pp. 15-17) and in Roger F. Duncan's book, Friendship Sloops (1985; International Marine Publishing Co., pp. 64-66), the *Georgie* passed hands from Capt. Darling to Capt. Guild, to the Coast Guard for use as a coastal patrol boat during WWII, to Capt. Guild after the war, to Dr. Donald Macomber, to Richard Y. Chadwick and to Dr. Lowell M. Hardy. While in the Portland Yacht Club, the *Georgie* was driven ashore during hurricane Carol in 1954. She was brought to the Yarmouth Boat Yard, owned by Alex H. Twombly, where she sat in drydock while insurance claims were resolved. Frances X. Agnew bought the *Georgie* around 1957, and either he and/or subsequent owners made some repairs to her bow planking.



Photograph of the *Georgie* in the late 1950s/early 1960s while she lay in drydock in the Yarmouth boatyard. The Royal River is in the background. Some repairs to the *Georgie* are visible. (Courtesy Frank M. Butterworth)

While Bud Darling was visiting the Yarmouth Boatyard to inspect work on his fishing boat, *Captain*, he discussed with Twombly the status of the *Georgie*. Because Twombly was frustrated with unpaid boatyard fees, he easily made an agreement with Bud to buy the *Georgie*. Bud planned to float her to Cundy's Harbor where he had an experienced workman who could repair her. Sometime later Bud was at a local diner while working in Freeport, when he noticed smoke coming from the Yarmouth Boatyard. He jumped in his truck and rushed back to the yard where he watched in shock while the *Georgie* burned in front of him. Bud could not comprehend why Twombly would set fire to her since he had made the agreement to take her for a price. In explanation Twombly expressed his

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frustrations to Bud concerning the *Georgie*'s owners and unpaid bills. As Bud told this story, tears welled in his eyes and he said, "My grandfather loved that boat." This deep attachment to a boat is understood by all that own or observe a Friendship sloop under sail—such elegance and beauty, the loss of which brings heartache.

As young adults, Joan and I were drawn into the lore of the *Georgie* by the stories my grandparents would tell. More recently our grandparent's diaries and the *Georgie*'s log have fueled a passion to document her history from those who knew her best. We discovered by happenstance that both a son and grandson of Capt. Ernest Darling were still alive, and with the assistance of Herman Brown, a Cundy's Harbor lobsterman friend of Joan's, we were able to interview them both, along with many others, who like us, had fallen under the *Georgie*'s spell. Recently, we have purchased the painting seen on the FSS cover in 1984, and as we view this work of art, we believe that the *Georgie* lives on.



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Here's to Memorable Happy Times Sailing Carol and Paul Lundstrom *Peregrin*	Stop by Cape Porpoise David Bell and Nancy Treadwell
Come Sail with Us!! Crew of *Hegira* #230	Fair Winds, Fair Tides, and Following Seas Judy Heininger and Ted Walsh
Looking Forward to Seeing Everyone in Rockland Kirsten and Wayne Cronin *Rights of Man*	*CONTEN*T #5 New Captains New Chapter Onward!
Cheers! From *Sazerac* Adrienne and Stephen Major	Sailing on *Tannis*….in her 49th season with the Cronin family

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Queequeg keeps on sailing Richard, Beth, Ruthie and Robert Langton	Sail on Friendships Dave B. Schuler #38 *Eleazar*
Always sailing with Friend..ships *Gaivota* and crew	 Friendships endure. Sail on! Captain Donald L Huston and his first mate, Dorothy Eagle #53
Home is where the boat is Dick Salter	GLADIATOR (# 71) - Licensed March 28, 1902 Waldoboro, Maine NANCY JEAN - Renamed Annapolis, Maryland 1925-1950 DOWNEASTER - Renamed Delaware Bay; Maurice River, New Jersey, 1950-1967 GLADIATOR - ORIGINAL NAME RESTORED, Friendship, Maine July, 1967 1967 Owners: William Zuber and Stuart Hancock 1987 Owners: William and Caroline Zuber 2017 NEW Owners: Andy and Kandace Zuber
Grandson John starts as CREW on *Compromise*! Nancy and Pete T	



The Friendship Sloop Society Loses an Icon – Cy Hamlin

By David W. Graham, FSS Race Committee



If ever we had an icon – and the Society has many – near the top of the list where they *all* belong would be Cyrus Hamlin, whom we lost on March 17th of this year. Cy was 98 when he slipped his mooring for the final time.

New Jersey born but with "Maine" running through his veins, Cy was a self-educated naval architect who tackled whatever he did with aplomb! Forever, it would seem, a friend of the Friendship Sloop Society; an Honorary Member; sponsor of the "Skipper's Homecoming Award" presented annually in his name, Cy Hamlin always remained close to the Society's Race Committee. He was indeed the "Father" of the handicapping system we use to this day, frequently offering advice whenever called upon. "His contribution to the Society will continue to be the foundation of our efforts to "level the playing field", exclaimed Race Committee member Dick Campbell. How true!!!

Cy was employed as a draftsman in the late 1930s until he moved to Southwest Harbor where he was employed by the Hinckley Yacht Yard and Southwest Boat Corporation, in the design of privately owned and commercial fishing boats. He also supervised the construction of early 30-foot yawls for the U.S. Naval Academy.

During World War II, Cy was a U.S. Army cartographer serving in the far away Philippines. Following the war, Cy was awarded a graduate fellowship at Stevens Institute of Technology in Hoboken, N.J. Here, he met his wife, Jean Barklie. At the completion of Cy's studies, they returned to Southwest Harbor in 1949 to work and start a family. After a brief return to Hinckley Co. and Mount Desert Yacht Yard where he finished "cutting his teeth" on design, Cy struck out on his own. During the coming several decades, Cy was to design many vessels and along the way, became a highly respected marine consultant, so much in fact that he was additionally employed by the World Bank, traveling to several developing countries designing vessels.. Cy's travels took him to Yemen, Somalia, the Maldives, and India, among other locations. His most notable designs were the "Amphibicon" and the "Controversy" classes, designed in collaboration with Farnum Butler of Mount Desert Yacht Yard; the pulling boats used by Hurricane Island Outward Bound.

Cy eventually befriended and spent much of his time with folk singer Pete Seeger, who spearheaded the Hudson River Sloop Society. During this time Cy was instrumental in the design of the "Clearwater", which gained prominence during the growing environmental movement in the 1960s. Cy and Pete remained good friends until Pete died in New York City in January 2014.

Following the death of Jean in the late 1980s, Cy later married Mary Jean Piaget in 1992. It was with Mary jean that he continued to share enjoyment in sailing the Coast

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of Maine. It was also in 1992 that his 29'10" keel-cutter, the "M.L. Hamlin", designed by Cy, was launched at the Benjamin River Marine yard in Brooklin, Maine. It was on the "M.L. Hamlin" that Mary Jean and Cy spent many a pleasant summer, cruising the coast between Kittery and "Down East".

A memorial service was held for Cy Hamlin at DiMillo's Restaurant on the waterfront in Portland Harbor during the late afternoon of March 28th – a fitting location in which to say "Good Bye" to an old friend who had given so very much of himself to the environs of the Coast of Maine and the Friendship Sloop Society.



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The Friendship Sloop Burgee

By Jim Thoen

Anyone familiar with Friendship Sloops is familiar with its burgee. However, less familiar is why it is adorned with what appears to be a vine of spade-like leaves - an odd symbol for a fishing sloop. So, I wanted to know *why* the burgee sported this particular design, what leaf it was and why that leaf?

What I found out was interesting: No one knows.

There is nothing about the origin of the burgee in any of the Society's publications: *It's a Friendship, Enduring Friendships,* and the most recent publication *Lasting Friendships.*

Here's what we do know: The Constitution of the Friendship Sloop Society (FSS) dictates: "The burgee of the Society shall be a pennant with the fly one and one-half times the hoist, consisting of a black leaf design on a white field with a red boarder." (Article VIII).

The Society's annual yearbook for 1967 comes a bit closer to the mark:

The leaf pattern on the pennant is derived from the original trailboards of the Friendship Sloops. So far as we can discover, all the Morse, McClains, Carters and other original builders, and even the present day builders have used this vine design on their trailboards . . . .

Carvings of vines or scrollwork on trailboards make sense. A trailboard is long and thin and lends itself to that sort of design. However, arabesques of vines on trailboards are not new - they predate Friendship Sloops by at least a century.

In his book *Figureheads and Ship Carving,* Michael Stammers writes,

[From the 1790's] the trailboards . . .took on an important role. It began carrying more carvings from the base of the figurehead to the main parts of the hull. This had the pleasing effect of visually integrating the figurehead with the rest of the hull. The usual motif was some kind of foliage such as laurels as a symbol of victory, oak leaves as a symbol of strength, acanthus and thistle as symbols of life, mortality and punishment or vine leaves with symbols of grapes as symbols of plenty. These leaf forms were frequently carved in Rococo style with C and S shapes, diverging leaves and elongated stems.

It is no secret that the clipper bow of the Friendship was patterned after the Gloucester fishing schooners that patterned *their* bows after clipper ships, etc. It follows then, that the makers of Friendships were simply adorning their trailboards with a design as had been done for years.

BUT A DESIGN OF WHAT?

Here is where the 1967 FSS yearbook fails us. Regarding the type of leaf/vine it notes: "[M]uch research has not turned up the reason for the vine. Our delving into the use of this particular pattern has only served to produce a discussion as to whether this is a vine or grape leaf design, but nothing as to the origin."



Grape Leaf

In Roger Duncan's book, *Friendship Sloops,* he writes: "[E]arly in the [Friendship Sloop] Society's existence, a burgee was designed and distributed among members. It is a white pennant with a red

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border on *which in black is the traditional olive leaf design* used on the trail boards of Morse boats." (emphasis added)

Last, in *The Classic Boat*, the editors at Time-Life chronicled the restoration of *Dictator* (see earlier post *1904 Dictator Model,* 2/28/14). In it, they noted that, "the trailboards were carved by the wife of the builder, Robert McClain, their design an arabesque of red cherries, [which] was his trademark."



Olive Leaf

So, Olives? Grapes? or Cherries? Which is it? That answer lies deep in still waters and is likely to remain there. However, the notion that there ever was an answer doesn't bear up when one considers the origin of the sloop and the conventions of the day.



Cherry Blossom

First, with the exception of the *Dictator* model, this is not a one class design. There never was a defined set of specs for what makes a Friendship a Friendship. If the original builders didn't try to agree on overall dimensions and specs, it strains credibility that they would agree that all Friendships "shall have a vine of grapes (or whatever) adorning their trailboards." Second, these were fishing boats - not a lot of mucking about with ornate scroll work. Build 'em, Splash 'em, Fish 'em, Sell 'em.

It seems more likely that each builder did what they wanted to do - or maybe had their own signature design as Time-Life suggests of McClain.

What I can write is that the trailboard for *Adagio* appears to be ivy which, I warily point out, also appears to be the closest match to the burgee .



Trailboard Design - *Adagio*

And one internet source had this to say about the meaning of ivy:

The Celtic meaning of the ivy deals with connections and friendships because of its propensity to interweave in growth. Ever furrowing and intertwining, the ivy is an example of the twists and turns our friendships take - but also a testimony to the long-lasting connections and bonds we form with our friends that last over the years.

Hmmmm, "Lasting Friendships." What a good name for a book.

Buy yours today from fss.org.

Notes:

1. I am indebted to John Wojcik of the FSS for hunting down the references to the origin of the burgee design in the FSS publications.

2. Lasting Friendships: A Century of Friendship Sloops, TBR Walsh & Ralph Stanley, Friendship Sloop Society (2014)

3. *Friendship Sloops,* Roger Duncan, International Marine (1985)

4. *It's a Friendship*, Herald Jones, Friendship Sloop Society (1965)

5. *Friendship Sloop Society Annual Yearbook*, Friendship Sloop Society (1967)

6. *Figureheads and Ship Carvings*, Michael Stammers, Naval Institute Press (2005)

7. *The Classic Boat,* Time-Life (1977)

8. www.celticradio.net

Echo Lands in Rhode Island

By George Hagerty

Having happily plied the waters of Hingham, Quincy and Boston harbors, at the end of the 2016 season *Echo* packed up and departed from her mooring at Hewitt's Cove and trundled south under the expert care of Brownell Systems to be placed on her new blocks and stands in the side lot of a recently purchased summer retreat in my wife's hometown of Wickford, Rhode Island ("*Yes Dorothy, it seems you can go home…"*).

Wickford. 1663 and 'Sometime Updike's Newtown' is a colonial fishing village and quintessentially New England:

"Witches of Eastwick" anyone? Walking its West Main, Main and Brown streets I am transported back to my hometown of Lexington, Massachusetts with its famed white-painted parlor homes fronting that sacred Battle Green. Wickford's own 18th and 19th century homes speak not to a sacred battlefield but to the protected harbor where so many of her ship's captains left to find fortune or sustenance battling the seas, and where Smith's Castle of 'The Great Swamp Fight' stands in solemn testament to earlier wars with indigenous tribes. History, landscape, trees felled and wood shaped into elegant timber-framed homes or graceful ships' frames and planking: somehow these things have infected me for life and I feel the richer for it.

Now in Wickford harbor I have fallen into a wooden boat heaven not dissimilar from Maine's storied Camden and Rockland or Connecticut's Mystic. Walking the neighborhood and getting my sea legs in this new town I have thus far spied: one topsail and two baldheaded schooners, at least three ketches, two yawls (one with what looks like a 15 degree rake to the spars!), the largest, roundest and widest-beam catboat I've ever seen, an English cutter, half a dozen 12 ½'s and a fishing trawler said to be a town icon since the 1930s. This not to mention all the Herreshoffs, Concordias and Aldens on the hard along with numerous wineglass-stern tenders – one with a gleamingly functional steam engine –in the sheds as I walk the dogs through the yards of the old Perkins and Vaughn Shipyard just down the street.

Indeed, on my very first peek into one of the sheds, I spotted Lou Sauzedde of Jamestown Marine's Total Boat wooden boat video series. He's been a shipwright for over fifty years and was, after a bit of understandable reticence, a vibrant and effusive welcomer to the local wooden boat milieu. Shortly thereafter we searched out George W. Zachorne Jr. & Sons shop and introduced ourselves, without trying to be a bother, while he worked to release a reticent bronze keel bolt from a sloop. Kindly invited to tour the shop (I briefly went through trying to locate him…) and you can paint the picture I saw. Wooden boats seemingly too large to fit inside and in various states of patient repair, wood and scantlings piled, stacked and racked here and everywhere, dimly lit corridors and turnings past the requisite ship's saw and various small offices filled with gear, paints and all the rest. Tools in order, smells of cedar, sawdust and shavings. A life.

Now with *Echo* in my yard and winter fast approaching I trundled off to the local lumber yard and bought a pile of wood, measured, cut and assembled a wood support and duly draped and secured her with a breathable waxed canvas tarp. Aside from the post base/yokes, no fasters were used and it is all lashed together using one continuous

line from stem to stern so that come springtime, she'll unzip and stack up into a pile of labeled scantlings I can easily store in the shed.

Being windy down here (or is it climate change…?!) *Echo* has escaped unscathed through several 40-60 kt. storms and 18" of snow this past winter and my cover design seems to have been appropriately robust. The relative shelter provided by the houses give some peace of mind albeit the trees towering overhead do make me think that some more pruning may be in order next year…





Even out of the water *Echo*'s lines and graceful sheer are a pleasure to look at: the gentle rise in her keel with clipper bow and sprit gesticulating forcefully out beneath the cover towards the waters of Narragansett Bay she will soon traverse. Oh my, is it really true I will be sailing the waters of "Capt'n Nat" Herreshoff – Bristol being just across from us – and sailing past Newport, Rhode Island this summer? Pinch me.

So, as I prepare for this season's spring commissioning and whilst assembling supplies I have pulled out my copy of *"Painting and Varnishing (The Wooden Boat Series)"* by Peter Spectre, Wooden Boat Publications, ©1995. Having bought the book years ago when first obtaining a Bettle cat, I now see that Chapter 14 is a complete description along with step-by-step photographs of the masterful work of Paul Bryant at Riverside Boat in Newcastle, Maine on the refurbishment of the Herreshoff 12 ½ *White Cap*. Riverside is where I first encountered *Echo*, purchased her from Stephen Major and family and "casted off" (read: overland haul) with the patient help and wonderful assistance of Paul and his wife Linda Bryant. I shall re-read that chapter with pleasure and what a happy coincidence: one of many that continues as we travel this next chapter in our lives with *Echo* at the helm. Fair winds, George Hagerty

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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, Atlanta, GA	Deer Isle	ME
5	CONTENT	25'	Stuart M. Ford	1961	Ed Staples & Sue Drady, Georgetown, ME	Riggs Cove	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, Waterford, CT	New London	CT
25	SEA DUCK	35'	Charles A. Morse?	c1901	Matinicus Island	Matinicus	ME
31	WHITE EAGLE	28'	Wilbur A. Morse	1915	William Cronin & Cynthia Pendleton, Charlton, MA	Rebuilding	MA
32	NOMAD	33'	Wilbur A. Morse	1906	Tom Ash, North Weymouth, MA	Rebuilding	MA
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	Ron Esser, Blawnox, 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	Wickford	RI
57	OLD BALDY	25'	James S. Rockefeller	1965	Dan & Kathe Walton, Salsbury Cove, 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	SAILIN SHOES	30'	Roger Morse	1967	David Dick, Harpswell, ME	Harpswell	ME
71	GLADIATOR	32'	Alexander McLain	1902	Andy Zuber, Orange City, FL	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	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	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 Hbr, ME	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
96	VOYAGER	32'	Lash Brothers	1965	Capt. Fred Perrone, Plymouth, MA	Plymouth	MA
97	INTEGRITY	27'	Wilbur A. Morse	1903	William Levandowski, Falmouth, ME	Falmouth	ME
98	DEFIANCE	30'	Bruno & Stillman (06)	1970	Bob Smith	Rio Dulce	Guatemala

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport	State
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. Craig, 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	Matthew Badams, 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	Lunnenberg	Nova 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 Schutt, 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	Fishers Island	NY
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
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, Tomah, WI	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
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	Freeland Eckert	Rockland	ME
192	KERVIN RIGGS	22'	McKie W. Roth	1977	Bill Joyner, Nantucket, MA	Nantucket	MA

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport	State
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	Captain Bill Campbell, Boothbay Harbor, ME	Boothbay Harbor	ME
199	WILD ROSE	31'	Newman (D13)/Liberation	1979	Mathias Dublier, Burlington, VT	Burlington	VT
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	ANSA	22'	James D. Hamilton	1982	George Lupien, Waldoboro, ME	Rockland	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	Unknown		
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, North 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 Island, ME	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	Unknown		
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	Unknown		
255	GENEVIEVE	25'	Emmet Jones	1982	LaMonte Krause & Stacy Patterson, San Diego	San Diego	CA
257	SALTY DOG	28'	Dave Westphal	1992	Jonathan Wesley King	Dunedin	FL
258	KIM	22'	Harold Burnham	1992	Steve Goldman, Milton, Ontario	Osbourne Hbr	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		ME
264	JOLLY	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
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	UK
270	JOSEPHINE	25'	Nelson Cutter	1985	Ron Wisner, Marion, MA	Marion	MA

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport	State
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	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	Jamie Carter, Yarmouth, ME	Mt. Desert	ME
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 Aust.	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
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 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
277	SARALEE	21'	Craig Gleason	2005	Lake Pleasant, Mesa, AZ

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
21	WILBUR A. MORSE	30'	Carlton Simmons	1946	Broken Up at Port Townsend, WA c1998
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
33	SMUGGLER	28'	Philip J. Nichols	1942	
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 in 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
132	VOGEL FREI	28'	Wilbur A. Morse	c1910	Wrecked west coast of Senegal, West Africa 1974
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
175	EDELWEISS	15'	David Major	1975	Broken up in Friendship, ME
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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