Friendship Sloops

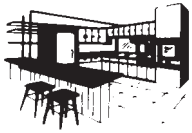




Sailing New England

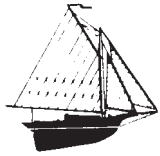


~ 2020 ~



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Jarvis's restored 1904 McClain-built Friendship Sloop, Dictator, in 1981 at the Friendship Sloop races in Friendship Harbor. His favorite sailing was with lots of people aboard enjoying an afternoon on the water.



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Kathe Newman Walton, Broker
Jarvis Newman (1935-2019), boat builder and founder of this Brokerage
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Email: info@jarvisnewman.us

Cell No. (207) 266-5574
Website: www.jarvisnewman.us

Welcome

THANK YOU for taking a free copy of the Friendship Sloop Society's annual Yearbook and Guide. We hope you find the articles and photographs of interest and kindly ask you to support our generous advertisers who enable us to bring this special publication to you.

This is the story of a family of boats and how they weathered more than a century of change and why they still have a passionate following today. Each year a regatta sponsored by the Society is held in July in Maine – check out the schedule of events along with other classic boat races, regattas and rendezvous throughout New England. We encourage you to join us at www.fss.org.

The Friendship Sloop was developed around 1880 for fishing and lobstering in Muscongus Bay on the Maine coast and has survived as one of only a few regional types now recognized as an American sailing classic. It is certain some of these fishermen had seen a Gloucester fishing boat and, being impressed with their lines, incorporated some of those features into their own hull designs. The basic form was scaled up or down depending on length (averaging 21'- 38') and followed a pre-set formula. All had an elliptical or counter stern; most of them a clipper bow; long bowsprit; and all were gaff rigged. The cutter-rig sail plan was both distinctive and functional for the tending of traps and lines while underway, one of this boat's most special attributes.

By the late 19th century, small boat shops dotted the coastline of Maine and each builder had some little 'secret innovation' that made his vessel the best. Many names are remembered as builders of these sloops: Carters, McLains, Collomores, Winchenbachs, Stanleys and others, but Wilbur Morse's name comes up as "the father of the Friendship Sloop" because of the large number that he produced in his shop in Friendship and whereby the sloop gradually acquired its name. Sadly, the advent of motors and modern equipment around 1915 almost relegated this beautiful craft to extinction, but her fine lines, seaworthiness and her great record have now added "yachting" to her long list of able uses. In modern times, Bernard MacKenzie of Scituate, Massachusetts sailed his beautiful *Voyager* in a Boston Power Squadron race in 1960 and won the race against a much stronger competition of Bermudian rigs with large spinnakers and genoas. This inspired him to have a Homecoming Race in Friendship Harbor in 1961 and this year would be our 60th anniversary event!

The Friendship Sloop Society is a non-profit organization incorporated in the State of Maine in 1961. The purpose of the Society is to encourage the building and sailing of Friendship Sloops and to provide a forum for owners and friends to meet and enjoy each other around a common interest. Sloops now registered with the society total 285 with the oldest wood original from 1899 (…and still sailing!) to the 'newer' fleet of fiberglass models developed by Jarvis Newman in the 1970's.



Commodore's Message

Greetings Sailors!

After evaluating every possibility of "how to hold" the Homecoming 2020 during the COVID-19 crisis, the Officers and Executive Board of the Friendship Sloop Society have regrettably determined that our event in Rockland Maine must be canceled for this July 16-20, 2020.

It is out of great concern for the wellbeing of our members; the integrity of the society; and the safety of the public that we see no way to follow the federal, state and local guidelines to hold a safe event. Everyone's safety and health is our greatest concern.

I hope you are able to put your boat in the ocean over this summer and spend some time social distancing with family/friends while you enjoy a sail in your homeport. When you are sailing a Friendship Sloop you are connected to an enduring tradition. When you are "messing about" in a Friendship Sloop you are not alone. You are connected to a strong spirit of independence and joy.

If you have any questions or concerns please feel free to connect with me directly at: commodore@fss.org. We will join together again and have our 60th Homecoming when fair winds move us home.

Take Care,
Diane Huston Fassak
Commodore
Friendship Sloop Society
Westwind #95

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Friendship Sloop Society Officers 2020

Commodore	Diane Fassak	31 Lantern Lane, Mansfield MA 02048
Vice-Commodore	Vic & Nancy Goulding	6 Highland Ave., Holyoke, MA 01040
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 02540
Webmaster	John Wojcik	347 Lincoln St., Norwell, MA 02061
Yearbook Editor	George Hagerty	646 Central Street, Stoughton, MA 02072
Yearbook Advertising	Peter Toppan	26 Thomas Clapp Rd., Scituate, MA 02066
Registrar	John Wojcik	347 Lincoln St., Norwell, MA 02061
Friendship Mem. Scholarship Fund	Philip Pratt	P.O. Box 129, 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
Handicappers	Dick Salter	P.O. Box 132, Manchester, MA 01944
	Dick Campbell	31 Meadowood Ln,Old Saybrook, CT 06475
Auctioneer	Bill Whitney	75 Kingsbury St., Needham, MA 02492
Cannoneer	Philip Pratt	P.O. Box 129, Friendship, ME 04547

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



The fleet hard at work on a fine Maine day!

VISIT
The FRIENDSHIP MUSEUM Est. 1964



FOR MORE INFORMATION AND OUR HOURS, CHECK OUR WEBSITE
www.friendshipmuseum.org

Honorary Members, Past Presidents & Commodores

Honorary President:	Bernard MacKenzie *	1964
Honorary Secretary:	Betty Roberts *	1978

Honorary Members

1964	Howard Chapelle	*	1974	Lincoln Ridgeway	*	1988	Carlton Simmons	*
1964	William Danforth	*	1974	Albert Roberts	*	1988	David Graham	
1964	John Gould	*	1974	Betty Roberts	*	2003	Roger Duncan	*
1964	Cyrus Hamlin	*	1982	Dorothy Gould	*	2003	Mary Duncan	*
1964	Governor John Reed	*	1982	Ernst Wiegleb	*	2013	Jack Cronin	
1964	A.K."Dick" Watson	*	1985	Bruce Morang	*	2013	Mary Cronin	*
1969	Herald Jones	*	1985	Marcia Morang		2014	Bill & Caroline Zuber	

Presidents and Commodores

1961-1963	Bernard MacKenzie	*	VOYAGER
1964	Richard Swanson	*	JOLLY BUCCANEER
1965,1968	Roger Duncan	*	EASTWARD
1966-1967	Robert Lash	*	GYPSY
1969-1970	George B. Morrill, Jr	*	SAZERAC
1971-1972	William H. Pendleton	*	BLACKJACK
1973-1974	Frederick S. (Ted) Brown	*	VIDA MIA
1975-1976	Henry O. White	*	SARAH MEAD
1977-1978	John D. Cronin		TANNIS
1979-1980	Donald Huston	*	EAGLE
1981-1982	Alfred E. Beck	*	PHOENIX
1983-1984	William K. Hadlock	*	HERITAGE
1985-1986	Richard H. Salter		LIBERTY
1987-1988	William H. Zuber		GLADIATOR
1989-1990	John M. Wojcik		BANSHEE
1991-1992	William M. Rand, Jr.	*	WILLIAM M. RAND
1993-1994	James & Andrea Wilson		OLD BALDY
1995-1996	Rich & Beth Langton		CONTENT
1997-1998	Larry & Debbie Plumer		DESIREE
1999-2000	Tad Beck		PHOENIX
2001-2002	Paul Haley		TERN
2003-2004	John Rand		WILLIAM M.RAND
2005-2006	Charles Burnham		RESOLUTE
2007-2008	Roger Lee		SAZERAC
2009-2010	Wayne & Kirsten Cronin		RIGHTS OF MAN
2011-2012	Peter & Nancy Toppan		COMPROMISE
2013-2014	Bill & Kathy Whitney		GAIVOTA
2015-2016	Noel & Laurie March		CONTENT
2017-2018	Jeff Cronin		TANNIS
2019-2020	Diane Fassak		WESTWIND

* Deceased

We Dedicate this 2020 Friendship Sloop Society Yearbook to…By David W. Graham

During this recent September of 2019, we lost two giants within the Friendship Sloop Society and so we dedicate our 2020 Yearbook to these two fine gentlemen of our society: Jarvis Newman and Charlie Burnham.



First came the news of September 1, 2019 when we learned that Jarvis Newman slipped his mooring, following a lengthy illness. Jarvis cut his teeth as a youngster by lobstering with his father and grandfather. Following graduation from Wentworth Institute in Boston, Jarvis found himself employed with General Electric Company in Cincinnati, ground-testing jet aircraft engines. In 1961, Jarvis and Sue Bunker were married and a year later their daughter, our society's very own Kathe Newman (Walton), was born. By 1964, the Newman family had returned to Southwest Harbor where Jarvis was hired by Bob Hinckley in the fiberglass department at Hinckley Yachts.

After learning the trade, by the early 1970s Jarvis and his family had moved to Manset where he started building small boat hulls in fiberglass at the family boatyard. Demand for his hulls was so high that he decided to hire three employees at the yard and build hulls with deck and engine installed, shipping them to other boat finishers for completion. Using *Old Baldy* (FSS #57) as a plug, which had been built from Howard Chapelle's Pemaquid design, in 1969 he launched the elegant fiberglass *Salatia* (FSS #90) that, 60 years later, still graces the waters of mid-coast Maine. In time, Jarvis had restored two Friendship Sloops: *Venture* (FSS #66) and *Dictator* (FSS #2) selling the first and retaining the second as the Newman family boat. The *Dictator* restoration was chronicled on TV and in Time-Life books. In total, Jarvis built 18 of the 25-foot Pemaquid hulls and 20 of the 31-foot Dictators. During the late 1970s Jarvis sold the boatyard and by 1980 had started Newman Marine Brokerage, which continues today under the leadership of Kathe Newman and her husband Dan Walton, who both sail *Old Baldy* (FSS #57). Jarvis cut a large figure in Southwest Harbor, becoming involved in various civic positions that promoted the SWH area. He recently was awarded the Maine Governor's Lifetime Achievement Award for promoting the state's boat-building industry.

****



It was later in September, specifically on the 19th, when we learned of the loss of the second Friendship Sloop Society giant, Charlie Burnham, following a long illness. An Essex Massachusetts native of several generations, Charlie spent many a happy summer childhood on the Essex River building and sailing his small boats. A graduate of Northeastern University in Boston, Charlie went to work at Massachusetts General Hospital where he spent 40 years making significant contributions in the MGH Radiology Research Labs developing and perfecting Positron Emission Tomography (PET); a nuclear imaging technology that is used to help identify a variety of conditions, including many cancers, heart diseases and brain disorders.

Active in Essex town affairs for decades, Charlie and Maria (Piraino) married in the early 1960s where they and their family of three children, including our very own Harold Burnham, were to live and flourish. Steeped in the interest of history strengthened by no less than seven generations of Burnham shipbuilding, Charlie served as the President of the Essex Historical Society and was one of the founding fathers of the history-rich Essex Shipbuilding Museum. It was in 1971 that Charlie completed and subsequently launched his little 21-foot Friendship Sloop *Maria* (FSS #127) which was followed in 1973 by his larger *Resolute* (FSS #123) at 28-feet. During the ensuing years aboard the *Resolute*, Charlie, Maria and family sailed in numerous Friendship Sloop Society regattas at Friendship, Boothbay Harbor, Marblehead, Southwest Harbor and Rockland.

Two Friendship Sloop Society giants bonded in time; each with a strong interest in building and sailing the Friendship Sloop; each with promoting the purpose and goals of what the Friendship Sloop Society is all about! Recently both Jarvis and Charlie were observed sitting together, smiling upon us whilst in deep discussion on the various virtues of the fiberglass and wood versions of the Friendship Sloop.



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Due to the potential of COVID-19 event cancellations in 2020
Please contact the listed persons, coordinators or Commodores
in advance, to confirm a listed event is happening.

Sailing New England Waters 2020

~~**Windjammer Days**~~
~~**June 21st - 29th, Boothbay Harbor, ME**~~
~~www.boothbayharborwindjammerdays.org~~

Casco Bay Gaffers Race
June 22nd, Portland, ME
tevakesalingcharters@hotmail.com or 207-841-9125

Camden Classics Cup
July 23rd - 25th, Camden, ME
www.camdenclassicscup.com

39th Annual Chowder Cup Race
August 1st, Friendship Harbor, ME
Contacts: Charlie Witherell cwitherell@roadrunner.com
or Bill Shaughnessy william_shaughnessy@comcast.net

Eggemoggin Reach Regatta
August 1st, Brooklin, ME
www.erregatta.com

Sweet Chariot Music Festival
August 4th - 6th, Swan's Island, ME
www.sweetchariotmusicfestival.com

Corinthian Classic Yacht Regatta
August 8th - 9th, Marblehead, MA
Contact: David Graham, Phone 781-631-6680 or www.corinthianclassic.org

Annual Wooden Boat Show
August 14th - 16th, Mystic Seaport, CT
www.thewoodenboatshow.com

~~**Antique and Classic Boat Festival**~~
~~**August 29th – 30th, Salem, MA**~~
~~Contact: Call 617-666-8530 or visit www.boatfestival.org~~

36th Annual Gloucester Schooner Festival
September 3rd - 7th, Harbor Waterfront
www.gloucesterschoonerfestival.net

2020 Schedule of Events
Friendship Sloop Society

Due to the Covid-19 pandemic, the Officers and Executive Board of the Friendship Sloop Society have unanimously voted to cancel our 60th Homecoming and all our sanctioned 2020 sailing events for the safety of our membership and the public at large. See you in 2021!



2019: a good start and we're off to the races!



Inherit The Wind *leading* Lady M., Rights of Man *and* Sazerac *in light airs.*

FSS Annual Meeting
Saturday, November 21st
Best Western Merry Manor Inn, South Portland, ME
Contact: Diane Fassak Commodore@fss.org

Visit our Web Page at www.FSS.org
Who We Are, Our Sloops, Sloops for Sale, 2020 Schedule of Events, Yearbooks, Newsletters, Our Advertisers, The Chandlery….*and more!*

Presenting the 2019 Winners

Southwest Harbor Rendezvous

First Place: *Hieronymus*
Second Place: *Alice E*
Third Place: *Hegira*

Rockland Homecoming Rendezvous Regatta Racing Trophies

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

Division I (<27')
1st Place - Herald Jones Trophy – *Hegira*
2nd Place - Bruno & Stillman Trophy – *Salatia*
3rd Place - Lash Brothers Trophy – *Petrel*
1st Pemaquid Sloop - Jarvis Newman Trophy – *Hegira*

Division II (>27')
1st Place - Commodore's Trophy – *Tannis*
2nd Place - Gordon Winslow Trophy – *Jabberwocky*
3rd Place - Rockland Trophy – *Gladiator*
Liberty Trophy (1st Bald-Headed Sloop) – *Jabberwocky*

Class A (Original Sloops Built before 1920)
1st Place - Wilbur Morse Trophy – *Gladiator*
2nd Place – Charles Morse Trophy – *Sazerac*
Rum Line Trophy – *Sazerac*

The Tannis Award (7th Overall) – *Gladiator*
The Danforth Award (Middle of the Fleet) – *Lady M*

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Special Homecoming | Non-Racing Trophies

The Stanley Cup: Awarded to persons who add an additional touch of pleasure to the regatta making it enjoyable for all. **Marcia Morang**

Owner-Builder Trophy: Presented to a new owner-builder or restorer who sails sloop to the rendezvous. **Craig Snider of *Jabberwocky***

Gladiator Trophy: Awarded to the skipper of the sloop that sails the furthest distance to the rendezvous. **Bill Lundquist of *Petrel***

Chrissy Trophy: Presented to the woman who keeps sloop, family and crew together. **Adrienne Major**

Nickerson Trophy: Presented to the youngest crewmember sailing on a Friendship sloop during the regatta. **Wally Merrill** aboard ***Celebration***

Spirit of Friendship Award: Presented to the skipper who best exemplifies the "FSS" spirit. **John & Carole Wojcik**

Omaha Award: Awarded to the person/persons who exemplify friendship, seamanship, and comradery within the Society. **Penny Richards**

Bancroft Award: Presented for unusual contribution to the FSS tradition, or a new or restored sloop. Bill Finch

Donald Huston Award: For the safe sailing, seamanship, family participation, society support & appreciation of the Maine coast. **John Wojcik**

Bruce Morang Award: Presented for outstanding article in the Yearbook. **John Fassak** for "***A Tale of Friendships***."

Messing About Award: In recognition of contributions to the society and the New England world of sailing. **Richard & Karen Schwartz** of ***Freedom***

Cy Hamlin Award, Ray of Hope Award and Post Office Trophy: Not presented in 2019

Special Appreciation Recognition (in order of support given to the FSS Race Committee): David Graham profusely thanks **all the participating skippers and respective crews** – with a special note of appreciation to **Penny Richards** for organizing all the trophies; to **Roger Lee** for providing his power-boat *Etcetera* as a Race Committee boat; to **Dick Salter** and **Jack Cronin** for their strong support with their respective boats, *Messing About* and *Effie M*. for mark-setting and patrolling each race day; to immediate Past Commodore **Jeff Cronin** for setting and retrieving all the marks in Handicap Alley – and last but not least, to our Commodore, **Diane Huston Fassak**, for her lead and in her organizational skills for pulling the 2019 regatta together. Without these superb contributors, our annual Homecoming simply would not occur! Thank you all so very much!!!

FRIENDSHIP MEMORIAL SCHOLARSHIP FUND

By Phil Pratt

In the 1968 FSS yearbook, Bill Pendleton announced the creation of the Friendship Sloop Society Scholarship Fund (today's Friendship Memorial Scholarship Fund) with the statement that the "…hope is that this Fund will grow and that subsequent years will see much more available for annual awards."

In 2019 the Trustees of the Fund proudly awarded $3,500 to each of five high school seniors pursuing a post-secondary education, and $1,800 to each of four high school graduates continuing their post-secondary educations totaling $24,700 and shattering the previous dollar record of $14,200 set in 2018! Recipients were:

Graduates:

Eli McCollett	Southern Maine Community College
Nathan Roberts	University of Maine - Augusta
Olivia Jenkins	Unity College
Olivia Sevon	Unity College
Lydia Simmons	Mt. Allison College

Continuing Education:

Cassidy E. Benner	Kennebec Valley Community College
Alexia N. Hilt	University of Maine
Sierra Weeks	University of Maine - Augusta
Riley J. McCollett	University of New England

The Trustees of the Fund want to again extend a huge "*Thank You*" to Irv Lash. Irv donated two mounted half hulls of a 37' Friendship sloop to the Fund: one to be raffled off at the Friendship Sloop Homecoming in Rockland, and one to be raffled off at the annual Friendship Day celebration. These two events generated a total of $520 to be used for scholarships and fund expenses.

The Fund depends greatly on individual contributions. Gifts to the Fund are fully tax deductible and checks should be made out to the Maine Community Foundation, with "FREN-for distribution" written on the memo line (very important!). Mail to: Friendship Memorial Scholarship Fund, Maine Community Foundation, 235 Main St., Ellsworth, ME 04605.

For more information about the Fund, gifts, and qualifications to receive a scholarship, please contact Phil Pratt at 207-832-4335, or P.O. Box 129, Friendship, ME 04547, or *davisloop100@gmail.com*.



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Best Wishes for Great Racing During 2020 at Rockland Harbor Your 2020 Race Committee

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Dick Campbell
Jack Cronin
Jeff Cronin
Fred Lincoln
Marcia Morang-Trophies
Phil Pratt
Bob Rex-Chairman Emeritus
Penny Richards-Trophies
Dick Salter
Ralph Stanley
Bill Whitney
Bill Zuber



Swan's Isle, FSS Registry No. 285

By Greg Ross

It's early fall of 2018 and a wooden boat friend shared a link on Facebook concerning a Craigslist posting of a sloop for sale in Kittery, Maine. I rounded up son number two and we did a quick trip to southern Maine to meet the seller, George Patten, and view the boat: a Muscongus Bay Sloop estimated at about 40 years old. A second round trip with my Jeep as the tow vehicle followed a few days later to collect the purchase.



L to R: George Patten and Greg Ross

Mr. Patten, the retired principal of Patten Yacht Yard in Eliot, ME had discovered the boat on Swan's Island several years earlier, roughly 2016, purchased her and moved her off the island (as then witnessed by current FSS Commodore Diane Fassak while waiting at the island ferry dock!). He replaced some punky wood in the top of the faux fish box, a few planks in the aft deck and built a complete new companionway hatch with rails. As found by George, and revealed by my sanding and fairing, the hull was painted dark green with a red and white trimmed deck.

On May 1st of 2019 I started work in earnest. The surface profile of the planked hull was a bit wavy so I ran a belt sander over her, finishing with a long board and hand sanding. The old seam fill had dried out over the decades and was spalling in places – cracked and separated from the wood. First, I ran a cut-line down the center of each seam joint with a Dremel tool. Then, I sharpened up some small chisels and went at the plank seams cutting each bevel from end to end about 3/16" deep, followed by sanding with successive grits of 30, 60 and 120 sandpaper and lastly, a coat of primer. The open groove was then swiped with Bostik 790 FS (the British equivalent of 3M 5200).

The boat had come to me minus her sails and the gaff spar. A new gaff was built using locally sourced clear spruce to form a rough 2x8 plank 16' long that was then ripped, planed and epoxy-bonded. The jaws were sketched out and cut from maple, as was the toggle. Harold Burnham generously provided photos of the gaff from his son's sloop Maria for reference. Ballast lead was found in Rhode Island and purchased reasonably from the Steamship Society.

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In just over three and a half months we had stripped, sanded and refurbished spars; built the new gaff and jib boom; fitted chain plates where none had existed; built in battery boxes to provide energy for an electric "kicker" to hang over the side; fitted bronze chocks and cleats on deck; built all new standing and running rigging; fitted a chart plotter and had her ready to launch August 19th. We had taken delivery of her new suit of sails, from Harold Burnham's loft in Essex, MA, which were carried to the 2019 Homecoming in Rockland by way of Cindy Cronin and family.



The just-restored and newly named Swan's Isle*, FSS Registry #285.*

The late summer launch attempt was aborted as she immediately began filling with water and showing very little bilge pump output exiting from the transom thru-hull. With the companionway open the view of the centerboard trunk displayed what can only be described as a rapid gush of seawater from both sides of the trunk where it meets the top of the keel. Fortunately we had not released the lifting straps and immediately hauled her back out. Since my longer-term plan is to eliminate the trunk and centerboard and to convert to externally hung ballast, the immediate fix was to remove the centerboard and close off the slot. It was a fairly simple process to jack her up, block her onto the trailer to allow removal of the wear shoe in the way of the centerboard slot, and close it in with new hardwood properly bedded and securely fastened on. The lack of bilge pump output simply turned out to be a wad of what looked like hemp fiber plugging the elbow at the transom thru-hull fitting. The second launch attempt was much more civilized with the bilge pump (1,500 gph) cycling for seconds, on and off, and we got to enjoy a few nice sails getting to know the sloop now christened *Swan's Isle*. Our already abbreviated 2019 sailing season was then disrupted with the passing of Hurricane Dorian for which we hauled out for safety and, after that interval, got to enjoy a few more nice sails on *Swan's Isle*.

Based on good advice from Harold Burnham regarding improved performance, comfort and safety of this Muscongus Bay Sloop, several modifications are planned including: removal of the centerboard trunk to open up the cabin space; enlarging the cabin to allow for fitting out with a settee/bunk and a marine head; rebuilding the cockpit to

reduce flooded volume; a watertight floor; sealed lazarettes for benches with seat backs tied into the existing coaming; fitting of external ballast and the addition of fore and aft deadwood to fair the added ballast slug. The current scheme is to build in quarter berths extending beneath the cockpit that hopefully incorporate a feature I've recently found on a British Cutter – basically recliners for day use set into the bunks. The modified keel profile will look similar to the Pemaquid sloop with deeper draft that offsets the loss of the centerboard.

We've managed some research over the past year and a half attempting to collect history, origin and the builder's name. Based on various dimensions I've lifted there's no doubt she was built to Howard Chapelle's drawing in his book *American Small Sailing Craft* with depth, draft, beam and waterline length matching those listed. A suggestion from John Fassak led me to contact Theodore ("Teddy") Turner of Swan's Island and this has resulted in corroborating some of the info from George Patten. The sloop (now aptly named *Swan's Isle*) had languished in Galen Turner's yard (Teddy's brother, now deceased) on Oyster Pond Road. It turned out the sloop had been donated to the Swan's Island Lobster and Marine Museum but they unfortunately didn't have the resources to restore her so a buyer was sought, thank you George Patten. Hopefully this coming summer we'll plan a visit to Swan's Island to visit Teddy and perhaps reach out to another seasonal resident who Teddy suggests was involved in the original donation to the Museum.

I've had quite a variety of help throughout the work including my partner Jamie on sanding, prime and paint, one or both of my sons during occasional visits at home and two other acquaintance/sailor friends. Thanks to: Jamie, Geoff, Iain and Blad (William) Hansen from Quebec and Alan Cole from Alberta. With any luck all this comes together and leads to her Coming Out in July 2020 to join the fleet in Rockland for the 60th Homecoming. Fingers crossed!



Greg Ross and family getting to know Swan's Isle.

Friendship

By Diane Huston Fassak

In 1974 I wrote a letter to the captain of the *Victory Chimes* because Shelley Cronin Desch and I had a big plan. We wanted to spend the summer of high school graduation, prior to heading off to UMass and UMaine, doing what we loved to do. We thought we would sail the Maine coast on a windjammer. I wrote to the captain inquiring if he would be taking applications for crew. The letter, which was returned to me and that I still have read, "We do not hire female crew members." I don't remember my actual reaction to this but I am sure my father said something to the effect of "Their loss." Don Huston was not one for wasting time on foolish endeavors.

I do remember clearly the first time I saw a Friendship sloop. It was on a rickety wooden cradle and it was delivered to our back yard in Nahant, MA when I was nine years old. At that time Nahant was the kind of town where people kept boats and maintained them in their back yards. I know it caused town-wide excitement because of a newspaper article written for the *Daily Lynn Item* and I know that I was clearly told to stay out from underfoot. I went to my brother's room to watch out the window and wasn't sure what in the world my father was thinking. Okay, so it was a big wooden boat BUT my nine-year-old mind was afraid someone was going to be in trouble for making a very big mistake. This boat, which would be named *Eagle*, was missing its bow. Through that big hole where the bow should have been you could see the poor old things inside. Even at age nine I knew this was the start of something big. My brothers Dennis and Dean were put to work that year and by the following summer *Eagle* had a bow and was deemed seaworthy.



Nahant Man Restoring Old Friendship Sloop

"Most any other vessel I'm ly, and except for the fact afraid you wouldn't bother she's a Friendship it's almost with," agrees Nahant's super- a sure bet she would have intendent of public works as been allowed to continue dis- foot sailing vessel a couple integrating.

As he sets about his task— he tells about restoring a 32- "I figure it will take me a year years older than himself. to do it right," says the handy Dry rot had infected much of the "Damn Yankee" when Don- ald Huston found her recent- ly. Huston—a he hunky, cigar- smoking town official joins a burgeoning group of "Friend- shipophiles."

These lovers of fine sail- ing craft are those who date their Friendship designs as upon the Maine's Wil- originated by Maine's Wil- liam Morse 50 years ago. Their number's are such that sev- eral boat yards from Maine to California are now turn- out "replicas" or "near rep- licas".

There is a Friendship Soci- ety with a committee that re- views the working plans be- fore boats are cleared for the two "replica" classes. This el- lows their owners to join the Society and take part in the racing off Friendship, Me., during Friendship Days in July.

Huston's craft (the "Damn Yankee" name will be changed to "any one of a half dozen or so other considerations") is now under construction. She is an origi- no "replica." Wilbur Morse nal, built by Wilbur Morse himself, back in 1925. Huston found her in a boatyard in Damariscotta and trucked her to his large back yard where he will do the repairs.

Major job will be a new oak stem and new ribs and cedar planking for the forward third of the sloop. The cabin sides will also be replaced and the cabin almost completely done over. A comparatively new, enclosed head and a 60 h.p. Mercruiser engine will remain in the vessel that has 13 feet of beam and draws 4 ft. 9 inches.

The rigging and sails—gaff main, staysail and working jib —are all in good shape, Hus- ton says, but the best will be returned to "what a Friendship should look like— buff mast, white truck and dark green hull."

Huston does not go into his project as an unmitate. He and his wife, Dorothy, and three youngsters have been enjoying a sailing lifeboat "Handpiper" that he restored a couple of years ago steam- ing 36 ribs into her 24 feet. "She was in a lot worse shape than this Friendship," Huston says.

DAMN YANKEE—Donald Huston, superintendent of Nahant Public Works Department, examines hull of an original Friendship he is restoring.

The boys and my Dad worked tirelessly to get her ready. Steaming planks, caulking seams and laying sails all over the front lawn. I was a little girl but that didn't mean I couldn't work too. I was the designated "gopher" and I was sent running to go for this and go for that. Good thing I had a basic knowledge of tools and I guess, sailing.

That year, 1965, the boys and my mother Dot sailed to Friendship. I went by car with my grandmother and we had three great days of sailing and vacationing in Maine. I was always in my father's back pocket. Because being with him and working on that boat was our great adventure. We would all spend the weekends working on or sailing

Eagle. We sailed so much that we didn't make it to church, but our minister would join us on Sunday afternoons so I guessed it was okay with God.



I have always loved sailing. My dad would take me along as crew. We'd go out off of Nahant and look around for any and all available boats to race. If you were within visible distance we were racing you and showing off our beautiful Friendship sloop. My father's favorite game was to get within a good distance of another boat with all the sails set right and *Eagle* being the overtaking boat. He would then say, "Diane, get up on the wheel." With a twinkle in his eye he would go below and stand out of sight in the gangway. As we overtook the other boat he'd say, "Give them a smile and a wave Diane, because they need to know they were just beaten by a girl!"

One weekend, I think I was twelve by this time, Don said, "Come on, you and your mother need to come with me to Sturbridge." He had met this man who also sailed a Friendship Sloop named Jack. For years, we thought his last name was Tannis! Don was excited because Jack was a good guy and he had a boat full of kids. My Dad thought there was even a girl my age. Going to Sturbridge that day was like winning the lottery. There certainly were a ton of kids AND not only one, but 3 girls for me to hang around with! One of them, Shelley, was exactly my age and we became friends almost immediately. Growing up through those years we would spend every school vacation going back and forth between Sturbridge and Nahant. The Cronins would sail from Salem Willows to Nahant just to get us all together. Shelley's mom Mary once actually complained (I think the only time I heard her complain) that she wished I lived somewhere else. Nahant Harbor was not a place for a good night's sleep; open and exposed at mooring, their *Tannis* would rock and roll all night long.

Fast-forward a few years and a plan was hatched between the two of us. Historically speaking, *Eagle* was a boat for hearty sailors. There were not many creature comforts aboard and let me just say that even when we traveled as a family you knew the boat had been built for fishing by Wilbur Morse in 1915. One evening the home phone rang in the kitchen. Imagine for a minute the importance of this: this was a landline. My mother answered and Shelley asked to speak to "Uncle Donnie." They talked for a few minutes and as he headed across the back yard to go down to the wharf to check the boat I had to run along beside him to keep up. "What did Shelley call about, Dad?" I asked. "Well, she called to ask why you weren't allowed to sail up to Friendship for the races," he answered. He looked at me, probably relit his cigar and said, "Do you want to come along as crew?" I was bursting with enthusiasm. Then he very clearly stated, "You can come but you need to sign on for the full two weeks and I don't want to hear a word out of you." There is no whining in sailing.

What an adventure! We sailed, we navigated in fog and explored many harbors. I

hung out with the “Founding Fathers” of the Friendship Sloop Society that summer; I learned how to make coffee for Teddy Brown (*Vida Mia*) and h e said it was the best in Friendship (there were few stores or restaurants); I sang the “Ol’ Rugged Cross” with helmsman Bruce Morang (of *Chrissy*) to hail the wind when it died; or spent typical evenings aboard “Chrissie” with its captain Ernie Wiegleb and his pals, loosely named the “German Navy” and which oftentimes included singing with Al Beck (*Phoenix*). After these adventures I would guide my Dad as he rowed through the fog back to *Eagle* in Friendship Harbor. It was just the best. That summer, we didn’t sail on a windjammer but we did sail to Friendship.

Shelley and I were very fortunate girls indeed. Why? Because we were given a priceless gift by our fathers. Jack and Don were both our fathers and our friends. Along with that, teaching us how to sail and giving us a sense of wonder. They taught us the true meaning of friendship. They also taught us that we could solve anything. We rebuilt wooden boats and then sailed on them. Don always said, “If you put your mind into it, there was nothing you couldn’t accomplish.”

Since that rejection letter, my husband John and I have restored an original Class A Friendship Sloop *Westwind* and I am currently Commodore of the Friendship Sloop Society. At our last Homecoming a woman skipper, Laurie Raymond on *Hegira*, won the State of Maine trophy. There are many female skippers and crew who sail to the Rockland Homecoming each year. Shelley moves *Tannis* and *Effie M* up from Massachusetts to Rockland with Jack and her brothers and sisters each summer. I think it is time to hatch a new plan with Shelley. We should spend a weekend on *Westwind* or *Tannis* with her three grandsons and teach them how to sail. We can also share what our fathers have taught us about Friendship.

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EASTWARD SPLASHES!

By Doug Riley

The email arrived during the deep Vermont winter and it sure changed the course of summer 2019. Readers of recent Yearbooks know that I'm engrossed in the restoration of the Friendship sloop *Eastward*. She was built in 1956 for FSS legend Roger Duncan. After the passing of both Roger and his son Bob Duncan this famous sloop languished. I bought her in 2013 and trucked her to a yard near my home in Vermont for some close attention. Five years of part-time work followed. The boat stayed covered and on the hard throughout this time.

Then came that winter email from the marina. A slip big enough for *Eastward* was vacant: did I want it? I couldn't be ready to splash first thing in the season – maybe July? Was it worth the hefty price for half a season? I knew she needed to get wet, after that multi-year drying out. I wrote the huge check, put aside other activities (including teaching sailing) and prioritized those remaining "fixes" that were truly indispensable to a launch. These included finishing the steering repairs; plumbing in a second 2,000 gph bilge pump; installing the new Samson post (and its partner structure under the deck); beefing up the bow chock mounts; fitting her new bobchains and installing the rebuilt companionway doors. As I had already completed the seams below the waterline, I reworked the topside seams as needed, then scraped, sanded and painted the hull. I spot-payed the deck seams knowing all the while that most of the deck planking forward of the cockpit eventually needed to be replaced.

Some last-minute paranoia led to an unexpected additional project. *Eastward's* rudder was fairly new but those years on the hard had opened deep checks in the vertical planks making up the blade. The checks were too deep for my peace of mind: might the planks split top to bottom under a heavy bending load? I bought a big sheet of 1/16" stainless steel sheet and cut out two strips about a foot wide and as long as the rudder is high. I removed a half-circle on each, in the area of the prop cutout. I attached the plates with screws and large fender washers through very oversize holes in the plates. The large holes would allow the rudder to expand as it took up water, without straining or breaking the screws. Finally, I wired up the bilge pumps, their switch, two new batteries and a new shore-power charger. I hooked up the throttle-gearbox cable and the nest of wires leading to the start switch. I'm sure glad I labelled those wires.

Launch day came and then was delayed because of weather. The splash finally happened while I was out of town and the marina crew was probably just as happy to be rid of me! They rigged up two huge 110V sump pumps in the bilge and left her in the slings for the weekend. When I got back and jumped aboard with *Eastward* still soaking in the slings, the big sump pumps seemed not to be running much but what was that sound like a drinking fountain? I traced a little stream of water back to a seam at the horn timber in the stern overhang. Alas, there was no stopping it from the inside. I sighed and asked the Travelift crew to return *Eastward* to her cradle. I reeved out the seam to raw wood, primed, caulked and puttied it "with vigor." Upon re-launch, it leaked not at all. Thank you, Lord. In fact, once *Eastward's* Philippine-mahogany planks took up fully (which require more than a week) her bilge pumps rarely ran. Those checks in the rudder closed, though I knew they were still there, structurally



speaking.

Still, all was not unalloyed bliss. The Beta engine, perhaps resenting its long furlough, would often start and then quit. I recognized this issue from a previous boat: a problem with the fuel lift pump. *Eastward's* engine had the tiniest of block-mounted lift pumps. I had moved the fuel tank lower during the rework but the fuel line route was still far longer than it would be in the land equipment that the Beta-Kubota was designed for. I added an electric lift pump and wired it up through the start switch. Problem solved although at the cost of a bit more noise down below.

I rigged the spars, and the running and standing rigging, over several sessions. I'd purchased a bronze gooseneck to replace the boom jaws and table. This took some head-scratching and mute contemplation. In fact, figuring out the rig involved a great deal of that scratching and contemplating. It took days before the bundle of lines aloft resolved itself into the orderly and familiar network of a little gaffer. As I worked I noted the need for new parts and materials: the lifts were too short to reach their new lower attachment points on the mainsheet bail; the bail itself needed a larger U-bolt; and she REALLY needed lazy jacks.

Most seriously though, I concluded that I could put off the deck replacement no longer. As I write this in late March, the pine deck stock is piled out back under the porch roof awaiting this work season. And then there are the new cockpit seat-lockers, hatch cover hinges and even repair of some cosmetic storm damage. I won't be bored this summer.



The tiniest Friendship Sloop at 2" LOA? As seen at South Shore Model Railroad Club, Hingham.



ESTELLA (1904) Restoration

Stephen C. White
President, Mystic Seaport Museum. March 2020

I believe it was the summer of 1966 when a young family sailed SARAH MEAD (#59) down from Camden to Friendship for our very first Friendship Sloop days. I was thirteen at the time and excited to take our family boat and to do some racing! Little did I know how events would then cascade from that welcoming first summer to the summer of 2020. We had many great summers there in Friendship, and Dad (Henry O. White) would later become president of the Society. As a family, we have been forever connected to wooden boats, and 12 years ago I deepened that relationship when I began my time here at Mystic Seaport Museum as its president.

Among our collection of over 500 vessels, there is one very special 34' Friendship, ESTELLA A built in 1904 by R. E. (Rob) McClain. She came to the Museum in 1957 and was later beautifully restored between 1970-72 at Newbert & Wallace where, incidentally, our SARAH MEAD was launched nine years earlier. Under the watchful and knowledgeable eye of Maynard Bray, then Shipyard Director at Mystic Seaport, Newbert & Wallace restored ESTELLA A to its original layout, making her one of the most handsome Friendships I have ever seen. I've never had the pleasure of sailing on ESTELLA A but I now have the responsibility and pleasure of coordinating her next restoration. Long in need of more attention, we hauled her into one of our sheds in 2019 and have begun our current work directed by Quentin Snediker of our Henry B. DuPont Preservation Shipyard, with Trevor Allyn as lead shipwright. Trevor has worked on the CHARLES W. MORGAN restoration, the SABINO restoration, and more recently the MAYFLOWER II restoration. His skillful hand and love of history make him the perfect man to take this on, with a team of willing volunteers and other Mystic Seaport Museum shipwrights, as time and projects permit.

One cannot help but imagine the potential of ESTELLA A someday sailing again with DICTATOR (#2) and GLADIATOR (#71), not to mention the slightly older but newly restored BLACKJACK (#19). Thank you, Captain Sharp. What a tour de force that would be!

As I am about to retire from Mystic Seaport Museum, the continued success of the restoration of the ESTELLA A means a great deal to me. I am pleased that we were able to get this project underway before I left, thanks to some recent funding from a Museum friend with Friendship sloops in his veins as well. I am confident that the envisioned day of four old-but-grand Friendships being together will be realized. We'll do our best going forward to keep all of you up to date on our progress, and let's hope that the good work that has been done in recent years on so many Friendships will continue as we honor the legacy of McClain, Morse, Lash, Newbert & Wallace, and Stanley, to name just a few. Speaking of the latter, Mystic Seaport Museum welcomed a 2004 Stanley build (#272), once TAMARA now NOEL, into our fleet. She is a striking 36' masterpiece, and once we get her out on Fisher's Island Sound, we'll send you all a picture.

If your travels find you making your way by car down Interstate 95, or by boat into Fisher's Island Sound, please venture to Mystic Seaport Museum to see ESTELLA A and NOEL, and if you have the time, lend Trevor a hand.



Photo: Kenneth Mahler. Courtesy of Mystic Seaport.

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2020 Homecoming Rendezvous and Races
Schedule of Events in Rockland

Wednesday July 15
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. Tents, chairs and barbecue grills will be set up late afternoon.

Thursday July 16

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 17

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	Barbecue under the tent

Saturday July 18

10:00 AM	Skippers Meeting
11:00 AM	Parade of Sail at the Rockland waterfront, viewing from the breakwater and the town dock
12 Noon	Race starts off the breakwater
5:30 PM	Dinner and Awards Ceremony under the tent

Sunday July 19
Sloops depart Rockland for homeports or continue cruising along the New England coast

Contact: Diane Fassak Commodore@fss.org or visit the Sloop Society Webpage: www.FSS.org

CANCELED

On the cover: For the safety of the membership and public, the Covid-19 pandemic requires the fleet to stand down. Flags hoisted: "Races are postponed. More information ashore."

Photographs of the races and Friendship Sloop Society activities Courtesy of Bill Finch. All others by the individual article authors or as noted.



Captains of the 2019 Racing Fleet gathered under the tent before the start of the event. L to R: John Fassak, Wayne Cronin, Miff Lauriat, John Wojcik, Bill Lundquist, Laurie Raymond, Mike Waters, Andy Zuber, Bill Whitney, Victor Goulding, Martin Thomas, Jeff Cronin, Craig Snider, Seth Major and Richard Schwartz.



L to R: Cindy Cronin presents the State of Maine Trophy to 2019 winner Captain Laurie Raymond and crew Rusty Strange of Hegira.



Lady M. *ghosting along.*



Our Commodore Diane Fassak tells it like it is.



The Racing and Awards Committee Chairs David Graham and Penny Richards, along with Commodore Fassak, pass some serious silver to Greg Merrill of Celebration.

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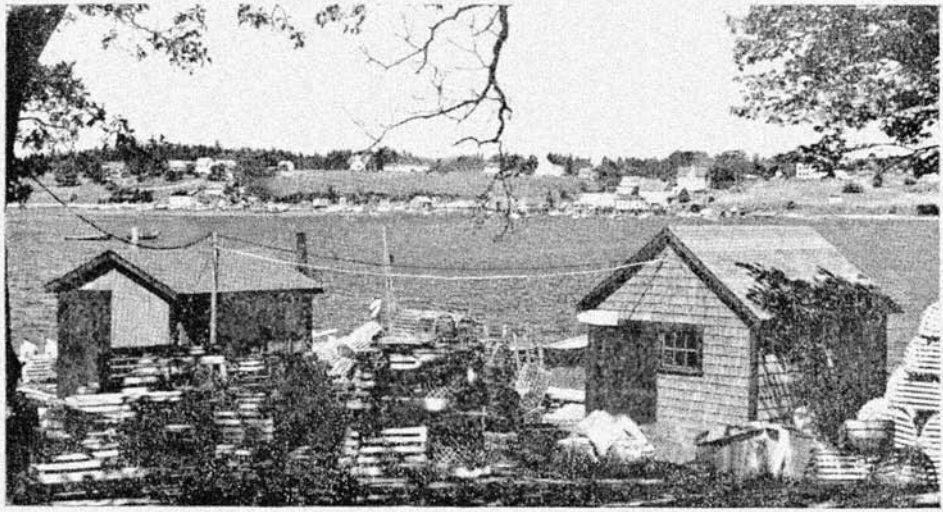
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The following pages are a reprint of a two-page spread that ran in the original ***Welcome Aboard***... "*Friendship Sloop Day*" program brochure for the first annual Friendship Sloop Society race that took place on July 22, 1961 in Friendship Harbor, Maine. The editor wishes to thank Dennis Huston for his scanning and touch-up work on these older documents that help us remember our heritage of holding such events.



FRIENDSHIP HARBOR Courtesy Carlton Simmons

From the air Friendship reminds one of a giant hand with its fingers outstretched into the beautiful Muscongus Bay as if to bless this favored spot on the coast of Maine, protected by Island outposts that divert much of the weather which rolls up from the South. This may partly explain its generous supply of sunshine and moderate temperature the year around.

It is about 80 miles north of Portland and a four hours' run from Boston. Turn off Route 1 at Waldoboro on Route 220 or Route 97 driving south from Rockland or Camden — just keep on coming for 10 or 12 miles and here it is — a quiet little town with its tidy white homes stretching down to the sea by several roads leading to its harbor, coves and points. You soon realize that here the folks have depended on the sea for their living. Even before you reach the picturesque shore, you will notice the lobster pots and buoys in the door yards of many homes and boats and dories here and there being overhauled. This call of the sea, and by necessity of course, leads to its proud record of boat-building.

"Summer People" rather early discovered this charming little spot as an ideal resort, brought their friends, and it is now loved by their grandchildren. The "town's people" and the "summer folks" have always "hit it off". It is easy to understand why later many would retire here if they were lucky enough to find a place.

Incorporated as a town in 1807, it has a population of around 800. It has the happy combination of a proud heritage of the past with a cautious look at what will be best for the future. Typical of Maine towns it has an atmosphere of its own. The name "Friendship" did not just happen, or at least that is the way you feel after you have lived here for a while and shared its neighborliness. It may have caught on back when this spot was selected alike by the Indians and the Whites to end their years of hostility terminating in the "hatchet burying ceremony" in the Cove which still bears the name "Hatchet Cove".

HOW THE IDEA OF THE SLOOP RACE "SWUNG ABOUT" . . .

In the Boston Power Squadron Race for Auxiliary Sloops last September Bernard W. MacKenzie of Scituate, Mass., piloted his Friendship Sloop "Voyager" across the finish line ahead of all contestants. Bernard thought, "This calls for a class race of Friendships only." He was convinced that their popularity could be revived.

He reached Earl Banner of the Boston Globe. They sought out John Gould of the Lisbon Falls Enterprise who sure knows his way 'round Maine and how to get action. The idea caught on not only with the folks of Friendship but also with the press generally. Soon Friendship and Sloops winged their way across the pages of most of the important papers of the country. As Nate Fuller of "Down East" put it, "This is a natural."

Comes April. With the assistance of Bob Elliott of the Maine Department of Economic Development, the Friendship Sloop Society was formed with President Bernard MacKenzie, Vice President Ralph Winchenpaw, Secretary Herald Jones, and Treasurer Carlton Simmons.

Applications for membership have come in from near and far. Owners of some 30 sloops have been heard from. Over 80 persons have already joined the Society. Compiling the history of individual sloops was made possible by Eda Lawry, only living granddaughter of Wilbur Morse.

Its purpose — "to incorporate all past and present owners of Friendship Sloops and other interested persons into a non-profit recreational Society for the promotion of an annual race and regatta out of Muscongus Bay."

If you can look a lobster straight in the eye and still like to join us with this purpose in mind simply cut out the following application and mail it with your check to Carlton Simmons.

.....

Carlton Simmons, Treasurer
Friendship Sloop Society
Friendship, Maine

Date .....

Herewith is $ ..... for Active (owner) $10. membership
Associate $10. membership

in the Friendship Sloop Society.

Signed .....

Address .....

Sailing to Canada

Ted Walsh

I have a somewhat irrational fear of officials. To offset this, I always try to be sure that when I have to deal with officialdom, paperwork is filled out in advance, copies made, I have looked up everything that I can, and I try to follow the proscribed rules to the letter. Despite my efforts, my run-ins with officialdom seldom go as planned.

This was clearly illustrated the first time I sailed our Friendship sloop into Canadian waters in 2001.We pulled into Northwest Harbor, Deer Island, New Brunswick and dropped anchor. The first thing we needed to do was to call Canadian Customs. However, Northwest harbor is really a bit like a mini fiord, with steep hills that rise up right out of the sea, quite safe in a storm but completely limiting for cell service.

I had shimmied partway up the mast using the halyards to see if I could get a signal that way. I hung onto the halyards with one hand, waved the cell phone around in the other, and squinted at the screen but had no success. Meanwhile, Saxon, the wolf-dog that went everywhere with me, sat on the deck below looking up at this lunatic behavior, clearly reassessing whether those first two years of her life in the wild had really been that bad.

Finally I had to admit that we were not going to get a signal on the cell. Saxon and I rowed ashore to the house of a friend who had a semi-reliable landline. I called the number for Customs and when someone answered, I explained who I was, where I was, and immediately admitted that we had come ashore without permission in order to use the phone. Unconcerned that we had broken the first rule in clearing customs, the official on the phone was more concerned with the location of Deer Island, New Brunswick. It turned out that the officer was in Toronto and had no knowledge of the local geography. After being put on hold, and transferred several times, I finally got through to an official who knew the area but was still not sure exactly where Northwest harbor was.

"Is it anywhere near Leonardville?" they asked.

Leonardville was right around the corner, and we could be there with the boat in about half an hour. The customs official said that there happened to be customs officers on a boat in the area and that if I would go to Lenoardville and tie up, he would have them meet me there. So, row back out to the boat, up anchor and motor back out of the harbor. As we cleared the harbor entrance I spotted a small vessel that was stopped and appeared to belong to the Royal Canadian Mounted Police. There were three uniformed people on board and all were staring down over the side into the water.

I should point out at this juncture in the narrative that in this part of New Brunswick there



is very little boat traffic. There are very few recreational vessels (the tidal range is between 25 and 29 feet) and the lobster fishery is a winter fishery so the commercial traffic is limited to a very few whale-watch boats. Spotting any other boat on the water is a bit of a rarity, so when I saw the RCMP boat I thought, those must be the guys we are supposed to meet. I waved enthusiastically at them and they looked up at me with no change in expression, and went back to staring over the side of their boat down into the water.

Okay, I thought, so maybe those are not the guys we are supposed to meet. We kept motoring on around the corner to Leonardville. There is a dock at Leonardville, but it is set up for fishing vessels and has no floats. It's just a granite dock surrounded by large, barnacle encrusted pilings. The tide was ebbing which put the dock about ten feet above our deck level. I managed to persuade a scared looking tourist to catch our dock lines as we tried to keep the boat clear of the barnacled pilings. At last, after a bit of pantomiming how to tie off the dock lines, we were secured to the docks and waited for the customs officers.

After about twenty minutes, we had come to the conclusion that the customs officials must be coming from some distance to meet us, so it came as a bit of a surprise to see the same RCMP boat we had seen earlier enter harbor, head right for us and tie up along side. Sure enough, two of the uniformed individuals were customs officers, while a local RCMP constable piloted the boat. The two customs officers asked to come on board, and once on board, with very polite but humorless exactitude reviewed our passports and vessel documentation. We volunteered some information about where we had come from, when we arrived and our future plans, little of which got much reaction.

Then they asked to see papers for the canine. I thought their use of the word 'canine" was a bit unusual, but I had come prepared. I had brought with me Saxon's dog license, rabies certificate, and a signed letter from New Hampshire Fish and Game saying that they had examined Saxon and considered her to be a "domesticated animal". Saxon meanwhile watched the customs officers closely while wearing her most worried expression. Some questions followed as to what the exact difference was between a "domesticated animal" and a "domesticated breed," questions that I could not answer.

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I decided at this point that I would not volunteer that Saxon had been examined by two wolf biologists who had concluded that most of her genetic make-up was Canis lupus baileyi – Mexican-gray wolf. The officer kept looking at Saxon's file and then back at Saxon. I had an uncomfortable feeling she might be questioned next.

The two officers then asked to inspect the vessel below, which they did quickly, efficiently, and respectfully. The inspection completed, the more senior of the two officers had us fill out some paperwork while he called someone on his cell and reported our arrival, name of vessel, documentation number, names and passport numbers of people on board, and the license number of one canine identified as a domesticated animal.

When he hung up, he smiled for the first time, welcomed us to Canada, and let us know that in addition to checking us in we had just participated in a training exercise. The younger customs officer was brand new to the Canadian Customs Service and had never done a check in and inspection for a foreign recreational vessel, which was why they had been so formal. Both officers became quite friendly and we had a nice gam before they got up to leave. Saxon maintained the worried look, however, and kept a steady eye on them until they left the boat and the RCMP vessel was finally out of sight. Before they left, practically the last thing they said was that we would need a cruising permit for Canadian waters and that they did not have the forms for that. "Just go to the customs station at the south end of the Island, they will have the forms and the permit." I asked what paperwork to bring, and was told there was no need it will all be in the computer system by the time we get there.

Back to Northwest Harbor, anchor, row ashore, beg a ride to the customs station and a little while later we walked into the station that was about ten foot by twelve feet square. There, a very jovial fellow, the only occupant of this tiny outpost, greeted us like old friends. I explained what we had just gone through and what we had come for. "No problem at all", he said, "I just need your paperwork." I explained that the other Customs officer had said we would not need it since all the information would be in the computer system. Our new friend looked thoughtful, digested this for a moment, and then he turned slowly and looked around the tiny room as though looking for something. Then he turned back and said, "Let me ask you something, do you see a computer anywhere here?" We ended up filling out the applications by hand and by memory and the cruising permit turned out to be a piece of paper about two inches by two inches square, and for the rest of the summer, no one ever asked to see it.

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Tech Tips for Greasing Your Seacocks

By Bill Whitney

I'm starting this article by asking some basic questions about your boat. First: Do you know where all of your thru-hull penetrations are located? Second: Do all of those that are near or below the waterline have seacock valves on them? If your answer to these two questions is either "I don't know" or "What's a seacock?" stop here and enjoy the rest of the article. You should also call your mechanic or boat yard and ask them to service your boat's seacocks before they launch your boat!

For those of you who know the answers to the above questions and are aware that the seacocks require maintenance to work correctly keep reading. Seacocks come in many types and sizes but all work pretty much the same, and all function to keep your boat afloat while letting seawater, sewage or engine coolant into/out of the hull. But they have to work correctly and not leak. By this I mean they have to open and close with a little effort and either keep the water out of the boat or let the water in/out to whatever system they are installed to service without dripping. On top of that they have to be rugged enough to withstand the rigors of a vessel under constant stress due the motion of the sea and anything that may come in contact with it inside the hull. The specification is that it must withstand a 500 lb. side load for 30 seconds without failure. If the valve does not have a substantial base it is not going to meet this spec.

It's really easy to take these seacocks for granted. In most installations they are out of sight and are not routinely inspected. Depending on your method of operation they could be operated every time you get underway or twice a year when you launch or winterize your boat. Obviously, the former is preferable to the latter for the simple reason that the more often the seacock is operated the less chance something will go wrong and not be noticed. Left alone for a length of time, in either the open or closed position, grease will gradually harden and corrosion will take it's toll. Modern valves may be designed with Teflon seals and nitrile "O" rings, but just like the older style "cone" valves they require lubrication to keep corrosion and galling to a minimum. Two popular types of seacocks are pictured below but there are many other types.

All of the seacocks have essentially the same parts; they just take different shapes depending on the manufacturer and advances in the materials used. There is the main





body, the valve body, a control shaft, a handle and grease plugs. Older styles like the Cone type have adjustable nuts and washers that keep pressure on the tapered cone shaped valve body and allow it to be completely disassembled for maintenance. The newer style Ball valves are much harder to disassemble (read as practically impossible) and normally have to be taken out of the hull before you even attempt it. Exploded views of both types are pictured below.

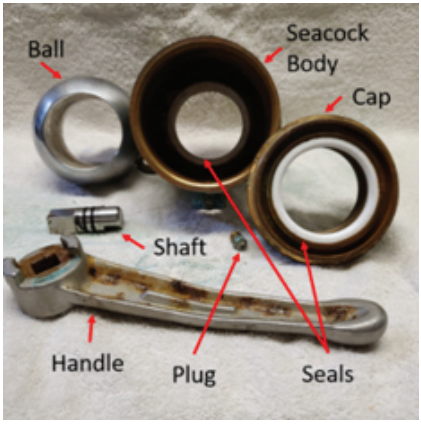
Cone Type Seacock (Exploded View)





Ball Type Seacock (Exploded View)



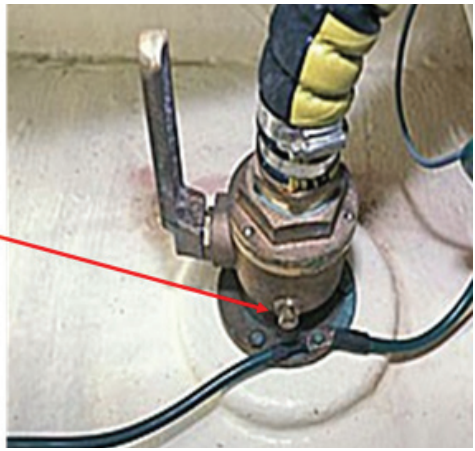


Have you ever wondered what those little fittings sticking out of the sides of your seacocks were there for? Those are the grease plugs. They actually have two purposes depending on what you need to do. But before we get into that it's important that you know how to remove them and why. When is the last time that you greased your raw water intake valve? How about the head/holding tank discharge valve? Did you realize that the grease actually performs three important functions? It lubricates, provides corrosion protection and acts as a sealant. Seacocks come in various designs; tapered cone type valves, ball valves and other styles but they all have one thing in common, they all need some form of lubricant in order to do their job of keeping the salt water on the outside of the hull. A secondary function of the lubricant is to protect the metallic

surfaces of the valve body and its core, be it a cone, ball, or barrel shape, from the corrosive effects of salt water. Depending on the location of the valve within the hull it can be a fairly easy job or one that would challenge a circus contortionist.



Difficult Access



Easy Access

The basic steps are very straight forward and easy as the following pictures illustrate. First of all, you have to find all the valves which on some boats is a real challenge as they may be hidden by cabinetry, under machinery, or tucked in a locker that hasn't been emptied for a while. When you find them make a good drawing of their location so you remember where they are next year or when, God forbid, you are taking on water and have to isolate the system they are hooked to. Now take a good look at the valve body and identify the grease plugs on the sides of the valve.

The grease plugs normally have 1/4" or 3/8" heads that screw into the valve body to keep the grease in place. They unscrew easily and can be replaced temporarily with a zerk fitting or Rajah fitting when being replenished with fresh grease.

Thr tools required are very basic. You need either an adjustable wrench or one sized to fit the head of the plug, a zerk fitting that is the same size as the plug or a Rajah fitting that is shown below and of course a tube of waterproof marine grease.



Seacock Service Kit

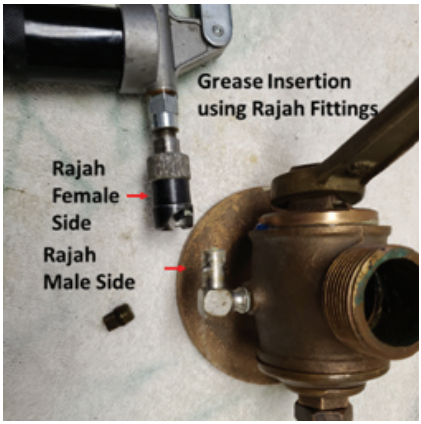
Once the plug is removed you can temporarily replace it with a grease fitting. I prefer to use a Rajah style grease fitting because it has captive pins on either side of the male fitting which capture the female side on the grease gun and provide a positive seal for the grease insuring that the it goes into the valve and not all over you or your boat. Please note that the female fitting on the standard Zerk fitting tool is adjustable so that it will grab the rounded end of a Zerk fitting tightly. It is tightened by turning it clockwise

and loosened by turning counter-clockwise. Be sure that you tighten it before pumping, and be sure you have a rag handy because they always leak a little grease.

NOTE: Always put the grease into the fitting when the seacock is OPEN. With it open the grease is forced between the seacock body and the valve and spreads out in a thin film. If you pump the grease into the fitting with the seacock closed all you will do is fill up the middle of the valve and the grease will either be flushed out to sea or into whatever boat system it is part of. Engine cooling systems in particular don't like to have grease plugging up the heat exchanger tube bundle.



Standard Zerk Fitting



Rajah Fitting

On the cone type valve there should a resistance to the grease going into the valve because of the tight tolerance between the valve core and the valve body. The ball valve is just the opposite because there is a much wider clearance between the ball and the valve body. I normally use the high-pressure leaver pump for cone valves and the low-pressure plunger type grease gun for ball valves. You can also use a cotton swab that will fit through the plug hole. All you are trying to do is get some grease on the ball surface. The ball is sealed by the Teflon seals, not the valve body itself. And some may argue that the Teflon doesn't require lubrication. They may be right but getting some grease onto the seals will spread it across the surface of the ball as the ball is rotated and provide corrosion control that it would not otherwise have.



Greasing A Ball Seacock

Rotation of the valve core, be it the cone or ball type is an important part of valve maintenance. One of the downsides of some of the modern seacocks is the handle. I prefer the older design with the square cut end on the valve shaft. This allows a complete 360-degree rotation of the valve body and a more complete distribution of the grease to all the important surfaces and seals.

If your boat is outfitted with newer seacocks and stainless-steel handles you will have to take the handle off and either reverse it to turn the valve beyond the stops or use the adjustable wrench to turn the shaft through 360-degrees.

In the beginning of the article I mentioned a second use for the grease plugs on the seacocks. I have never seen anything written up on this but I remember my father doing this when the boat was left in the water one very cold winter when a hard freeze was forecast. Have you guessed it? He removed the plugs to drain the water out of the center of the valve to prevent the water trapped in the center of the valve core from freezing and having the ice potentially distort the valve body, thereby ruining it. He drained the water from seacocks that had to be kept closed for the same reason we open the seacocks after the boat is pull out of the water each winter. It's a lesson I always remember.

All of the tools and fittings I've mentioned in the article are available in varying designs from NAPA stores or similar industrial supply outlets. The grease used could be any good quality waterproof marine grease as found in most chandleries.

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Hail to all from Wickford, RI! George Hagerty & Jacki Elgar ***Echo*** # 54	Happy 60th Friendship Sloop Society Bill Cronin, Cynthia Pendleton, Braman and Kennerson
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Sail	Name of Sloop	LOD	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	Mike Johnson, York, PA	Annapolis	MD
6	EASTWARD	32'	James Chadwick	1956	Doug Riley, Essex Junction, VT	Shelburne	VT
7	TANNIS	38'	W. Scott Carter	1937	Jack Cronin, Sturbridge, MA	Salem Willows	MA
9	AMITY	30'	Wilbur A. Morse	1901	Tom & Janet Dykstra, Round Pond, ME	Belfast	ME
10	MARY ANNE	31'	Lash Brothers	1958	Dr. Joseph Griffin, Damariscotta, ME	Damariscotta	ME
13	EASTING	29'	Charles A. Morse	1920	Jerry & Vicki Sawyer, Union, ME	Rockland	ME
14	SADIE M.	30'	Wilbur Morse 2nd	1946	Richard & Lorraine Stanley, Bass Harbor, ME	Bass Harbor	ME
15	VIDA MIA	31'	Edward L. Stevens	1942	George & Cindy Loos, Cape May Courthouse, NJ	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	Rockland	ME
22	ELLIE T.	25'	John G Thorpe	1961	Gregory & Daneen 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, Gloucester, 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, Ivoryton, 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	NANCY	30'	Roger Morse	1967	Karl Brunner, Southwest Harbor, ME	Southwest Harbor	ME
71	GLADIATOR	32'	Alexander McLain	1902	Andy Zuber, Friendship, ME	Friendship	ME
73	WEST INDIAN	26'	Pamet Harbor Boat	1951	Christoff Skoczylas, Kenora, Ontario	Kenora	Ontario
74	PATIENCE	30'	Malcom Brewer	1965	Chris Gerardi, Whitefield, ME	Rebuilding	ME
75	OMAHA	35'	Norris Carter	1901	Adrian & Pamela Hooydonk, Spruce Head, ME	Spruce Head Island	ME
80	DOWN EAST	35'	Fred Buck & "Skip" Adams	1941	Audra Jean Ziobro		ME
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	Charlestown	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, Southwest Harbor, 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	Patrick & Stephanie Mills & Family, Brunswick, 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	Sedgwick	ME
96	VOYAGER	32'	Lash Brothers	1965	Cyrus Ebinger		ME
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
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

Sail	Name of Sloop	LOD	Builder(s)	Launched	Owner(s) & Winter Address	Homeport	State
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	Ant Steward, Sparrows Point, MD	Sparrows Point	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	ELEANOR HAWKES	30'	Bruno & Stillman (08)	1971	Ian Glass, Portland, ME	Portland	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	George Morton, Charlestown, MA	Boston	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, Bar 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, Jamaica Plain, MA	Essex	MA
128	SCHOODIC	31'	E. Collemer / B. Lanning	1973	David & Nancy Schandall, Lunnenbrg, Nova Scotia	Lunnenberg	Nova Scotia
129	GISELA R.	25'	Andrew P. Schafer	1969	James O'Hear, Sag Harbor, NY	Noyack	NY
130	NARWHAL	25'	Newman (P06) / Newman	1972	Mike Dulien, Newport Beach, CA	Newport Beach	CA
131	NOAHSARK	29'	John Chase	1972	Paul Werner, Sebastian, FL	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, Harpswell, 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, Easton, MD	Satans Toe	NY
149	FIDDLER'S GREEN	25'	Roy O. Jenkins	1978	Dick Leighton, Bowdoinham, ME	Yarmouth	ME
150	WOODCHIPS	25'	Deschenes & Willet / et al	TBL	Neil Allen, Eastham, MA	Unfinished	
151	DEPARTURE	15'	W. Prescott Gannett	1936	Classic Yacht Restoration Guild, Earleville, MD	Rebuilding	MD
153	SENILITY	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	Cara Lauzon, Rockland, ME	Rockland	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, Leavenworth, KS	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	Craig Snider, Narberth, PA	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
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

Sail	Name of Sloop	LOD	Builder(s)	Launched	Owner(s) & Winter Address	Homeport	State
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	Jesse Archer, Lewiston, ME	Falmouth	ME
208	TUPELO HONEY	31'	Newman (D16) / Lanning	1981	Donald Benoit, Foxboro, MA	Boston	MA
209	FRIEND SHIP	31'	Newman (D17) / Pettegrow	1981	Hannah Langsdale, Whistling Man Schooner Co, Winooski, 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	Doug & Gail Carmichel, DeWitt, NY	Islesboro	ME
212	ACHATES	22'	McKie W. Roth Jr.	1980	Richard C. Leigh, Nashville, TN	Charleston	SC
213	AMIE	25'	Bob Holcomb (Alaska)	1978	Harvey & C.R. Nobe, Newcastle, WA	Seattle	WA
214	GAIVOTA	31'	Newman (D19) / Pettegrow	1982	Bill & Kathy Whitney, Needham, MA	Cataumet	MA
215	ELLEN ANNE	22'	Passamaquoddy Yachts	1968	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, Southwest 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, Ganonoque, 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, MD	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 Harbor	Nova Scotia
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	Lisa Conway, Damariscotta, ME	Damariscotta	ME
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, England	Dartmouth	UK
270	JOSEPHINE	25'	Nelson Cutter	1985	Ron Wisner, Marion, MA	Marion	MA
271	JASMINE	18'-6"	Peter Donahoe	1985	Patrick McMahon, Airdrie, Alberta Canada	Sylvan Lake	Alberta
272	NOEL	36'	Ralph Stanley	2003	Mystic Seaport Museum, Mystic, CT	Mystic	CT
273	SUMMER JOY	19'	Ralph Stanley	1989	Rodney Flora & Jill Schoof, Castine, ME	Castine	ME
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

Sail	Name of Sloop	LOD	Builder(s)	Launched	Owner(s) & Winter Address	Homeport	State
279	HAND OF FRIENDSHIP	22'	Tom Whitfield	1990	Michael & Phillip Morris Edithvale, Victoria Australia	Mordialloc	Australia
280	RETTA	24' 4"	David Westphal	2008	David & Loretta Westphal, Key Largo, FL	Key Largo	FL
281	SUSIE B	22'	Robert Barker	2008	Robert Barker, Easton, PA	East Hampton	NY
282	GHOTI	22'	Passamaquoddy / Murray	1970	Anne-Marie Chouinard, Medfield, MA	Boston	MA
283	ARAPALA	26'	Unknown	1955	Collin & Ginnie Bibby, Victoria, Australia	Sorrento, Victoria	Australia
284	PRISCILLA	22'	Steven T. Erskine	2016	Steven E. Irskine, Wiscasset, ME	Wiscasset	ME
285	SWAN'S ISLE	22'	Unknown	Unknown	Greg Ross, Bonshaw, Prince Edward Island Canada	Charlottetown	PEI

"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 1980's; UOP student living aboard
176	TRUMPETER	28'	Charles A. Morse	OLD	Last known to be in the Galveston TX area late 1970's
179	CELENE	22'	Unknown	OLD	Sold c1979 from Canada to unknown (Detroit area?) parties
236	AUNTY POOLE	25'	Harry Bryant	1970	Sold to Unknown Parties from Lebanon, ME
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 19
76	PACKET	26'	Charles A. Morse	1925	Destroyed Fall 1980 at Vineyard Haven MA
78	EMMIE B.	37'	Reginald Wilcox	1958	Burned 1974 at Southport ME
79	NIMBUS	30'	A.T. Chenault III	1954	Destroyed c1979 at Slidell LA after Hurricane. Camille & Betsy
108	LOON	35'	Charles A. Morse	c1907	Destroyed 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
152	OLLIE M	32'	Kent F. Murphy	1977	Dismantled at Essex, MA 2018
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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