Friendship Sloops

Sailing New England

2018



Newman Marine Brokerage



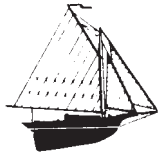
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2018 Homecoming Rendezvous and Races
Schedule of Events in Rockland

Wednesday July 18

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 19

11:00 AM	Skippers Meeting
1:00 PM	Race starts off the breakwater
4:00 PM	Sloops on display at town dock
4:00 PM	Heaving line contest
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 20

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 21

11:00 AM	Skippers' Meeting
Noon	Parade of Sail at the Rockland waterfront, viewing from the breakwater and the town dock
1:00 PM	Race starts off breakwater
5:30 PM	Dinner and Awards Ceremony under the tent

Sunday July 22

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

Cover: Friendship Sloop # 52 *Rights of Man*, Bottoms up, with a reef in the sail

Photographs 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	Philip Pratt	P.O. Box 129, Friendship, ME 04547
Friendship Day Chairpersons	Bill & Caroline Zuber	P.O. Box 279, Friendship, ME 04547
Rockland Race Committee Chair	David Graham	7 Batchelder Rd., Marblehead, MA 01945
Southwest Harbor Rendezvous	Caroline Phillips	164 Sturbridge Rd., Charlton, MA 01507
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	Richard Campbell	

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

Visit our Web Page at www.FSS.org

Who We Are, Our Sloops, 2018 Schedule of Events, Yearbooks and Newsletters, Our Advertisers, The Chandlery .....and more



Commodore's Message

Greetings all,

Well, the 2018 sailing season is upon us after what felt like a dreadfully long winter, and it's time to get the boats uncovered and back into their natural elements where they belong. And, they really belong at, either or both, the Southwest Harbor Race and the Rockland Regatta.

Southwest Harbor, which after many years of being organized by Miff and Marge Lauriat, is now being run by Scott Martin and Caroline Phillips. Many thanks and accolades to the Lauriats for their efforts and work put into a fun race. Carol and Scott have a sizable reputation to live up to going forward.

Rockland has the same great leadership as in years past, but with the addition of Jon March as Publicity Chair, we have made great strides in trying to get the public involved and interested in our gathering. With this newfound enthusiasm, hopefully we can get more of the public down to the dock to view the sloops. Let's have a many boats as possible tied up at the dock and participating in this year's races in the harbor. Bring your Sloop and join us for a splendid 4 days!

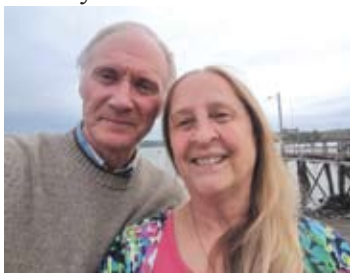
Jeff Cronin



— We Dedicate this Yearbook — to Rich and Beth Langton

By David W. Graham

In many ways, editing a publication such as our Society's yearbook can be akin to conducting a finely-tuned classical orchestra, where the conductor must know every facet of the music, the instruments and the personnel which he/she is leading. And so it is with the task of editing. One must be able to put more than two words together, to live within a given budget and to manage everything in a timely manner so as to meet a hard and fast set of yearly deadlines.



During the early years of the Friendship Sloop Society, the editing of our Society's yearbook fell upon the master of all he surveyed, Roger Duncan — and during that time, we wondered how Roger could ever be replaced! Enter the recipients of the dedication to our 2018 yearbook: Rich and Beth Langton.

A little history —

The Langton family discovered Friendship Sloops by accident. Living in Ohio, they headed to Maine for a vacation in 1961, renting a cottage on Morse Island, in Friendship. It just so happened that the two weeks they were there included some of the first Friendship Sloop Races. When the family moved to Massachusetts in 1965, they purchased the cottage and subsequently made it a point to be there for the sloop races. Rich and his Dad looked for a sloop in various boatyards on the North Shore of Boston, hoping to someday sail to Friendship. Not being sailors, and certainly not being shipwrights (most of the boats they saw were in need of much repair work, and it was back in the days before fiberglass sloops were part of the fleet of true Friendships), the plan in those long-ago days was more of a dream than reality. Fast forward to the 1980s; we find Rich and his new bride, Beth, moving to Boothbay Harbor. Sitting on a porch overlooking West Harbor one afternoon, they were admiring a Friendship Sloop sailing when their host mentioned that the sloop, named "*Content,"* was for sale. That is all it took, Beth was well aware of the Langton family dream and so they bought the boat and joined the Sloop Society in 1985.



In time they "traded in" their first sloop *Content* for a fiberglass version of a Pemaquid. Ever since they have been sailing *Queequeg* #155 in almost all of the races since 2000. With the arrival of 2018, this marks their 33rd year of living 'the Langton Family Dream'!

The races were in Boothbay Harbor in the 1980s and so every year after joining the Society Beth

Continued p. 11

Presenting the 2017 Winners…

Southwest Harbor Rendezvous

First Place: *Hieronymous*
Second Place: *Gladiator*

Rockland Homecoming Rendezvous and Regatta

1st All Divisions - State of Maine Trophy – *Inherit the Wind*

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

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

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

Special Homecoming Trophies

Nickerson Trophy - Youngest crew member – Hazel May Aiken (2 months old) on *Sazerac*

Chrissy Trophy - Woman who keeps sloop, crew, and family together – Melissa Oliver

Cy Hamlin Award - Skipper's homecoming – not awarded in 2017

Gladiator Trophy - Sloop sailed the furthest distance –The Buzzard Bay Fleet

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

R.W. Stanley Cup - Race Committee award – Miff Lauriat

Owner/Builder Trophy - New owner/builder/restorer who sails her to Homecoming – not presented in 2017

Spirit of Friendship Award - Exemplifies the spirit of friendship – Laurie Raymond of *Hegira*

Ray of Hope – *Celebration*

2018 Schedule of Events

Friendship Sloop Society

Fleet departure for Maine
Red Brook Harbor, Buzzards Bay, MA - Thursday, June 28th
Scituate Harbor Rendezvous - Friday, June 29th
Cape Ann Rendezvous - Saturday, June 30th
Phone Contact: 617-571-5824

Southwest Harbor Rendezvous, Race and Potluck
Saturday, July 14th
Contact: Caroline Phillips cphillipa0503@charter.net
or phone: 774-200-0506

Pulpit Harbor Rendezvous
Tuesday, July 17th

58th Homecoming, Rendezvous & Races at Rockland
Rockland Town Landing, ME
Thursday-Saturday July 19th – 21st
Contact: Jeff Cronin Commodore@fss.org

FSS Annual Meeting
Saturday, November 17th
Best Western Merry Manor Inn
South Portland, ME
Contact: Jeff Cronin Commodore@fss.org

Sloop Society Webpage:
www.FSS.org

Sailing New England

Annual Wooden Boat Show
June 22nd – 24th
Mystic Seaport, CT
www.thewoodenboatshow.com

Windjammer Days
June 24th – 30th
Boothbay Harbor, ME
www.boothbayharborwindjammerdays.org

Camden Classics Cup
July 26th – 28th
Camden, ME
https://www.camdenclassicscup.com

Annual Chowder Cup Race
August 4th
Friendship Harbor, ME
Contacts: Charlie Witherell cwitherell@roadrunner.com
or Bill Shaughnessy william_shaughnessy@comcast.net

Eggemoggin Reach Regatta
August 4th
Brooklin, ME
www.erregatta.com

Corinthian Classic Yacht Regatta
August 11th – 12th
Marblehead, MA
Contact: David Graham, Phone 781- 631-6680 or www.corinthianclassic.org

Antique and Classic Boat Festival
August 25th – 26th
Salem, MA
Contact: Pat Wells, Phone 617- 666-8530 or www.boatfestival.org

Best Wishes for Great Racing During 2018

At

Rockland and Southwest Harbor

Your 2018 FSS Race Committee

Dave Graham, Chairman
Dick Campbell
Fred Lincoln
Marcia Morang – Trophies
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
347 Lincoln Street
Norwell, MA 02061

I/We Hereby apply for Membership:

Name(s)_____

Street _____

_____

City_____ State_____ Zip ____

Phone (Home) (____) _____

Phone (Work) (____) _____

Seasonal Address:

Dates mail to be sent: _____

Street _____

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A FULL MEMBERSHIP SUPPORTS YOUR SOCIETY

Each Membership Receives:

- All Society Mailings
- Annual Yearbook
- Membership Card
- 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 2017 scholarships totaling $5,200 were distributed to two high school graduates ($1,600 each) and two continuing education students ($1,000 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.

Bancroft Award

This year the Bancroft award goes to Miff Lauriat and Marge Russakoff for their past and continuing support of the activities and traditions of the Friendship Sloop Society. This award is made in memory of Winthrop Bancroft, owner of *Elicia III* and an early and enthusiastic member of our Society. The award might recognize an unusual voyage, the building of a sloop, a model, a poem, a painting - some contribution to the Friendship sloop tradition. Miff and Marge have been the organizers of the Southwest Harbor race for the past 25 years!

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 2017 was awarded to Dean Huston for the article entitled *Tale of the Flying Bowsprit* that chronicled adventures on the sloop *Eagle*.

Omaha Award

The award, made in recognition of the sloop *Omaha* built in 1901 by Norris Carter, is awarded to Victor Goulding of the sloop # 156 *Inherit the Wind*.

Messing About Trophy

Paul and Carol Lidstrom, owners of *Peregrine* and last year's recipients, presented this trophy to Marge Russakoff of *Salatia*. Dick Salter, former skipper/owner of *Messing About* and of the Friendship Sloop *Liberty* #157, established this trophy to honor of the recipient's contribution to the Friendship Sloop Society and the New England world of sailing.



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Dedication c*ontinued from p. 4*

and Rich helped organize the local event. The family grew with the arrival of Ruth and Robert and, although sailing trophies eluded the Langtons, everyone enjoyed sailing with the fleet and both children won the Nickerson Trophy for the youngest crew member when they were less than a year old. In 1995 - 1996 Rich and Beth became Commodores and helped organize the last homecoming in Boothbay and the move to Rockland.

Apart from sailing to Rockland almost every year, Rich and Beth continued to be active in the Society. They began by assisting Roger Duncan with our annual yearbook, and for the better part of 20 years they have edited and overseen the production of a first class publication! Times do change, however, and the Langtons are passing on their editorship, to George Hagerty, current owner of *"Echo."*

Thus, in recognition of the Langton family's commitment and service to the many owners of Friendship Sloops, it is with tremendous honor and our deepest possible appreciation that we dedicate the 2018 Friendship Sloop Society yearbook — to Rich and Beth Langton. And with it we offer our most sincere "BRAVO ZULU," Navy lingo meaning WELL DONE!

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Memories from the Attic

By Bill Whitney

Some of my fondest memories as a youngster centered on a large dome-topped trunk in the attic. What treasures it contained! Old hats and Coast Guard uniform items, records of my father's service during WWll and afterwards, and his personal paraphernalia, much of which only he could identify. Among this record of a life well lived was a book that I spent many hours reading and imagining my eight year old self as a character within its pages. Standing at the helm, salt spray in my face, overcoming wind and wave and every possible challenge Mother Nature and my overactive imagination could conjure up. Oh what fun! Over the years the book and I separated but I thought of it, and mentioned it often enough, that my wife found and purchased a copy. What a grand surprise! I guess that I could rightly say that this book helped influence our purchase of a Friendship sloop.

Sailing Days on the Penobscot, written by George S. Wasson and originally copyrighted in 1932 by the Marine Research Society and again in 1949 by W.W. Norton, is a remarkable description of the social, economic and commercial maritime history of the Penobscot Bay region where my father's family originated. Wasson's description of the schooners hauling lumber, stone, fish and other commercial goods; the lobster sloops used throughout the region; and the people who handled these vessels caught my young imagination and probably influenced my decision later life to join the US Navy. But one of the chapters, specifically Chapter 6, always held my attention above the rest. Entitled "Lobster Sloops and Tidal Bores", it described a truly remarkable work boat universally used all along the Maine coast as we would use a pick-up truck or SUV today. Below is a rather lengthy excerpt from that chapter that shows the character and stamina of the "Friendship Sloop".(NOTE: As you read it remember that it was written in 1931 and the author was known for capturing the language and dialects of the subject locations.)

"Lobster sloops being broad of beam, sail on their bottom instead of their sides, as is apt to be the case with modern, narrow sailing yachts, depending for stability solely upon deeply hung fins of iron or lead. Sailing parties could find comfortable space in the large standing rooms of the old sloops, which would oftener be refastened and kept in use but for the difficulty of finding any but old men capable of handling sailing craft in these days of universal gasoline.

The town of Friendship, in Muskongus Bay, together with several surrounding villages, produced generations of small sloop builders, and though their craft were more or less imitated at all points of the coast, the neighborhood of Friendship launched so many especially well designed for lobstering that these boats became generally and favorably known as "Friendship Sloops".

Earlier boats of this class were built of much better material than was easily obtained in later years. It was too far north for genuine white oak to flourish in any quantity, and though this invaluable wood was used as long as possible for frames, sternposts, stems and keel, the much more common second-growth red oak generally took the place of white oak. Red oak of the requisite quality is a strong wood admitting of much bending, though greatly exceeded by New England white oak in durability. It is worthy of notice

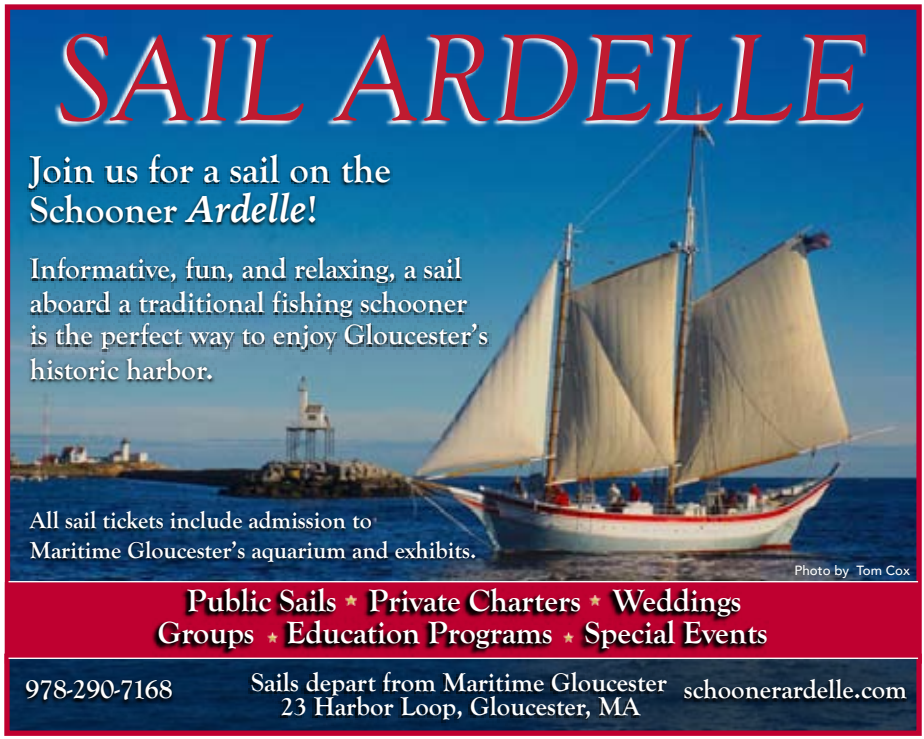
Continued p. 13

that all oak used in the construction of Friendship craft was and still is called "white oak," but with nearly thirty varieties of oak growing in the country and comparatively few knowing the wide difference between them, the term "white oak" could easily be stretched.

Within recent years a large motor-driven fishing boat was built to order in the Friendship region, and the owner proudly claimed that, according to contract, the handsome craft was not only framed but planked with the best of white oak. Of "square-head" descent the skipper was widely known as an expert "fish-killer," but was no judge of wood. As a matter of fact the new craft had not the smallest bit of real white oak, from stem to stern, and in this resembled many other modern boats built in the same locality.

Penobscot Bay and Isle au Haut at one time possessed a large share of these famous little boats and probably a greater number of them than could be found on any similar extent of coast. Boat builders themselves were often completely at loggerheads over the exact variety of oak in their shops, and, especially in distinguishing white from red oak, relied more upon color and texture of bark than upon that of bared wood. In fact, the highest grade of white oak had a grey-blue tinge and such trees being generally isolated, gave rise to the familiar laudatory expression, "pasture oak, blue as a whetstone and tougher than a biled (boiled) owl." Red oak was slightingly referred to, by knowing ones, as "sour oak," or by a still more disparaging term not to be printed. Live oak, the finest of oaks and in a class by itself, was brought in logs from the South to navy yards, and put into timber docks, where it sank like lead and often remained for years till thoroughly seasoned by salt water. It was not only expensive, but notoriously hard to work, and none was used in lobster sloops.

Continued p. 14



A lobster sloop built at Friendship, or thereabouts, was much to be desired, and though the fastest sloop owned at Isle au Haut had been built from a near Friendship model, far out at sea upon the bare little island of Matinicus, only one other Matinicus-built lobster boat was owned at "the Thoroughfare."

"Pea-pods" galore and half a dozen yachts were built at Isle au Haut, but it was thought the thing to own a Friendship-built lobster sloop, if only for the name of it. A few details may be given concerning a craft fresh from a boat shop at Friendship, and as if to stamp identity beyond question, having the builder's name carved on the long figurehead. She was twenty-eight feet six inches over-all, with slight overhang; nine feet, six inches beam; and about five feet draft of water, which may be taken as average figures for lobster sloops of this size. The floor was decidedly concave. As a comparatively new thing, she was of "set-work", or smooth-seam planking, instead of the lapstreak, "clinker-built" type heretofore so common. Another innovation was shrouds upon the masts, though these were mainly for convenience in hanging side lights, and carefully kept slack to avoid, as was said, any "cramping" of the boat in a seaway.

It might be thought, however, that the outrageously heavy mast would be more of a "cramp" than taut shrouds on a lighter one. The mast, in a boat of this size, would be nine inches in diameter at the deck-partners and well calculated to stand any strain without the support of shrouds, which many would not have on any account. The ideal mast should be of "island spruce," or, if not grown upon the island, at least close to the seacoast, as such trees were thought tougher than those of more luxuriant growth in forests inland. If the stick had in it a slight twist and a sprinkling of small knots, so much the better, as denoting still greater toughness. It was stepped far forward so that the boat would readily pay off when pulling a gang of pots without any jib set.

A large and deep standing room was necessary for loading dozens of lobster pots, as much width ofdeck outside the washboards was an objection when hauling pots over the side. For the same reason a high washboard was not used, and the short cabin trunk, forward, was commonly no higher than the washboard. In the cabin, or cuddy, there was always a stove for heating and cooking facilities, and bunks for sleeping the two men.

In spite of the large standing room draining directly into the boat's bottom, lobster catchers had a the greatest faith in their craft; and one hot-headed young man once foolishly boasted that "it never blows so hard in God's world" that he could not work the *Yankee Maid* to windward. Later, though, after having been driven miles to leeward, under bare poles, he had good occasion to eat his words.

Continued p. 15



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Usually one of the first things done when these boats were to be used for pleasure, was to extend the cabin trunk aft and raise the standing-room floor till it could be made self-bailing. With such alterations no better craft of the size could be found. Frames were ample in dimensions for fastening the few butts without the use of "butt-straps," and were seldom over six inches apart. The wale-streak of planking, and one or two beneath it, were of oak, the better to withstand chafing from hauling pots. Below this, old growth white pine, clear of sap, or native cedar, an inch or more in thickness, made a planking which would outlast the frame or the galvanized iron fastenings. The latter prevented Friendship lobster boats from rating as first-class in construction, no matter how good the stock, and though the galvanizing on wrought iron boat nails varied greatly in durability, the best of such fastenings would seldom compare with copper going through the timbers and securely riveted over burrs. There was an absurd idea, however, among lobster men, that copper fastening would "work loose" in time, and the use of galvanized iron was generally adhered to, though often to their sorrow.

As showing how much galvanizing varied in effectiveness, the fragments of a boat wrecked when twenty-three years old, gave no trace of rust in any portion. On the other hand, several small craft less than half that age, showed rust streaking down the sides from each fastening, and were in a fair way to become permanently "nail-sick."

A universal feature of these boats was a figurehead extending more than half the length of the bowsprit, and this, with its carved scrolls or vines, often the especial pride of owners, received due attention from a local artist. They were likely to be marred or broken outright by the sea, and the critical eye of the artist quickly found and defect that he might remedy by paint or with a few essential carving tools aided by a sharp jackknife."

Being exposed to a narrative like this, extolling the virtues of the "Friendship sloop," and a father continually relating stories of his and his brother's nautical misadventures on and around the Penobscot River and Bay, it's no wonder that I was influenced to buy a Friendship early in life. The book also helped me understand the time during which my father grew up and what I first thought was the outrageous nature of some of his "sea stories" may actually have some basis in truth. What I think is really remarkable about this book, especially this chapter, is that even as early as the 1930s these "sloop boats" were recognized as something special; a working vessel, built by the people who used them to earn a living, continually modified to best suit the needs of a tough occupation, that transitioned into pleasure craft that are still being lovingly cared for by individuals and families who prize these "traditional" watercraft.



Friendship Sloop Half Hull Raffle

to be held at the FSS Races at Rockland in support of the Friendship Memorial Scholarship Fund (FREN)

Irv Lash has carved a Friendship Sloop Half Hull to raffle off in support of the FREN. Raffle tickets will be available all three days of the Rockland races under the FSS tent at the Town Landing. **Ticket purchases are open to all** - not limited to FSS members. The photo below shows the half hull carving. Tickets will be sold for $5 each. The drawing will be held at the Saturday evening awards dinner. You do not have to be present to win. The winning ticket will be drawn, and FREN Chairman will announce the winner at the dinner. The Half Hull winner will be contacted and, if not present at the dinner, will receive the Half Hull at the address indicated on the winning ticket.



Philip C. Pratt II - Chairman of FREN
Questions, or comments 207-832-4335 davisloop100@gmail.com

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Northbound 2017: The Long Way Home

By Eric Turner

I encountered Friendship sloop *Wenonah* (Bruno & Stillman 16) in the spring of 2014. A friend told me she'd found *Wenonah* for sale online and showed me the listing. I had to see the boat in person. This meant using my vacation to fly from my home at the time in Key West, out to Galveston, Texas, and I'm sure glad I did.

Prior to discovering *Wenonah*, I worked for three summers aboard windjammers in Maine. Friendships sloops under sail were a beautiful sight between Penobscot Bay and Somes Sound, and one that had me yearning for a salty, gaff rigged vessel of my own. And so, I told myself that a chance to sail one of these sloops as part of my vacation made the trip worthwhile, even if I never saw the boat again.

It was an overcast day when I arrived in Texas, the water on Clear Lake resembled chocolate milk, and *Wenonah* looked like she hadn't had a wash down in years. The shakedown sail was sporty; I was ecstatic. Tacking around Galveston Bay, feeling the balance in her sails, the motion of her hull in the sea state, and the gentle pressure of the responsive helm was so natural. I was at home. From the first time I sailed aboard, I knew *Wenonah* was the boat for me. I saw a right past her dirty sails, flaking varnish, chipped paint, and greasy engine bilge, to her full potential, and made it my mission to help everyone else see her as I did, too.

I purchased *Wenonah* a few weeks later with a partner who later sold me their share of the boat. We sailed our new sloop across the Gulf of Mexico, back to Key West, hugging the coast and stopping most nights. In Key West I lived aboard *Wenonah* for three years, prettying her up and updating her systems while working on charter boats to help fund the projects.

Then, in 2017, *Wenonah* and I saw a change in the wind. I had been looking for a way to move back home, to New England, and bring *Wenonah* with me. An opportunity presented itself wherein I could sail *Wenonah* north and run charters aboard her, my very own boat, for the duration of the summer. It was a dream come true.

The destination was Salem, Massachusetts, where *Wenonah* and I would start the business: Sunset Sail Salem, a sister company to my previous employer Sunset Sail Key West. I set sail in late March with a good friend; *Wenonah* was underway from Key West for the last time just as the sun was setting. We slowly beat our way up to the middle keys, then it was a two day sleigh ride in the Gulf Stream up to West Palm where we were able to rest and recuperate.



A bit of engine trouble kept us dockside for about a week and finally we were up and running well enough to poke out and set sail again. The next couple days are a blur, we saw some nice sunsets, decent wind,

Continued p. 18

pods of dolphins, and when we were making our approach to Fernandina Beach on the Florida/ Georgia line, we got the engine to crank for the last time.



I dropped off my buddy after a hot meal, and with 1/3 of the trip completed, caught up on sleep at a mooring ball that night. There was a perfect three day window of moderate breeze from a favorable direction. So, before sunrise I slipped the mooring when the tide switched, and, without firing up the engine, sailed from Florida to Hilton Head Island, South Carolina. There I spent a full month dockside, pulling out the old two cylinder Volvo and installing a lighter three cylinder Beta Marine engine. Time flew by.

I was underway again the first week of May, and decided to take full advantage of having a brand new engine by motoring up the Inland Coastal Waterway for the next 500 miles, to the Chesapeake Bay. The highlights of course, were the portions of "the ditch" I was able to sail and the undisturbed, protected anchorages I got to visit.

I poked off shore at the mouth of the Chesapeake Bay, disappointed that I couldn't stay and explore a bit more. The next leg was an overnight hop to Ocean City, Maryland where I picked up another friend who wanted to help make an off shore run. Together, he and I dodged traffic across the mouth of the Delaware river and sailed along the Jersey Shore to our anchorage off Sandy Hook. After dropping off my volunteer crew first thing in the morning, I was underway again, bound this time for Connecticut. I sailed across the entrance to New York City, opting to hug the south side of Long Island. The sailing was fantastic: it was cold, windy, rainy and I didn't see another recreational vessel until I pulled up to Mystic in a dense fog the next morning.

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The next stretch of my journey, the final leg, was a real treat. My father, Craig Turner, was able to take time off work to help complete the trip north to Salem. We had a gorgeous day to sail across Buzzards Bay, wishing only that we had time to pull in and spend time at all the different harbors that surrounded us. We navigated up to Onset Harbor on a pitch black night for a calm bit of sleep at anchor.

First thing the next morning we rode the tide through the Cape Cod Canal. We cruised past Plymouth, Scituate, and Boston, pointing out the sights, dodging lobster pots and rain clouds. Finally, the last peninsula was in sight, and in no time we rounded Marblehead to enter Salem Sound about an hour before sunset. The feeling of accomplishment flooded me; I wasn't nearly as proud as I was grateful. There are too many people to name but I couldn't have done it without the support of my family and friends.

As we weaved through the boats moored in Salem Harbor and lined up our approach around Derby Wharf lighthouse, I felt that *Wenonah* and I were right where we belonged. Secured to the dock at Pickering Wharf, at last, we met the neighbors, stretched our legs, and had a relaxing meal. After a restful night at the dock, I was able to start preparing for a busy summer full of sailing charters on Salem Sound.

Overall the trip took ten weeks including the month at the dock in Hilton Head. *Wenonah* spent 26 days underway and covered more than 1,500 nm.

Wenonah is available for charter from May through October. She is located at Pickering Wharf Marina, 86 Wharf Street, Salem, MA. Stop by if you'd like to see the boat or go for a sail! For more information check out www.sunsetsailsalem.com or call (978) 594-6299.

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Eastward Restoration Continues

By Doug Riley

Readers of last year's Yearbook will recall that I bought Roger Duncan's Friendship sloop *Eastward* in 2013. I began a multi-year restoration project here in western Vermont.

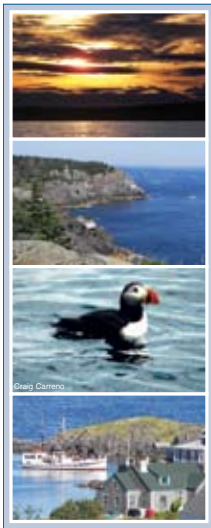
The work continued during 2017. It became the year of "Hoped I wouldn't have to fix that, but…" A close corollary to this theme was "Hoped I could splash her later this season, but…"

Eastward's frames had all been sistered from just above the bilge stringer down to the keel (where the butt ends of the originals had rotted). The stem was stout and new as well. Up in the forepeak, though, the floor timbers were original. They were only bolted to the old ribs with (formerly) galvanized bolts. These rusty antique fasteners were expanding and starting to split the floors – especially the forwardmost floor. This bothered me a little right from the get-go (the seller growled that they were fine), but my dissatisfaction grew every time I looked up there. Not only was that first little floor split by the rusty bolts, but rot was setting in, no doubt nourished by the rust. Worse still, it was bolted only to the lower ends of the *original* ribs, which themselves had rotted. The nice new sister ribs were connected to the floor only by the hull planking.

I attacked the whole mess with a hacksaw blade and assorted other weaponry. I'm six feet tall, and folding myself into the space forward of the Samson post was a challenge at best. I managed, though painfully. I took the pieces of the old floor to a local mill shop, saying "duplicate this in white oak." They did.

But how to work the new floor into the structure? I wanted to attach it to the new ribs; the remnants of the old ones were useless. Fore-aft bolts had suited the original ribs, which were roughly square in cross-section, but the sister ribs were wide and thin, leaving insufficient thickness for drilling and bolting parallel to the planks. After

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staring at the situation while coiled up like a rattlesnake in that forepeak, I came up with a scheme. The frame is bolted to thick corner blocks that, in turn, are attached by 'thwartships machine screws through the sister ribs and hull planks. The machine screws simply replace the wood screws that previously attached the planks to the ribs, and are countersunk and bunged outside in the same way.

The fuel tank (a nice stainless cylinder of about 13 gallons) was mounted high under the side deck to port, outboard of the cockpit well. This seemed OK until I tried to install a strip of ceiling to form an inside wall in the cockpit (this area had been open to the weather when I got her). The tank stuck out (just a little) into the cockpit space, making smooth ceiling impossible. Moreover, once that tank space was closed in, access to it would be very difficult. Finally, would it not be nice to have the weight of tank and fuel down lower? I 'rassled the tank out of its nook and installed a drain fitting at one end (it had had none). Then I made a corrugated-cardboard copy of the tank to experiment with. The space under the cockpit sole, outboard of the engine, was just big enough, allowing me to wedge the tank between the ribs and the cockpit-sole beams.

Eastward has wonderful old bronze-and-glass portlights. The outside trim rings were off when I got her, but all were accounted for in a box. Once I'd cleaned them up, screwing them into place should have been simple. It was not. A good half of the mounting screws had been torqued off, leaving metal stubs in the cabin trunk wall, where the new screws belonged. A half-hour job turned into a fussy day-long affair.

While writhing about up in the forepeak, I found that the blocking under the deck around the samsonpost was in bad shape. This blocking forms a set of partners that transfer heavy loads from the mooring lines, anchor rode and bowsprit to the deck beams. It has to be right. The post itself, viewed in place, looked worn but serviceable, until I extracted the blocks in a dusty cloud of dried-up bedding compound. Just in the area of its contact with those blocks, the post had a collar of deep rot. It would have snapped off in a storm. Out came the samsonpost. Money changed hands. The mill shop made me three nice oak strips to epoxy up into a new post. Even better, they allowed me to do

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the glue-up in their big laminating rack, with its lovely clamping system.

When I inspected *Eastward* in the water before purchase, the entire electrical system, down to the last wire, had been stripped out. Three quaint position lights and a steaming light (cast nicely of bronze, but equipped only with auto taillight bulbs) sat in a corrugated box down below. I suspect that the anchor light had been a lantern, hung in the rigging in classic fashion.

The Coast Guard requires boats of more than 39.5 feet in length to have two-mile position lights, not the 1-mile versions allowed smaller boats. *Eastward's* sparred length is in the mid-40's; LOD is only 32 feet. Was she subject to the 2-mile light rule? I decided that she was, and bought lights that comply with the bigger-boat rule.

While I was at it, I made a pair of light boards. Her sidelights had been mounted on the sides of the cabin trunk. It would not take much of a seaway or heel angle to obscure them. So up in the shrouds they will go. The stern light had been mounted (creatively) on a dummy ensign staff, with a wire to be plugged in once colors had been struck at sunset. I elected to mount my stern light permanently on the stern rail.

Lacking an installed electrical system, my seller had rigged a battery, a 110-volt charger and some lamp cord to run the bilge pump off shore power at the dock. This worked. The pump did not even have to run too often to keep the bilge empty. Still, when I later hot-wired the pump to see if it still ran, it did not. I installed a new Johnson pump and float switch, properly wired to bypass the (new) breaker panel.

Eastward had lovely new bronze horses (travelers) for the main and staysail sheets. The actual installations had been rather hasty, though. There were inadequate backing blocks and big, off-center holes through the deck beams that seriously weakened them. Contemplating that enormous main boom and its mammoth sail (as well as the fact that the horse sometimes holds dock lines), I added new blocking, and a metal backer as well, to the mainsheet horse. Up forward, I epoxied and screwed oak reinforcing strips to the deck beams where the staysail sheet horse's legs poked down through, with the idea of restoring some cross-sectional area to the beams around the holes.

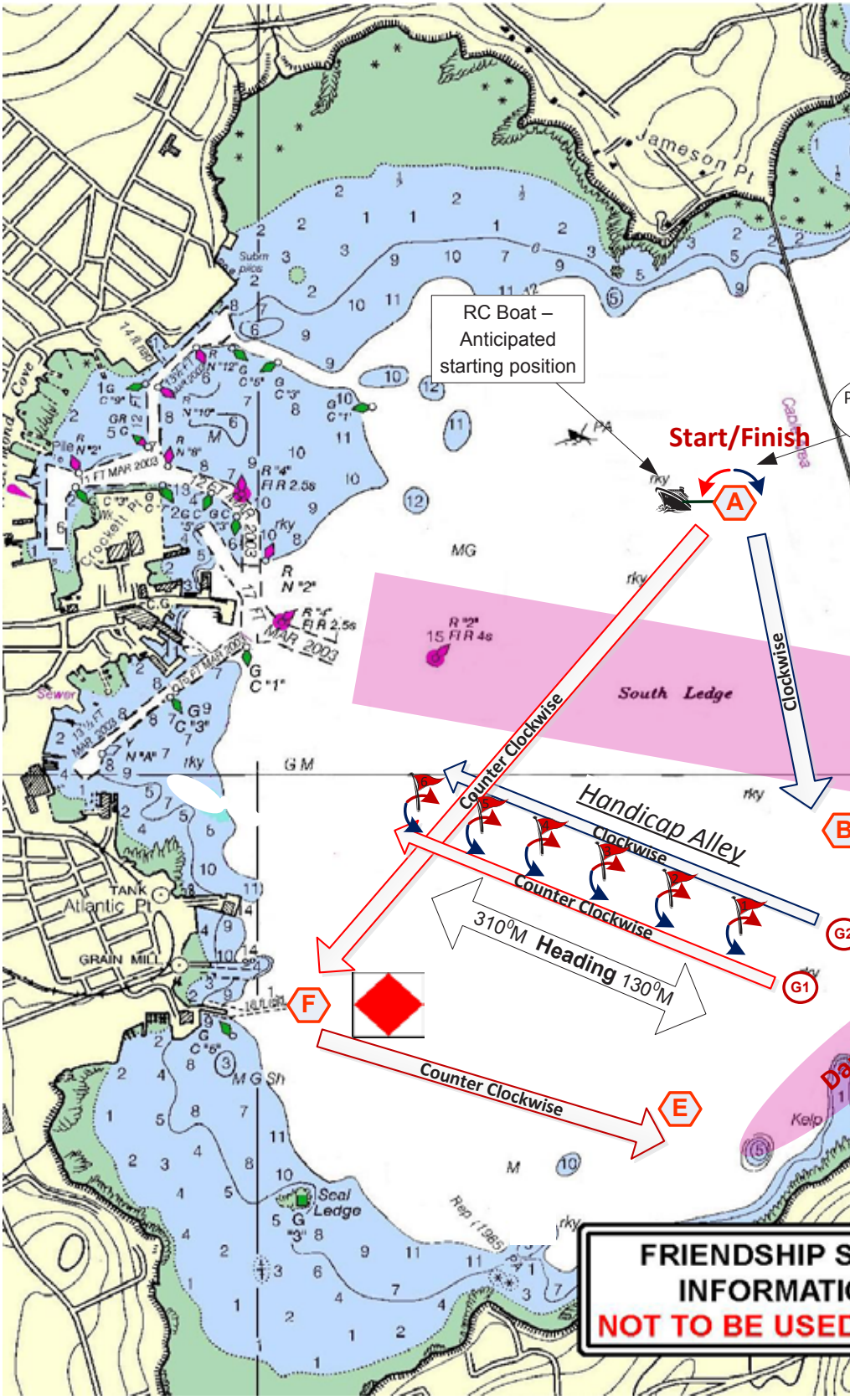
The engine's raw-water intake was shaky overall (even the surveyor noticed this one). The seacock was in its senior years, but it turned smoothly and was in good internal shape. Its through-hull fitting was less satisfactory. It was loose and leaky, with no backing block. The water strainer sat hard against the inside of the hull planking, cocked at a strange angle. I plugged and re-bored the hole through the planking. Next, I gave the

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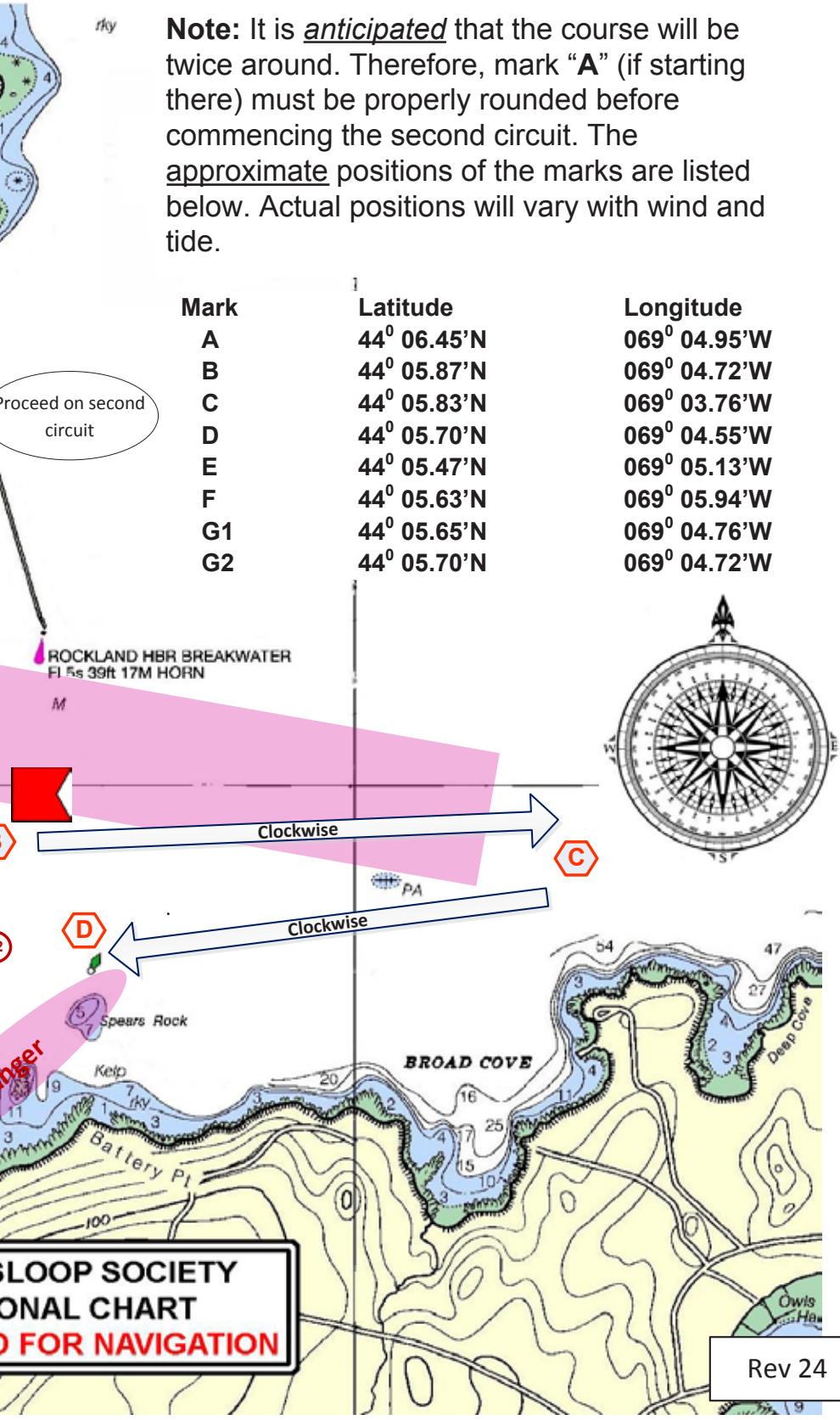


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Note: It is *anticipated* that the course will be twice around. Therefore, mark "**A**" (if starting there) must be properly rounded before commencing the second circuit. The approximate positions of the marks are listed below. Actual positions will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

assembly a new through-hull "mushroom" and backing block, a good cleanup, some additional pipe fittings and a few coats of bright red paint on the handle.

Roger Duncan writes in his book that, when *Eastward* first touched the water in 1956, "we had about half a boat." Fitting out continued through the '56 sailing season, and on into succeeding years. In fact, you never really finish building a wooden boat. I have put the topmast aside for now, along with the new toilet I so lovingly bought for her. A boom gallows would be nice, but Roger's simple X-brace will have to do for the moment. My goal this year is to have all the essentials covered… and finally to go sailing.

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No thank you, I don't want to go sailing

by Penny Morang Richards

I've been associated with the Friendship Sloop Society for more than 50 years and I have yet to go sailing. It's OK. I don't want to go.

I used to be damn fine crew for my dad, Bruce Morang, ages ago on Lake Quannapowitt in my hometown of Wakefield, MA, and on those occasions when he trailered the 18' Town Class named "Red Head" out to the Corinthian Yacht Club in Marblehead for Race Week. I didn't care for ocean sailing, it was too rough. But I did help because he loved it.

Dad and I won the Town Class Round Robin at QYC so many years in row that they put an English penny on the panel on the half model trophy. I loved lake sailing and those hours with my dad. Then, on my 17th birthday, I tumbled out of the boat and was seriously injured. We were racing the Round Robin, I was on the high side as we screamed along in heavy wind. It was glorious. Suddenly I became aware that we were no longer moving forward. I looked back to see my dad in the water, and water on the sail. It was the first time I was on a boat that capsized. I panicked. I threw myself backwards with the split-second confidence that I could right the boat. Instead, steel centerboard met flesh and more at the base of my spine.

My birthday is in early October. By the time my body healed, the ice was on the pond and I had all winter to think about how dreadful an experience it had been. I no longer

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wanted to sail on windy days. The sight of a boat bowing to the wind and water coming over the low rail made me nauseous with fear.

I became my mother's child, preferring land to sea, unless I could be on a dock or a boat firmly rafted to said dock or another boat.

My dad had his love affair with Friendship sloops, first as skipper of Ernst Wiegleb's "*Chrissy*" and later as FSS as Race Committee Chairman. My brother, sister and husband can claim hours of delight on the Cronin family's "*Tannis*." When my daughter came along and said she wanted to sail, I asked Jack Cronin if he would take her on board. She loved sailing as much as her grandfather did.

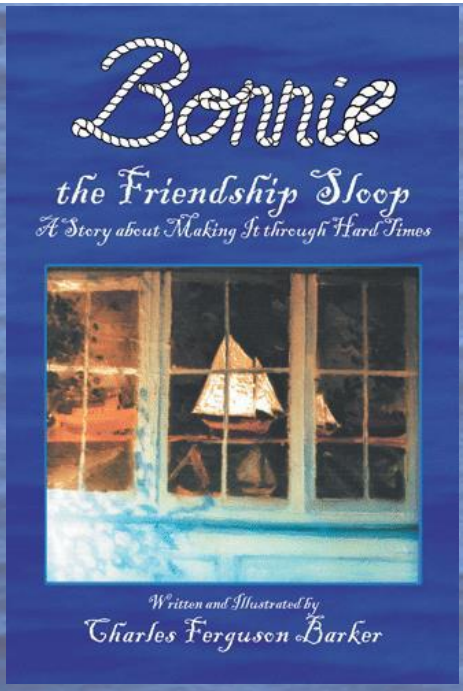
In the last few years I've ventured out on Jack's "*Effie M*" to watch the races. I turn my head when the wind pushes the sloops to my perception of beyond their limits and I silently rejoice when we get back to the docks and I can do a mental headcount. "*Tannis*?" Check. "*Banshee*?" Check. "*Celebration*?" Check. Miff and Marge? Scott Martin and Company? And on and on, checking each off in my heart.

So, no, thanks, I don't want to go sailing. I'll polish trophies and read a book under the tent. You can probably talk me into running an errand for you while you're out there (not to be translated as watching your kids).

I don't want to go sailing.



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"It's a Labor of Love"

By James Thoen

I have heard this cliche repeatedly as I grind away on this rehab and I have come to loathe it. Like most cliches, however, it is half right. The rehab of *Adagio* is labor.

However, what I am doing is not unique. In fact, it's an old story: Boy finds boat. Boy falls in love with boat. Boy restores and relaunches boat. It is a story told every month in *Wooden Boat* magazine and in countless other boatyards country wide.

However, an equally old story is the one about the rehab or rebuild that began with gusto only to wither and die a slow, debilitating death.

But, many come by and ask how I keep on doing it (and follow with "It must be a Labor of Love").

What Motivates People?

We all know that, early on, the mind supplies the vision of the finished project and that vision fuels the work. However, in time, the weight of the project slowly crushes the vision.

So, what motivates those who finish from those who don't? Much is written on this topic and I'm not going to rehash it here, but I have always believed that a critical element of Motivation is Purpose. Whatever the goal, it must be part of an overarching Purpose that is Personally Meaningful and Clearly Stated. The Purpose must convince you that your world will be a better place with your project complete than incomplete.

Without a clear, meaningful Purpose, you (or your organization) will fall short of your goal. If you look beneath the surface of any significant achievement, you will find this clarity of Purpose. And, by the way, if the Purpose of your project is not meaningful and clear, why are you doing it?

As a Recovering Corporate Drone, I sat through endless presentations of SMART goals (all goals should Specific, Measurable, Action-oriented, Realistic and Timebound). While there is some truth to the SMART goal format, it is secondary to Purpose. If there is no

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clear, meaningful Purpose, your goals can be as SMART as Einstein and still fail.

My Purpose

If I wrote that my Purpose is to give my life over to the restoration of wooden boats, that would be as lofty as it is wrong. There are some wooden craft (and a lot of plastic craft - anything made by Bayliner for example) that I have no interest in seeing on the water.

My Purpose in rehabbing *Adagio* is simple: To get this particular boat back on the water. Moreover, not only can I see her on the water, I can see the symmetry in her rigging, her angle of heel in a fresh breeze, the sturdy look of her bronze - I can even smell the fresh paint. That's what I mean by "clarity."

It is meaningful to me because I have always loved classic, gaff rigged working sailboats, their rugged craftsmanship and the traditions they represent. While it is an important part of our heritage, to me, it seems real and pure (that does sound lofty, but it's true).

In my mind, *Adagio* was simply too pretty to become a planter. The arc of her sheer and the quality of her construction required salvation and a trustee. Someone had to take her off the beach, so I did.

The Spirit is Willing, but the Flesh is Weak

But . . . .

There are times when the clarity of Purpose is not enough. Sometimes, you need more. Some people tell friends their goals so they can be cheered on and shamed into doing it. Some have notes tacked up in strategic positions which goad them into action and some have playlists that pump them up and refresh the dream.

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I have three pictures, one in my head and two on the boat. The one in my head is a picture taken from amidships of this sloop looking forward on a port tack. For reasons I cannot explain, this picture reminds me why I'm doing this. Maybe the warm beauty of the wooden spars against the full sails, maybe the bowsprit pointing the way or maybe it's just a well-framed shot. I don't know. It simply represents what will be.



The other two pictures are signs. One says **"It's not Furniture; it's a Boat!"** This is the boatyard equivalent of Voltaire's "Perfect is the Enemy of the Good." Since perfection is as elusive as unicorns and fairy gold, chasing it will keep the boat out of the water forever. This thought runs through my mind repeatedly and keeps me from becoming obsessive about a particular task.

The other sign?: **"It's not going to do itself."** This is self-explanatory, but I can tell you that it pushes me to do something every day howsoever little.

So, set all the SMART goals you want, but if you want to finish, have a Purpose. Oh, and someone to kick you in the slats - even if it is just a sign.



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--- *The Tradition Continues* ---

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Echo is Wounded

(…but stands up to 91 mph winds!)

By George Hagerty

On the day before Halloween this past year, having handily survived hurricanes *Jose* and *Maria* packing over 50 mph winds in Narragansett Bay, *Echo* was badly surprised by a "no name" storm that quickly blew up into a tropical storm directly over her beautiful bows.

With her new anchorage outside the safety of the inner harbor (25-year waiting list) and with a bad Northeast fetch, I had rightly moved *Echo* onto temporary moorings during the two hurricanes. As the last days of October advanced I readied her for what was forecast to be 25-35 mph winds on her last weekend in the water. Knowing she had easily handled such lashings I patiently went about my usual batten-down procedures including doubling up my pendants, chafing gear (especially for those bobstays!), unbending sails, etc. Thankfully I had made a solid Starboard© companionway hatch for the prior storms so she would not ship water through her original screened hatch should she ever go on her beam ends or worse, turtle.

At any given time there are about six boats of various sizes and descriptions that inhabit the outer mooring field off the Town Beach in Wickford, RI including a re-purposed steam launch of approximately 48' (I truly believe it is an old Herreshoff from across the Bay) and a steel ketch of at least 65' all black and looking a tad forlorn and a bit like a haunted pirate ship. During *Jose* and *Maria* we all came inside the harbor for safety. For this storm, again, not forecast to be anything terribly out of the norm for Narragansett Bay we all stayed outside. A fateful decision.

Late that Sunday afternoon after having put *Echo* to bed for the night, my wife and I drove back to our home in Stoughton, MA and sat down to a simple supper in front of the evening news. As soon as the weather came on and nary within the first graphic there she lay: that ominous international symbol for a tropical storm with spinning vortex shape and two sharp blades like knives lying right off Point Judith. It was now 6 pm, cold, dark, an hour's drive back south to RI and all the marinas and the yacht club to which we belonged were closed. The die was cast: we and all my fellow

Continued p. 33



captains were caught outside. I was sick to my stomach. I could not sleep. I tossed and turned all night as the wind howled. I simply had to trust Øistein Lie-Nielsen (I have just discovered that Merrill Young of Matinicus Isle was the actual builder at Lee's Boat Shop…) had built her in 1965 as strong and well as the Friendships of old. I felt ashamed and embarrassed; I had let her down at the 11th hour. She was all alone that cold and violent night…

Early the next morning I tried not to rouse my neighbor whose house is on the shoreline and looks directly out over *Echo's* mooring – they said they would keep an eye out and let me know. I could not leave work. An agonizing day. I pried my hands repeatedly from the phone until at last I got the text: *"She made it!"* with a tiny phone camera picture from afar, blurry but distinct, her gorgeous silhouette sitting silently on the quiet water of a dawning new day. She sat cleanly on her lines as if it was a bright August morning. I brushed off that there was a dark blur or spot on her starboard bow – probably seaweed tossed up and caught on deck or in the shrouds. The good news was she had not parted her lines, not shipped water and her batteries and bilges were functional. She was on her mooring and all was well. I teared up at my gallant little girl telling that storm too…well you know.

I sped down to Wickford that evening and could barely see her in the half light of evening still sitting patiently and all seeming still in good order. Being alone, I did not venture the paddle out late at night as the wind had kicked up to 20+ again. She was there, she was calm and she was strong – that much was proven. One more night and I would hug her again. Getting up at 5am the next morning I was on the water and aboard before first light. As I approached her from the starboard and out of the morning sea smoke it now became clear: the bowsprit had been torn off and was wrapped around and entangled in the starboard shrouds for that long night of battering. That dark blur! But, the mast was up, all else seemed fine, the morning was quite beautiful and I was on the water. I boarded with a wound in my heart, a cry and apology to this magnificent creature who just wants to be loved and put her shoulder to the waves without a care, charging endlessly ahead into any seas afforded her. Alternating between bouts of sorrow and crisis management I now worried the stability of my mast. Yes, 25+ mph winds were on the way again that night. Setting to work I jury rigged a head stay with both the jib and stays 'l stays to the stub of my sprit and lashed the broken rig strongly to the deck.

After tidying up I stood and phoned in to say I would not be at work that day, surveying the cove for the first time. And there it was, off my starboard quarter: the steel ketch was up on the rocks, above the high tide line on Poplar Point and now in full sun! She was over almost 60 degrees with her masts in the trees; high and dry and on a very foul and rocky shore. Small dots scrambled around her – gear was off and strewn on the beach as they lightened her and checked the rudder now jammed on the rocks. I have to believe she is 35 ton or more and she tore loose. *Echo* braved it and survived, alas wounded but afloat. I was horrified imagining the strength of the winds and tides I did not witness but that were now attested to by this massive ship gone ashore only a boat's length from me. I later found out the winds were clocked at 91 mph on the tip

Continued p. 34

of Jamestown – 1 mile east of my mooring. Tropical storm – try hurricane. The third in as many months.

I attach some photos of recent work to repair her trail boards chaffed by the tangled gear along with the saddest part of all: her original billet head was lost overboard. I have scoured the beaches and coves and spelunked the rip-rap breakwaters to rescue this signature element of a Friendship sloop, going so far as to run and ad with a reward in the local newspaper: all to no avail.

Therefore I have set myself the task of carving a new one and in the interim have made a clay model from memory, a silicone rubber mold and a urethane resin casting as a backup. The process to make a mold is quite easy for me having worked for a sculptor for twelve years. If you have the need to cast a decorative or other element for your boat, I hope these snap shots help you in your own repair projects. As to carving, we shall see but I relish the task. Regards and here's to sailing again on *Echo*.



Modeling the clay billet head



The dried clay model removed from mock up



Mold opened to reveal final casting.



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A Wet Winter

By Dave Frid and Kim Thomas



Tecumseh has taken up new summer residence in Gananoque, Ontario as we have moved from Toronto. I say summer, as she makes a seasonal migration of sorts the 150 or so NM back to her traditional winter in-water home at PCYC in Toronto so as to keep her wet year round. You think hauling and launching seasonally is chore? Try worrying about your baby afloat in February surrounded by an ever-diminishing small pool of open water courtesy of submerged electric "bubblers" valiantly trying to keep your winter boat from becoming a Shackleton story. Is it worth it? I don't know, but it was sort of a pact I made when purchasing *Tecumseh* from Dan Traylor, now twenty years ago.

The migration sail is an adventure of 34 hours non-stop open water sailing on "The Ontario Sea" which can give you anything in the very shoulder season of early May or October, but it bookends the summer with guaranteed sailing yarns.



If any of our intrepid FSS members are up to visit the Clayton Boat Museum, think about crossing over the Ivy Lea Bridge and paying us a visit, or a sail, in the Thousand Islands. Bring your passport, or just some Canadian Tire money and they will let you in.

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Greetings from The *GLADIATOR* HOTEL 44* N 69* W reservations require 5 minutes notice	Always sailing with Friend....ships *Gaivota* and Crew
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THE FRIENDSHIP SLOOP SOCIETY'S BULLETIN BOARD

Queequeg keeps on sailing
Richard, Beth, Ruth
and Robert Langton

Hope to see you all at
Southwest Harbor and Rockland!

Hail to All from Wickford, RI
– *Echo* –
ghagerty@usart.com

Fair Winds and Following Seas
David Graham
Corinthian Yacht Club

The FSS thanks Rockland,
the Rockland Yacht Club
and Harbormaster Matt Ripley

SAVING *VOYAGER*
Any information about FFS#1 ?
…or her builder, Charles Morse.

Thanks, Dexter Cooper
Hartlandnavy.com/contact

Looking Forward to Seeing Everyone
in Rockland
Kirsten and Wayne Cronin
Rights of Man





Bowsprit Surfing

By Tom Berry

I was recently reminiscing on my happy 20 years of stewarding the Friendship Sloop, *Wenonah*, for lack of another available activity such as nipping into some fish tacos. The aging mind took me to a blustery Fall day when three of us set off on a 20+ mile sail from *Wenonah's* berth in Pasadena, MD, to Baltimore. The 5 mile leg out the Magothy River to the Chesapeake was as good as the day would get, a smooth broad reach, teasing us into thoughts of a fine sail up the Bay. The land protection we enjoyed on the Magothy disappeared when we entered the Bay. Now a fierce wind brought 3-4' seas. Forced to motor sail we were miserable while *Wenonah* drove up, then down each crest. The wind slowly backed on us from NE to North as we inched up the Bay. When *Wenonah* reached Bodkin Point and turned North into a stronger wind and larger waves our mettle was quickly tested.

The Patapsco River introduced us to Trouble, a cantankerous chap on a blustery day. A strong line holding the clew of the staysail to its boom gave up the ghost and broke, unleashing the fury of the sail to flog about with intemperate rage. I tenderly stepped out the bowsprit with the halyard in the same hand that firmly clenched the inner forestay in an effort to grab the wind-whipped sail and haul it down with the free hand. Meanwhile, I was being bucked by a hobby-horsing bowsprit as it plowed into waves, then lurched to unimagined heights with each new wave. This is the first stage, the upright position of bowsprit surfing, a head full of adrenaline 12' above the water one second, then your feet in the chilly Fall water a second later. Up and down over and over. Ah, such joy!

On to stage two of this great sport. Sail finally wrestled down, but its foot still thrashing about, I came to the other surfer's position…balancing one's belly on the bowsprit while attempting to keep the sail near the bucking bowsprit. Alas, I had nothing in hand to secure the sail so yelled back through the wind to a mate in the cockpit to fetch a piece of line. I rode that pole into the water for a thorough drenching, then flew high and plunged low, holding on all the while for fear that I'd be bucked or slither off and into the river while the mate was still searching for the needed line.

The line arrived; still on my belly, the sail was eventually secured to its boom and a huge sigh of relief was released. Heavy breathing calmed. The racing heart slowed. I slid back off the bowsprit and worked my way back to a much calmer, safer cockpit and just sat while we slowly, very slowly, made our way up the Patapsco to Fort McHenry where the wind's wrath finally faded away so we could enjoy the rest of the journey into the Inner Harbor and the welcoming sight of the *USS Constellation*.

A great sport that bowsprit surfing, but a prone position on a 4" wide pole is really no pleasant way to secure a sail; it's just the most convenient method in certain misadventures. But there's good news.

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Boats and People

By Captain Bill and Caroline Zuber

It has been more than fifty years since we brought a 65-year-old Friendship sloop, then named *Downeaster*, into Friendship harbor, from Manasquan inlet, New Jersey. We had purchased the sloop just months before, and planned to bring her back to join her sisters in races then held in a Homecoming Regatta in Friendship, Maine. Previous stories in the yearbooks published by the Friendship Sloop Society have documented our transition from *Downeaster* to *Gladiator*.

The story we want to share this year is not about the sloops we have met, but the people who shared our passion. It made this group different; although it certainly helped that they all had the same common malady as did we. They proved to be a really helpful, low maintenance, bunch that makes for "Enduring Friendships" — the name of one of the latest book published by the Friendship Sloop Society,

To prove this point, here is the rest of the story. At this (our first race) we met quite a few of the members of this group. In meetings with this group over many years at the races, and other events, it has been a real joy to be with everyone. You could commiserate with those who had the same problem from time to time and are willing to help to ease your pain. After 50 years, we decided to "sell" the *Gladiator* to our son so he could help with the costs. The thought was that he should have a more recent survey of the vessel to see what it was he was buying for $1.00.

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Vessel name: GLADIATOR Vessel location: Stored ashore
Friendship, Maine

FOR PROFESSIONAL SERVICES RENDERED: TO INSPECT THE ABOVE CAPTIONED VESSEL AND SUBMIT A WRITTEN REPORT.

Inspection.....	$225.00
Mileage.....	75.00
Office expense.....	18.00
Total	$318.00

Payable upon receipt - Thank you!
NOTE: If drawn on a non-US bank add a $10.00 bank charge.

Terms: Due when rendered. Any balance more than 30 days overdue will be subject to a finance charge of 1 ½ % per month. (18% apr). Cash & checks readily accepted.

We enlisted one of our very best long time friends, and a Freindship Sloop Society member, who also happened to be a Marine Surveyor, to come to Homeport and do the job. We offered room and board and libations in return for his expertise.

He produced not one but <u>two</u> complete Surveys, one for the seller and one for the buyer. They were not exactly true carbon copies. The one for the seller would be excellent if one wished to use it to present to an insurance company as a reasonable representation of the vessel at the time of inspection. The one for the buyer was more on the order of "Andy, are you sure you want to do this??" Knowing Dick's sense of humor as well as we do, we did not find this unexpected. In due course the surveys arrived in the mail with an invoice for services rendered carefully detailed.

HOTEL GLADIATOR
29 WADSWORTH POINT ROAD
FRIENDSHIP, MAINE
207-354-8036

18 November 2017

Check in::16/11/17 ; 1 PM

Check out: 18/11/17; 10 AM

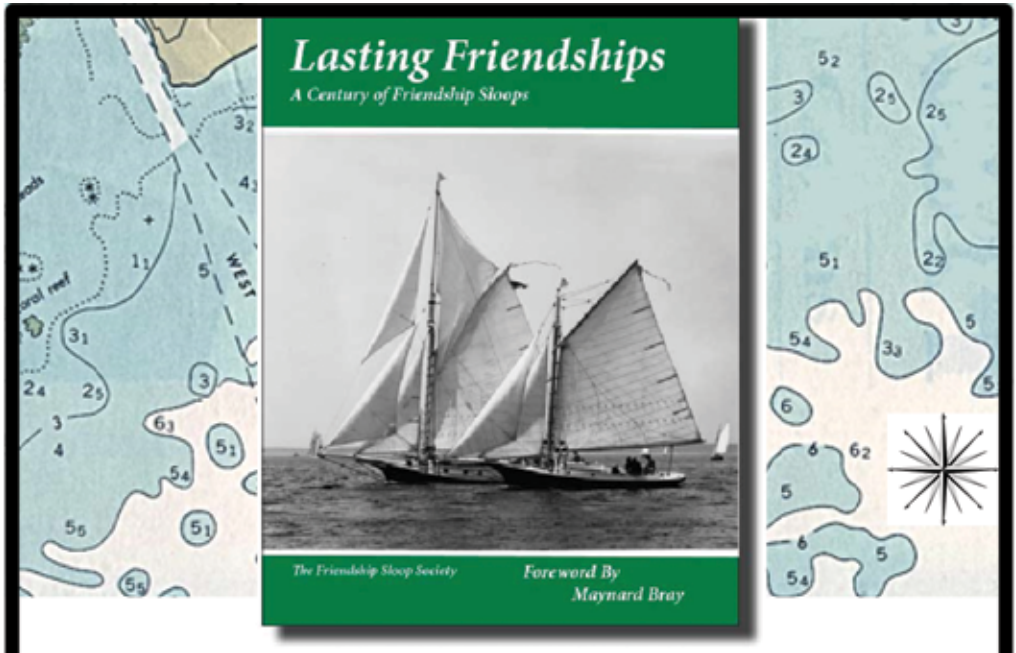
No guests: 1

Penthouse suite: 2 nights @ $95.00 each		$190.00
2 breakfasts @ $8.65 each		17.30
1 dinner Thurs nite @ $21.50		21.50
1 mega-meal Fri nite @ $28.00		28.00
2 lunches @ $14.60		29.20
3 "dark & stormys" @ $11.00 each		33.00
	Total:	$319.00
Credit applied from survey invoice #1117-3		- $318.00
Balance due Hotel Gladiator:		$1.00

BALANCE DUE HOTEL GLADIATOR IS ENCLOSED!



Perhaps Roger Duncan had more in mind than just the boats when he wrote, "A Friendship sloop is a state of mind composed of independence, tradition, resourcefulness, and a most fortuitous combination of geography and language in the name of Friendship." The question we are left with is, did the people build the boats, or the boats build the people - or both?



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

Forward by renowned maritime historian and technical editor, Maynard Bray, with 336 photographs, plus line drawings and original illustrations, ***"Lasting Friendships"*** is a must have for any lover of traditional sailing vessels and Maine history.

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

The Launch of Maria

by Alden Burnham

(The story of Alden's restoration of Maria*, alongside his father, shipwright Harold Burnham of Essex, MA, appeared in the Summer 2017 issue of the FSS Newsletter.* Maria *was the first boat built by Alden's grandfather Charlie Burnham in 1970, named for his grandmother. The family has a long history of sailing Friendship sloops and involvement in the FSS.)*

The launch was a blur of emotions for me, but I was more amazed with the days leading up to that culminating moment. We had set the launch for the *Maria* originally at the end of May of 2017, then pushed it back to June, and as the summer got busier chartering *Ardelle* and working on other projects, the *Maria*'s launch was set into August. At that point, with little sailing left in the season, my dad said we could push the project back another year. It was only soon after he offered this that my grandfather, Charlie, came down to have a look inside the boat and asked me "are you going to hurry up and get this boat done so I can go for one last sail before I die"?We decided to set the deadline at September 21 and get it done. Of course, this meant my dad and I didn't sleep for a week before the boat launched, and we finished painting it 5 minutes before it went in the water.



But she went in the water, not without the help of dozens of volunteers who worked late into the night including a crew from the schooner *Adventure*, many of my dad's capable friends, and Katie Dench, who kept us going even when neither of us wanted to. My maternal grandfather was also able to come help for the last week, finishing out the rails and milling the ceiling. Even with all this support, which I am enormously grateful for, the day before the launch, the boat was only about half planked below the water line. It seemed like some of the most frustrating work when at 3 am we finished one of the planks and got the bevels cut only to have it split in two as we screwed it in! The next day we finished the planking and my sister went around the boat finding holes we had forgotten to caulk or plug, and she is undoubtedly the reason the boat floated. A few hours later my friends, family, and much of the town watched the boat race into the water down the greased ways, as though she had been waiting 40 years for it.

The first trip we took downriver with Dave Brown and Katie was surprisingly relaxed, as the wind died down under the setting October sun. It was a great feeling to finally have my visions of sailing manifested. The next weekend I took my girlfriend and roommate sailing to welcome in the *Ardelle* and *Lewis Story*. I have spent my whole life on the Essex river, and spent the entire summer clamming on it, but nonetheless, we managed put the *Maria* up on the marsh at least 3 times, which required pushing and heaving and leveraging to get her off. But I knew that I could get off of the marsh. I knew this

Continued p. 43

because one time Charlie got the *Resolute* stuck on the marsh and had to go back and dig a trench next to the keel with a shovel so it would right itself on the tide and he could get it off. Much like I knew I could finish the boat, because Charlie, with 3 children and a full time job in Boston finished the boat on his own time 40 years earlier.

Tradition is finding something that works and continuing to do it. This apprenticeship,funded by a grant from the Massachusetts Cultural Council, allowed me a brief glimpse and a lasting interest into the things that boatbuilders have done for a long time, that effectively create strong and beautiful vessels. The advantages of growing up in a shipyard have for too long been overlooked in my life, and because of this apprenticeship I was finally able to begin to respect the opportunity before me. As I spend more time on the working waterfront from Gloucester to Boston, I now have a deeply improved sense for what makes wooden boats truly beautiful feats of engineering, including the *Roseway, Adventure*, and *Ernestina*, each of which represents a cultural icon that I can now more fully respect and comprehend.

In addition to developing my personal identity and craftsmanship, this apprenticeship was important to me as a way of paying homage to those masters who rightly take pride in beautiful boatbuilding work. It was amazing to be able to work with my father on the boat that my grandfather built. He always encouraged me by saying that it should be as much fun to build as it is to sail. Improvement is what gave me the most gratification during this apprenticeship, and my father always tells me that after 5 years I will become 7 times more accurate and 7 times faster. I hope to continue to progress as a craftsman, and I feel that without this grant I would have been far worse off at improving my own abilities.

I was consistently impressed by the people who I was working next to and around, with their dexterity and skill. At some times it made me feel frustrated that I could not move through tasks with the same drive that they seemed to have. But for the last year as a teacher at Community Boat Building, a nonprofit that works with low- income students in Boston to build wooden rowboats, my students looked at me as an instructor the same way that I look at other master craftsmen. This apprenticeship was a journey of me making mistakes, and also listening to a master who had made many mistakes before I did. I had no good reason to be frustrated in this process because there was no reason that I should have known what I was doing. This apprenticeship taught me how to engage in critical self-reflection and how to improve my craft until I was left with a satisfying product.

Cultural preservation is truly best executed through the spreading of traditional ideas and values. As an educator, I am now able to pass on a more comprehensive understanding of the arts that for hundreds of years helped the noble shipbuilders of Massachusetts grow and prosper. The extent to which this process improved my ability to teach my students cannot be overstated. Thus, the reconstruction of *Maria* not only allowed me to begin a journey of developing my skills as a boatbuilder, but also is truly valuable to my students who will hopefully become aware of a common cultural identity.

Last weekend we took the *Maria* down river one last time to go cranberry picking on Crane's beach. We towed Mary K's father's little red dory down behind us, and used it to get ashore, a tribute to the memory of her father, and a strong symbol that the *Maria* will continue to be relevant.

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	Dexter Cooper, Hartland, VT	Rebuilding	VT
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	Shelburne	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, Boxford, MA	Rebuilding	MA
34	PAL-O-MINE	27'	W. Prescott Gannett	1947	Douglas Lane, Millersville, MD	Essex	MA
35	JUNIPER	20'	Nathaniel D. Clapp	1962	Wes & Janis Balda, Thorndike, ME	Belfast	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	Zachary Teal, West Newbury, MA	Essex	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, Fairfield, 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	Alex Norton, Middleboro, MA	Mattapoisett	MA
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, Vinalhaven, ME	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	Ruth 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, Salem, MA	Salem	MA
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	Alden Burnham, Allston, MA	Essex	MA
128	SCHOODIC	31'	E. Collemer / B. Lanning	1973	David & Nancy Schandall, Lunnenbrg, Nova Scotia	LunnenbergNova Scotia	
129	GISELA R.	25'	Andrew P. Schafer	1969	James O'Hear, Sag Harbor, NY	Noyack	NY
130	NARWHAL	25'	Newman (P06)/Newman	1972	Mike Dulien, Fort Worth, TX	Newport Beach	CA
131	NOAHSARK	29'	John Chase	1972	Paul Werner, Old Orchard Beach, ME	Cape Porpoise	ME
133	INDEPENDENCE	30'	Bruno & Stillman (21)	1973	Ruth Schwarzmann, Ponte Verda Beach, FL	Rockport	ME
134	VOYAGER	22'	Passamaquoddy / Collins	1973	Charles Meyer, Hingham, MA	Hingham Harbor	MA
137	AYESHA	35'	Wilbur A. Morse	1906	Larry Thomas, Jefferson, LA	Lake Ponchartrain	LA
138	GYPSY SONG	31'	Robert P. Gardner	1973	Shawn & Donna Teague, Kennebunk, ME	Portland	ME
139	OSPREY	25'	Newman (P08) / Morris	1973	Steve & Kate Hughes, Mission Hills, KS	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	Al Kent, Pocasset, MA	Pocasset	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	San Diego	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	Richard & Karen Schwartz, Woolwich, ME	Boothbay Harbor	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, Wayland, 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	Hubertus V. Sulkowski, Phippsburg, ME	Phippsburg	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	Boston	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, Gananoque, 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	Stacy Spaulding & Rayned Wiles, Baltimore	Baltimore	MD
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	Perth Amboy	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, Seal Cove, ME	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, Eng.	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 Edithvale, 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 1970's
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
173	MEDUSA	25'	Ron Nowell	1979	Blown ashore in 45 knot gale c 1982/83 at marshall CA
175	EDELWEISS	15'	David Major	1975	Broken up in Friendship, ME
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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