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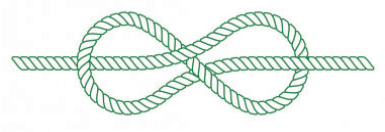
THANK YOU for taking a free copy of the Friendship Sloop Society's annual *Yearbook and Guide*. We hope you find the articles and photographs of interest and kindly ask you to support our generous advertisers who enable us to bring this special publication to you.

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 inside, 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 is our 60th anniversary!

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 one another around a common interest. Sloops now registered with the society total 285 with the oldest wood original from 1899 still sailing, to the 'newer' fleet of fiberglass models first developed by Jarvis Newman in the 1970's.



Commodore's Message

Greetings fellow sailors,

"Years from now you will be more disappointed by the things you didn't do than by the ones you did do." ~ Mark Twain.

As far as years go, 2020 has been one like no other. There have been so many knockdowns and wind shifts that I cannot even begin to present them all here. 2021 is a New Year! One filled with hope, health and moving forward safely.

It is the wholehearted wish of the Friendship Sloop Society that we will be holding our **60th Homecoming Regatta in Rockland, Maine on July 22, July 23 & July 24, 2021** and following all of Maine's Covid-19 Guidelines.

Please check out our website at www.fss.org where you will find the latest information to set your course this summer. So throw off the bow lines, sail away from safe harbor and set your sails to experience the splendor of the Friendship Sloop.

Diane Huston Fassak
Commodore
Westwind, FSS #95







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Friendship Sloop Society Officers 2021

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	Kathe Newman Walton	254 Main St., Southwest Harbor, ME 04679
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 & Nancy 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	Penny Richards	15 Leland Rd., North Reading MA 01864
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, Jack Cronin, Bill and Caroline Zuber, Ralph Stanley

Visit our Web Page at www.FSS.org
Who We Are, Our Sloops, Sloops for Sale,
2021 Schedule of Events,
Yearbooks, Newsletters, Our Advertisers,
The Chandlery...and more!

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	David Graham	
1964	Howard Chapelle	*	1974	Albert Roberts	*	2003	Roger Duncan	*
1964	William Danforth	*	1974	Betty Roberts	*	2003	Mary Duncan	*
1964	John Gould	*	1982	Dorothy Gould	*	2013	Jack Cronin	
1964	Cyrus Hamlin	*	1982	Ernst Wiegleb	*	2013	Mary Cronin	*
1964	Governor John Reed	*	1985	Bruce Morang	*	2014	Bill & Caroline Zuber	
1964	A.K."Dick" Watson	*	1985	Marcia Morang	*	2020	Ralph Stanley	
1969	Herald Jones	*	1988	Carlton Simmons	*			

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
2019-2021	Diane Fassak	WESTWIND

** Deceased*

FRIENDSHIP MEMORIAL SCHOLARSHIP FUND (FREN)

Post Office Box 129, Friendship, Maine 04547-0129
A Component Fund of the Maine Community Foundation
2020 ANNUAL REPORT to the FSS.

THE TRUSTEES OF THE FREN THANK EVERYONE FOR YOUR SUPPORT!!! YOUR SUPPORT MAKES IT POSSIBLE TO AWARD RECORD SCHOLARSHIP DOLLARS PER STUDENT ANNUALLY.

Scholarships: In 2020 the Trustees of the Friendship Memorial Scholarship Fund proudly awarded **$3,500** each to six high school seniors pursuing a post-secondary education, and **$1,800** each to two high school graduates continuing their post-secondary educations totaling **$26,400**. These awards honor Bill Pendleton's (founder of the Fund) hope that "The Fund will grow, and that subsequent years will see much more available for annual awards."

Graduates:

Daisy L. Lee	**$3,500**	**Aveda Institute, Augusta, ME**
Paige F. Powell	**$3,500**	**Aveda Institute, Augusta, ME**
Serena Blasius	**$3,500**	**Colby College, Waterville, ME**
Shelby Lash	**$3,500**	**University of Tampa, Tampa, FL**
Connor Simmons	**$3,500**	**MEMA Tech Ed. Center, Brunswick, ME**
Kylie M. Weeks	**$3,500**	**University of Maine, Orono, ME**

Continuing Education

Eli McCollett	**$1,800**	**Southern Maine Comm. College, S. Portland, ME**
Lydia Simmons	**$1,800**	**University of S. Maine, Portland, ME**
Nathan Roberts	**$1,800**	**University of Maine, Augusta, ME**

These awards were sent by the Maine Community Foundation, 245 Main Street, Ellsworth, ME 04605 to the students and their schools in December 2020 for second semester expenses.

Gifts: In 2020 the FREN received 4 Gifts "In Memory of" and 2 Gifts "In Honor of" IMO: Charles Burnham, Elizabeth Winchenpaw, Joel Fern, Connie & Elbert Pratt. IHO: Phil Pratt, David & Barbara Edwards.

FRIENDSHIP SLOOP HALF HULL RAFFLE. The Trustees of the FREN want to extend a **huge "Thank You" to Irv Lash!!** Starting in 2013 Irv donated mounted half hulls of a 37' Friendship Sloop to be raffled, with the proceeds going to the FREN. 2020 was the first year since 2013 that a half hull was not raffled off in support of the Fund due to the COVID-19 cancellation of the two programs supporting the raffle: the FSS Rockland Homecoming Races and the Friendship Day Parade in Friendship.

***FOR MORE INFORMATION** about the Fund, Gifts, and qualifications to receive a scholarship please contact **Phil Pratt** (207-832-4335, P.O. Box 129, Friendship, Maine 04547, davisloop100@gmail.com).

Respectfully Submitted, Philip C. Pratt II (Chairman), Rit Roberts (Secretary), Betty Wotton (Treasurer), Alice Benner, Fay Bragan, Stephen & Joanne Burns, John Homon, Liga Jahnke, Karin Pratt, Peggy Simmons, Beth Simmons.

Due to the potential of COVID-19 event cancellations in 2021, please contact the listed persons, coordinators or Commodores in advance to confirm if a listed event is happening.

Sailing New England Waters 2021

59th Annual Windjammer Days
June 27-July 3, Boothbay Harbor, ME
www.boothbayharborwindjammerdays.org
6/30: Reception for Schooner Ernestina Morrissey's restoration
7/1: Antique Boat Parade - for any vessel older than 25 years*
7/3: Boothbay Classics Race - (two-part series, also 8/14)*

Casco Bay Gaffers Race*
June 27-28, free, 5th year, Portland, ME
tevakesalingcharters@hotmail.com or 207-841-9125

6th Annual Camden Classics Cup*
July 29-31, Camden, ME
www.camdenclassicscup.com

Sweet Chariot Music Festival
August 3-5, arrive by boat, Swan's Island, ME
www.sweetchariotmusicfestival.com

40th Annual Chowder Cup Race*
August 7, free, Friendship Harbor, ME
Contacts: Charlie Witherell cwitherell@roadrunner.com
or Bill Shaughnessy william_shaughnessy@comcast.net

Eggemoggin Reach Regatta*
August 7, all wooden boats > 24' welcome, Brooklin, ME
www.erregatta.com

Corinthian Classic Yacht Regatta, August 14-15, Marblehead, MA
Contact: David Graham, Phone 781-631-6680 or www.corinthianclassic.org

Annual Wooden Boat Show
Presented and produced by WoodenBoat Magazine
August 20-22, Mystic Seaport, CT
www.thewoodenboatshow.com

Antique and Classic Boat Festival
TBA, Salem, MA
visit www.boatfestival.org

36th Annual Gloucester Schooner Festival
September 4-6, Harbor Waterfront
www.gloucesterschoonerfestival.net

Friendship Sloops welcome with registration

Due to the potential of COVID-19 event cancellations in 2021, please contact the listed persons, coordinators or Commodores in advance to confirm if a listed event is happening.

2021 Schedule of Events
Friendship Sloop Society

Fleet departures for Maine
Red Brook Harbor, Buzzards Bay, MA – Friday, June 25th
Scituate Harbor Rendezvous – Saturday, June 26th
Cape Ann Rendezvous – Sunday, June 27th
Boothbay/Linekin Bay Rendezvous – Friday, July 2nd

Southwest Harbor Rendezvous, Race and Potluck
Saturday, July 17th
Contact: Caroline Phillips cphillips0503@charter.net
or phone: 774-200-0506

Pulpit Harbor (North Haven) Rendezvous
Tuesday, July 20th

60th Homecoming, Rendezvous & Races at Rockland
Rockland Town Landing, ME
Thursday-Saturday July 22nd - 24th

Sloops arrive Wednesday, July 21st, depart Sunday, July 25th

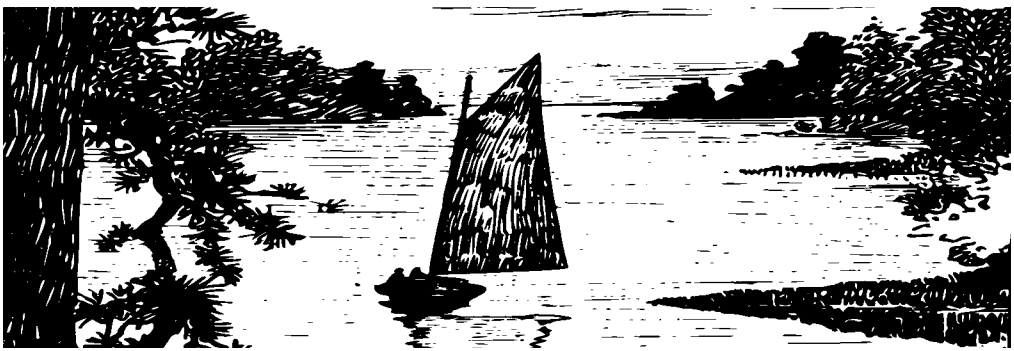
Races on Thursday & Friday: **Start time 1pm**
Skippers meeting daily, **11am under the tent**

Race on Saturday: Start time 12 Noon
Saturday Skippers meeting, **10 am under the tent**

Contact: Diane Fassak Commodore@fss.org

FSS Annual Meeting
Saturday, November 20th
Best Western Merry Manor Inn, South Portland, ME
Contact: Diane Fassak Commodore@fss.org

Friendship Sloop Society Webpage: www.FSS.org



On our 60th Anniversary Year

We Dedicate the 2021 Friendship Sloop Society Yearbook to our First Society President

~ Bernard W. MacKenzie ~

by David W. Graham

It truly all began back in late February of 1951 when one Bernard W. MacKenzie stumbled across a wooden Friendship Sloop on a wintery afternoon at a boatyard in Onset, Massachusetts. She was loosely covered with sections of canvas and VOYAGER was the name on her elliptical transom. Her measurement came with a length of 29', a beam of 9'6" and a draft of 4'10." With a proper clipper bow, her trailboards bore the name "Charles Morse, Builder – Friendship, Me" and she was born in 1906. To viewer MacKenzie, she was absolutely beautiful…and she had a soul!

Once the purchase had been made a few days later, work soon began on her with the coming approach of spring. In time, and during the next few years, VOYAGER acquired a new mast, sails, a new engine, and a spruced-up cockpit. Subsequent to being commissioned she was refitted with a new cabin interior including bunks, a head and a cast-iron stove. "After that," indicated Bernie, "the old girl seemed to have a new lease on life." Several years later she had indeed acquired that new lease on life and by then VOYAGER had established many friends between Friendship, Maine and Nantucket Island. It was during this time that Bernie MacKenzie began to realize what this vintage vessel symbolized and so he decided to seize upon an opportunity to publicize what a Friendship Sloop was all about.

The specific opportunity fell into place on Saturday, September 17, 1960, when nine years after the purchase and restoration of VOYAGER, the Boston Power Squadron held its annual "Bang and Go Back" race for Auxiliaries; a race where at some point after the start a signal is given by the Committee running the race and all participating vessels head back to the finish line. On that day whitecaps were forming on Boston Harbor and it was blowing a stiff breeze from the northeast. While Bernie had entered VOYAGER in the race, he held the very real belief that he was hopelessly outclassed in all respects by the sixteen Marconi-rigged sloops and a few ocean-racers who had also entered. This particular race progressed under a system that as the larger entrant had rounded the windward mark, the others were "privileged" to then head back to the finish line.

Running downwind, VOYAGER was making good progress with her huge gaff-mainsail but with the breeze slackening, the gap between all the others who were astern of Bernie, began to close. But just then the wind sharply increased, nearly knocking down many of the trailing sloops astern of VOYAGER! Gaining on the fleet at her hull-speed of 7 knots, VOYAGER was able to open a half-mile lead on the other sloops that had found it necessary to shorten sail. Finally tacking onto a reach between two islands

in Quincy Bay, VOYAGER'S jib suddenly split from top to bottom! However, even the hasty setting of a spare sail would not spoil this special day. For at the end of the race shortly thereafter, the cannon-flash from the committee boat told the world that VOYAGER was the victor of the afternoon's race and that she was indeed a champion! The win VOYAGER had achieved that September afternoon rang a strong note along the coast of Maine, later forming the Friendship Sloop Society in 1961 and installing Bernie MacKenzie as its first president, a position he held through 1963.



In time, Bernie "outgrew" his beloved VOYAGER, FSS Sail #1, which was eventually replaced by VOYAGER (II), FSS # 96; a Lash Brothers Friendship Sloop built in Friendship. VOYAGER (II) was launched as a bare-hull on November 20, 1965 with a Christmas tree installed in place of her mast and then towed home to Scituate for Bernie. While continuing to sail VOYAGER, he took seven years to finish VOYAGER (II), at which time she returned to Friendship to sail her first race in 1972. Over the ensuing years Bernie MacKenzie sailed VOYAGER (II) in many of the Society's races at our various venues in Maine, along with the Society's races at Marblehead, MA and New London, CT.

Unfortunately, our first president of the Friendship Sloop Society died suddenly at the age of 80, on January 15, 2002. However, we are all fortunate that it is with Bernard W. MacKenzie where it all began, sixty years ago in 1961. For this, we are eternally grateful and it is why we have decided to dedicate our 2021 Friendship Sloop Society Yearbook, posthumously, to Bernard Ward MacKenzie. Meanwhile, VOYAGER and VOYAGER (II) live on, undergoing individual restoration projects in Vermont and Maine, respectively.

Thus, we are delighted in adding a hale and hearty "WELL DONE" Bernie MacKenzie!!!

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Welcome Aboard...

"Friendship Sloop Day"

JULY 22, 1961



FRIENDSHIP, MAINE — THE HOME OF THE SLOOP

Reprint of the cover of our first Homecoming Yearbook from 1961, with Bernie MacKenzie at the helm of VOYAGER, FSS#1.

VOYAGER NOW

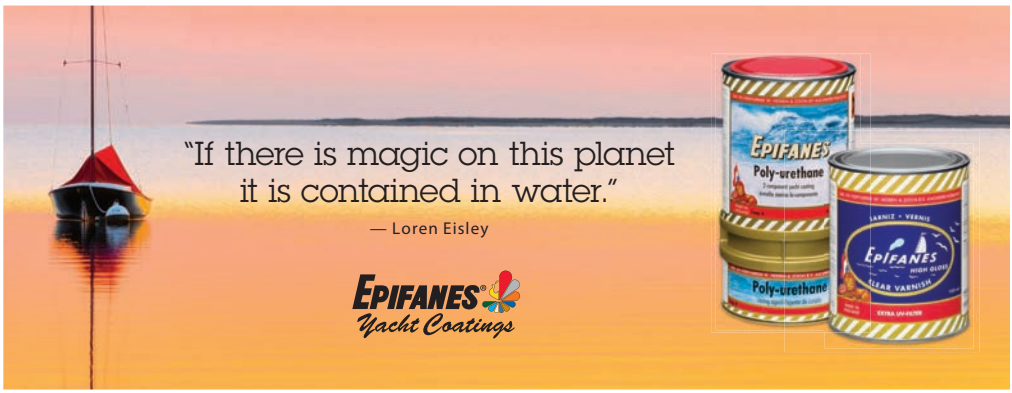
by Dexter Cooper, Hartland Navy Yard - Hartland, Vermont

When I first saw *Voyager* in 2017, my forty-plus years in wooden boat building and restoration told me that, as a practical matter, she was beyond saving. But Friendship sloops aren't a practical matter and *Voyager* is anything but just another old boat. Sixty years ago she became sail number one in a now extensive fleet of actively sailed and raced sloops and, with a great deal of work, she will join the fleet again.

With that in mind, we built a stout cradle under her and moved her at forty miles per hour from Warren, Maine to Hartland, Vermont. She currently sits on her cradle, in traction, waiting to be put back together. I have taken what lines I could off of her hull and have developed a plan to slowly pull her back in to shape so the process of renewing almost every piece of her can commence. This summer will see a shed built over her, allowing us to straighten out her keel and begin work on the backbone assembly. New frames, planking and a new deck will follow and, at some point, she will be able to return to the sea where she belongs.

Over the years that she spent on land, deteriorating fastenings and shifting supports caused her to sag to starboard, giving her hull an asymmetrical shape with the bottom of the sternpost twisted off to port. When we moved her we strapped the hull with steel bands. These held her together in transit and, along with the cradle, have held her in traction much in the same way as a hospital patient after a bad accident. In addition to a permanent cover we plan to remove both the ballast and keel timber (supporting her with a temporary strongback while we take the twist out of her stern) and get her deck centerline sitting over the centerline of the keel once more. After rebuilding the stem and sternpost a new keel will be fitted, new lockstrakes inserted at the deck and then on to reframing.

Projects like this are slow. Like most of us, I have many obligations to take care of before I can put any large amount of time into her reconstruction but I'm confident that we will get there.



The First Friendship Sloop Society Regatta Friendship Harbor

by Sue Newman

In the summer of 1961, Jarvis was working for General Electric in Lynn, Massachusetts and was a part-time launch operator for the Eastern Yacht Club in Marblehead. I had just graduated from secretarial school in Boston and having dated Jarvis that winter, also took a job in the Eastern Yacht Club office that summer.

We were on our way to Southwest Harbor for the weekend, where we both grew up, and stopped to see a high school friend of Jarvis' who was the Marine Patrol Warden in the Friendship area. He told us about the first gathering of the sloops in Friendship so we decided to check it out. We met Betty and Al Roberts and many of the sloop owners and fell in love with these beautiful boats. This was the summer before we married and it would be several years before we had our own sloop and joined the fleet. We enjoyed many years of the races with our daughters and with the many friends who wanted to join us aboard *Dictator*. The rest is history! It is such a wonderful memory for me.



Photo of the first Friendship Sloop Homecoming in 1961 at Friendship Harbor, Maine. Photo taken by Jarvis Newman. Courtesy of Kathe Newman Walton.

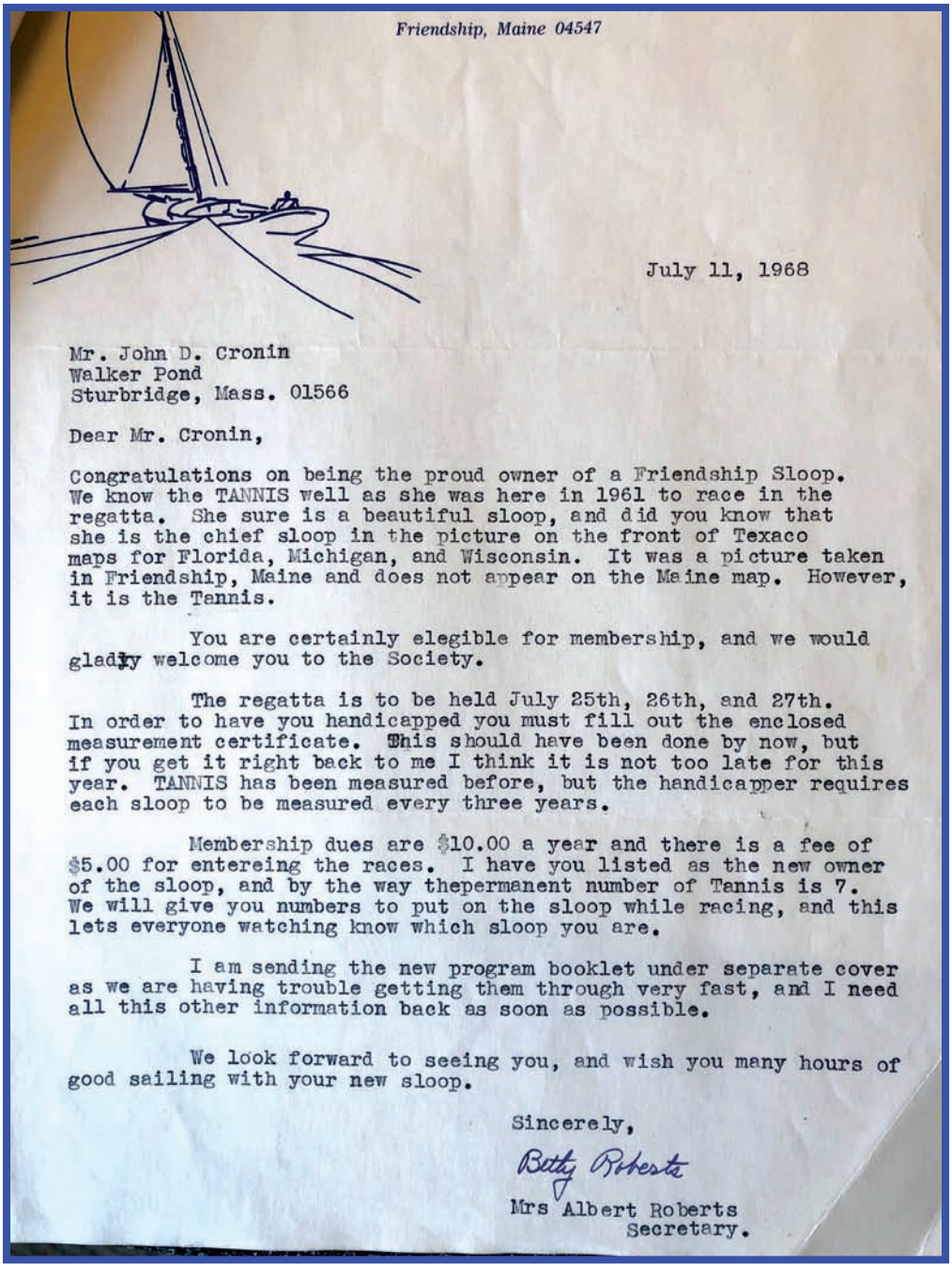
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A TYPICAL FRIENDSHIP SLOOP WELCOME!



Friendship, Maine 04547

July 11, 1968

Mr. John D. Cronin
Walker Pond
Sturbridge, Mass. 01566

Dear Mr. Cronin,

Congratulations on being the proud owner of a Friendship Sloop. We know the TANNIS well as she was here in 1961 to race in the regatta. She sure is a beautiful sloop, and did you know that she is the chief sloop in the picture on the front of Texaco maps for Florida, Michigan, and Wisconsin. It was a picture taken in Friendship, Maine and does not appear on the Maine map. However, it is the Tannis.

You are certainly elegible for membership, and we would gladly welcome you to the Society.

The regatta is to be held July 25th, 26th, and 27th. In order to have you handicapped you must fill out the enclosed measurement certificate. This should have been done by now, but if you get it right back to me I think it is not too late for this year. TANNIS has been measured before, but the handicapper requires each sloop to be measured every three years.

Membership dues are $10.00 a year and there is a fee of $5.00 for entereing the races. I have you listed as the new owner of the sloop, and by the way thepermanent number of Tannis is 7. We will give you numbers to put on the sloop while racing, and this lets everyone watching know which sloop you are.

I am sending the new program booklet under separate cover as we are having trouble getting them through very fast, and I need all this other information back as soon as possible.

We look forward to seeing you, and wish you many hours of good sailing with your new sloop.

Sincerely,

Betty Roberts

Mrs Albert Roberts
Secretary.

Courtesy the Cronin Family

Old Friendships

by Harold Burnham

Despite the working pedigree of the Friendship sloop there are a lot of used fiberglass boats on the market today that are a lot more practical. A lot of these sloops are not worth the sum value of their parts without proper consideration of what it would take to get them sailing. Taking the long view, I realize this is not necessarily a new situation for many Friendship sloops because since the 1920's and through the decades since, the old boats were no longer practical for fishing and in many cases were not worth the effort to restore. Yet what those sloops offered to the young people who had sense enough to see it was…Adventure!

Over the years, Joe Richard, Sterling Hayden, Ernie Weigleb, Sarah Beck and countless other young people have recognized the working pedigree of a Friendship sloop, their classic lines, and fallen in love beyond all reason. Love made their boats worthy of all the effort and emotion they consumed. The stories go on and on. How they bailed all night, nearly drowned, submerged their engines, and how they spent way more time or money fixing their boats than the boats were worth. But oh, the romance, and the stories, and you almost never hear about regrets. And did I mention the boats *Princess, Voyager, Depression, Flying Jib, Chrissy, Eastward, Black Jack, Tannis, Eagle, West Wind, Olie M, Resolute, Pal O Mine, Dictator, Maria, Venture,* and all the others? Many of us know many of them and many more know the stories. Some of us lived them and those of us that did knew there was nothing practical about any of it. It was all passion pure and simple. And there was a lot of luck involved and both kinds of it. We know about the engine hatch that floated up and saved the crew or the lobsterman who happened to notice the sloop and then the lack of its presence just before he saw the hands waving from the water. But most stories don't end that way. Despite some of our best efforts the boats are more forgiving than not and there are far more tales that end with beautiful sunsets in snug harbors than in real tragedy. Interestingly, the stories eventually become as much a part of the boats as their keels, timbers or planking and are often more permanent.

While I already have more rotten old boats than I care to talk about, when I see or hear about a fine old vessel I am familiar with fallen on hard times I can't help but feel the pang in my heart to tell their story: hoping to inspire a new generation to take them on and keep them interesting. Occasionally it works. There are still adventure seeking people out there that have the drive, the energy, and will make the time to keep these boats and their stories going. While it is not easy or inexpensive and there are no guarantees, there is something very appealing about being a part of a boat that goes beyond us. And like those who came before, most in the next generation will never regret giving an old Friendship all the passion they can muster. Ever.

When it started in 1961, the Friendship Sloop Society was a lot about celebrating the original sloops, the boatbuilding traditions, and the maritime culture of Muscongus Bay. With the Society focused on the annual Homecoming races, the Town of Friendship

celebrating its history and with all the camaraderie, the annual Homecomings were appealing to all who attended and many felt a deep connection between the boats and the community. Traditional vessels derived from humble, honest, working craft placed in the setting of an honest working waterfront. Furthermore, that special something appealed to honest hard working people and drew them in. Many of these folks were the types of people capable of building, repairing or rebuilding their own boats themselves and many of these folks lived along the shores of Boston.

By the 1970's and 1980's there were a lot of Friendship sloops being built, rebuilt and sailing on Boston's North Shore. My dad built *Maria* and *Resolute* both based on the Pemaquid but scaled down and up respectively, in 1971 and 1973. My father did not know much about Friendship sloops when he started building *Maria* but not long into it he learned of the Friendship Sloop Society and of people like him building and rebuilding boats in their own back yards. Jim Hall of Rowley built two sloops based on the Pemaquid; John Chase built a 30-foot Pemaquid named *Noah's Ark*; Bob Gardner built *Red Jacket*, a thirty-footer designed by Phil Nickles; Kent Murphy built *Ollie M*. on the lines of *Eastward* designed by Murray Peterson; Jack Kippen rebuilt *Voyager* on and off between sailing it as Don Houston did with *Eagle*; Dick Salter fitted out the Dictator hull *Liberty*; Mike Ginn fitted out the Bruno and Stilman hull *Chabacco*; and also *Pal O Mine*, owned by Jim Lane, and *Phlyous*, owned by Dick Condon. This June 26th will mark 50 years since *Maria* was launched. If *Maria* had been that old then, she would have been considered a rare surviving example of the Friendship sloop (Class A) by the Friendship Sloop Society. As it was, being based on the lines of the Pemaquid, she was designated a replica by the Society.

This winter our family friend Jack Kippen stopped by to let us know he was cutting down a few spruce trees in his yard and offered us the wood. A few days later he was loading the logs on my little truck and I was hauling them back to the mill and he mentioned that he and his wife Joyce had found a home movie she had taken of both he and my father bending the ribs into *Resolute* and that he would make me a copy. Sure enough about a week later Jack stopped by with the CD. And so on it continues. In closing I would like to say thank you to Zack, and Aaron, Alden, Tom, Cyrus and all of you who know the stories, live them, and struggle to maintain old Friendships.

To quote James Russell Lowell: "Each year to ancient friendships adds a ring, as to an oak." Those years and those rings and those stories are so much appreciated. God Speed!



Marcia Morang: Proof you don't need to sail to love the FSS!

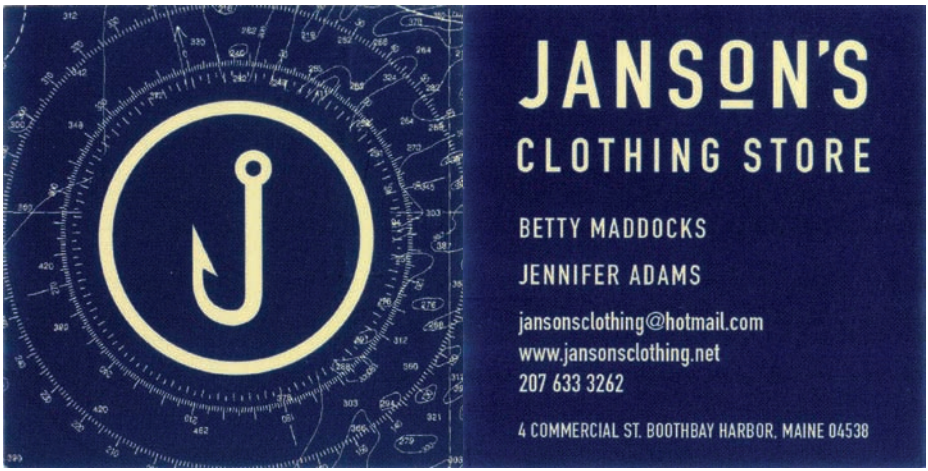
by Penny Richards

My mother Marcia's affair with the Friendship Sloop Society began out of love – not for the boats and certainly not for the ocean, but for my father, Bruce.

We were vacationing at our summer home in Nobleboro in the early 1960s when my dad happened upon an announcement for a sailing regatta off Roberts' Wharf in Friendship. He loaded us all into the station wagon and headed down Route 220. He bounded out of the car and down to the dock. In the time it took my mother to corral me and my brother out of the car and my sister into a stroller, my dad was racing back up the hill to the car. "I'm going sailing!" he shouted, and ran back down the hill.

He'd met Ernie Wiegleb of *Chrissy* whose helmsman was absent (he had a cow in labor). My Dad filled the void and helmed *Chrissy* for the next many years. Mum had no interest in sailing. She didn't want to row out to a boat at anchor in the harbor for post-race cocktails. She wasn't interested in walking down the ramp to a floating dock. Mum liked her feet on solid land. She grew to appreciate the Friendship Sloop Society because my Dad loved it.

When the races moved to Boothbay, my Dad became the chairman of the Race Committee. For reasons unknown, Mum agreed to board the committee boat and go "racing" with my Dad, but the committee boat was as far as she'd venture. When Dad passed away in 1995 she "retired" from Race Committee participation and took up a position on shore. She fetched rations and supplies for those who'd travelled Down East by boat and had no wheels to go shopping. She was a spokesperson and cheerleader for the Society and to those who ventured into the Rockland Harbor tent with questions about the boats and how to hitch a ride. She raised her hand when the Society needed someone to coordinate trophies and talked me into being her Second. She had such fun shopping for keeper trophies and skipper's gifts. Among her favorites were the playing cards with the longitude and latitude of [I think] Rockland Harbor. Maybe it was Boothbay. It doesn't matter now.



She enjoyed her Julys at the races in Rockland. She patted puppies, cooed at babies, flirted unashamed with Marion Stanley's husband Ralph, and hugged and kissed everyone in sight. Over the last few years she attended she joined Jack Cronin's crew on the *Effie M*. That was probably more for me than for her. I hated sitting under the tent and wanted to be on the water but shared her desire to stay off sailboats unless they are rafted to a dock. Mum didn't have the traditional love affair with the sailing side of the Society but she had a deep affection for the people of the Society.

Mum was cremated. She requested that some of her remains – mixed with some of my Dad's – be scattered in the ocean off the back of a Friendship Sloop. It probably isn't really what she wants but she'll do it because she loved my Dad. We'll pick a day with gentle winds and take her sailing for real.

Three days before she died she wanted a Hershey Bar. It was the last thing she asked me for and one of the last things she tasted. In her memory, please share one with a friend.

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FAMOUS FRIENDS OVER THE YEARS...

Tom Watson, Chairman and CEO of International Business Machines (IBM)

MEASURE TWICE, CUT ONCE, DO IT AGAIN (#5761). In the late 1980s, to 1991, Ted Hood's Portsmouth, RI building and service facility in Little Harbor was commissioned by former IBM Chairman and well known American yachtsman Tom Watson to build a custom one-off Little Harbor 75. The first step in this process, once a design was agreed upon, was to build a plywood mock-up of the cockpit and cabin spaces. Mr. Watson spent hours sitting in these areas, moving around as if at sea, and subsequently made modifications and additions as he saw were needed. I remember well how handholds were of utmost importance to him. *Palawan*, as the boat was to be named, would be his last boat to see him continue his yachting adventures with several ocean crossings and sailing into high latitudes. Mr. Watson was a stickler for details. Clearly going through this process enabled the designers and builders to create exactly what the owner wanted in his last cruising boat. *Courtesy of Ben Sheets* [Tom Watson often showed up for the Friendship Society Homecoming races back in the 1960s-70s and it is believed his brother Arthur "Dick" Watson used one of Tom's seven *Palawans*, or his own *Anjacaa*, as a race committee boat for some of the Society's races.]

In like manner, it was the recommendation of Warren Brown Sr. (*War Baby*), who had learned the step from Tom Watson of *Palawan*, to build a 1:1 mock-up for *Spirit of Bermuda* before signing off on the final plans by Lanagn Design in 2004. Of course, as a purpose-built sail training vessel, we had to optimize space and flow for 32 people. We employed Paul Wolter, *Palawan's* Captain, to build the mock-up at the former Royal Navy Sail Loft (ca. 1850's) in Bermuda. Although not terribly aesthetic, it cost $18,000 and resulted in 24 changes, some major. For example, we raised the cabin sole increasing needed tankage space and re-designed the engine room. That led to the building of two more mock-ups, one of the navigation area and one of the engine rooms. Changes that would have cost > $25,000. Fifteen years and 5,000 student trainees for a minimum of 5-day residential voyages, it has passed the test of time and close living. *Courtesy of Malcolm Kirkland*

U.S. Army Four-Star General John R. Galvin



Former Supreme Allied Commander of NATO and former Dean of the Fletcher School of Law and Diplomacy at Tufts University in Medford MA. Gen. Galvin was the lifelong friend of the late Bruce and Marcia Morang, who visited Gen. Galvin and his wife in Belgium in May 1992 as Gen. Galvin was retiring from his NATO post. Bruce and Marcia were guests at numerous farewell celebrations by NATO nations honoring Gen. Galvin's retirement, including a side trip to the Wiesbaden Air Force Base in Germany.

This photo was taken during the Morangs' trip to Belgium. Note Gen. Galvin's FSS burgee attire!

What's in a name?

by John Wojcik

Anyone who owns a Friendship sloop knows that they draw a lot of attention, and along with that comes a lot of questions. The more common questions are: How high does she point? (Not very). How fast does she sail? (Depends on the point of sail). How many does the sloop sleep? How did you get interested in Friendship sloops? And, how did you end up naming the sloop *Banshee*? Here's my answer to the last two questions.

My interest in Friendships began in Fairhaven, MA, the town I grew up in on Buzzards Bay. My dad worked at D.N. Kelley & Son Shipyard in town for 50 years starting in 1937, eventually retiring as the superintendent. The yard was fairly large and mainly serviced the scallopers and draggers of New Bedford, as well as large non-fishing vessels such as the *Shenandoah, Mayflower*, *HMS Rose* and others. The yard had four railways from 100 to 800 tons capacity. It also serviced a small number of pleasure craft, mostly power. The yard wasn't too far from the high school so on afternoons when there were no activities at school I'd walk down to the yard to visit my dad. It was on one of those visits in the early 60's when I spotted the Morse-built Friendship sloop *Banshee* #8, sitting on the small railway waiting to be launched for the season. That's when I fell in love with Friendship sloops.

Banshee was owned by Captain Ben Waterworth, a charter member of the Friendship Sloop Society. Ben was a square-rigged sailor having sailed aboard vessels to Argentina and a collier to Australia. A couple of his adventures are briefly described in Donald Tucker's book *The Coasters*. Ben served early 30's) as first father's schooner cargoes from Long Nantucket, New For a brief time Capt. schooner *Herman L.* he became a yacht around Kelley's before *Banshee* was would soak her since After the sloop was would pour sawdust



Coasting Schooner, ca. early 1900's
Courtesy George Zachorne, Wickford, RI

Last of the Fairhaven for a time (late 20's mate on Donald's *Coral*, delivering Island Sound to Bedford and Newport. Ben owned the cargo *Rogers*, after which captain and a fixture Shipyard. Every spring launched the yard she was a "leaker." launched the yard from the mill around the waterline in hopes the sloop would suck some in through the seams and stem the flow. My Dad would then have her towed to Ben's mooring behind Crow Island where she would sit for the summer, never leaving the mooring to sail. Ben would drive his large black Packard to the end of the lane by the yard, leave his wife in the car to knit, and then row out to check on the sloop and spend time writing about his adventures.

I was aboard *Banshee* a few times to visit with Ben who would tell me about some of his adventures. I remember a couple of things about the sloop: the offset engine and the mattresses made out of ticking. Eventually Ben sold *Banshee* in the mid-1960's to a couple of young men who were going to sail her to Florida. I remember looking at the sloop after her sale and noting rot at the butts of some of the topside planks. The sloop at this point was not in good shape. I remember my Dad commenting on how the mast was pushing through the bottom of the boat. The two men left the harbor with *Banshee* and after passing through the hurricane dike encountered rough seas causing the sloop to leak badly. They continued on for a couple of miles to the Medeiros boatyard in the south end of New Bedford where she was hauled for repairs that were never made.

Carole and I started dating in 1966 and on occasion we would drive to see *Banshee* at the Medeiros' yard. That's when Carole realized there would be a Friendship sometime in the future. Eventually the Medeiros yard was closed and *Banshee* was burned where she stood. Parts were salvaged from her and became part of the decor in the restaurant next door, the "Billy Budd." Carole and I eventually bought a bare fiberglass hull from Jarvis Newman and finished her in 1978 and of course named her *Banshee*. We launched her at Kelley's in July of that year on the spot where the picture of Capt. Ben was taken many years before. As for Capt. Ben, he later retired to the Sailor's Snug Harbor Home in Duxbury. I often wondered if he knew there was a Friendship sloop named after his beloved *Banshee*. Ben passed away in 1978, only a few weeks after we launched *Banshee* #180.



Capt. Ben with Banshee #8 at Kelly's Shipyard ca. 1960's



Carole Wojcik christens Banshee #180 at Kelly's Shipyard as John Wojcik looks on approvingly, 1978.

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Ralph Stanley
Bill Whitney
Bill Zuber



Due to the potential of a COVID-19 cancellation beyond our control in 2021, please visit our website FSS.org or contact our Commodore to confirm the Homecoming is happening.

2021 Homecoming Rendezvous and Races Schedule of Events in Rockland

Wednesday July 21

Sloops arrive in Rockland Harbor and tie up at the Public Landing (no charge). Moorings will probably be available on Wednesday afternoon at $30 per night. Call the Harbormaster on Channel 9.

Thursday July 22

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

Friday July 23

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

Saturday July 24

10:00 AM	Skippers Meeting
12 Noon	Race starts off the breakwater
3:00 PM	Sloops at town dock

Sunday July 25

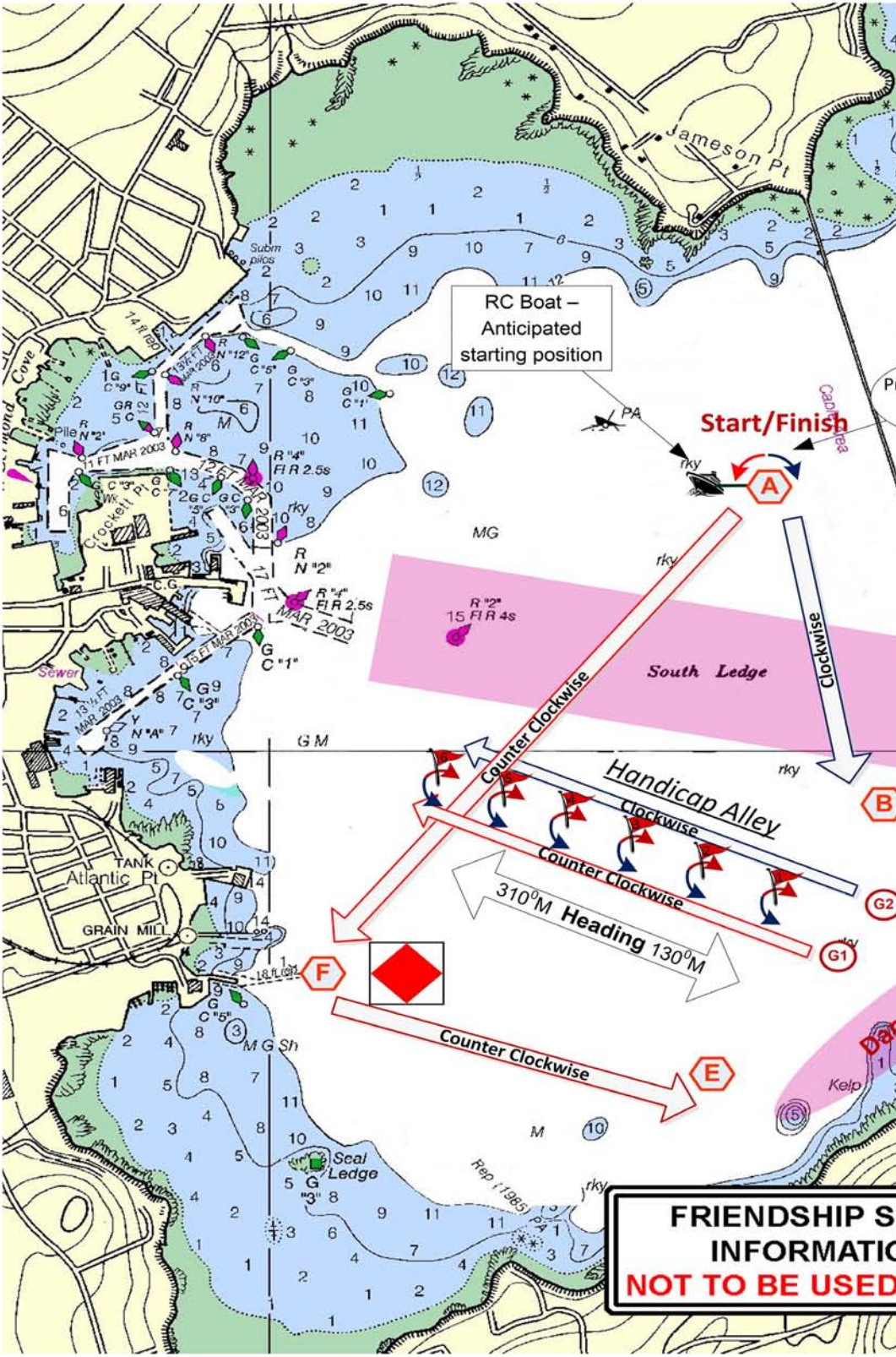
Sloops depart Rockland for homeports or continue cruising along the New England coast

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

On the cover: Digital rendering of Friendship Sloop *Echo,* FSS #54, built at Lee's Boat Shop, Rockland in 1965 for noted artist William Thon. Figurehead carving by, and courtesy of, prior owner Stephen Major. © George Hagerty, 2021.

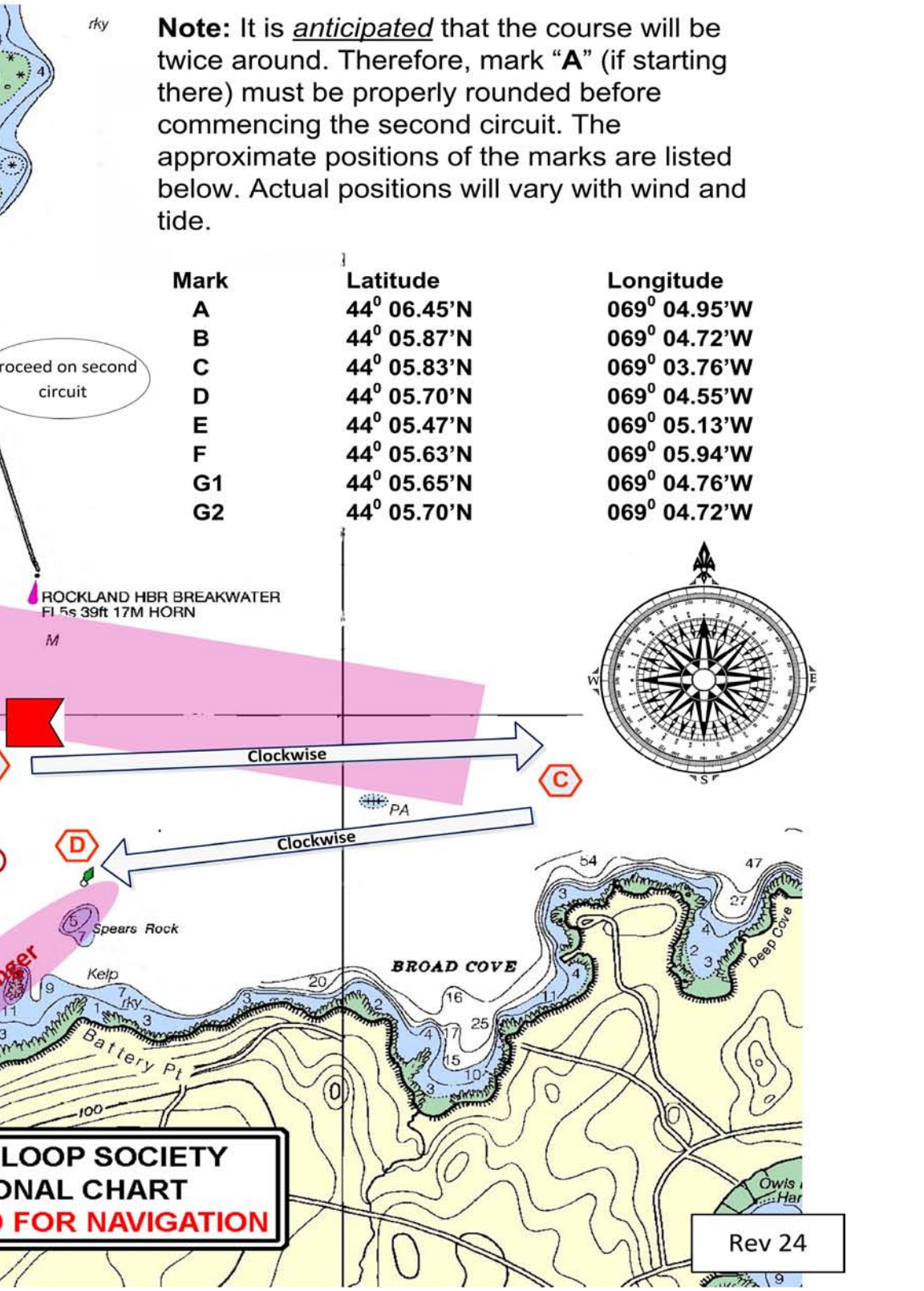
Correction: The caption for the photograph on pg. 13 of the 2020 FSS Yearbook should read: ***L to R: Blad (William) Hansen and Greg Ross*** as part of Greg's article "Swan's Isle, FSS Registry No. 285." The editor's apologies to Blad and Greg.

All photographs herein courtesy of the individual article authors or as noted.


RC Boat –
Anticipated
starting position
Start/Finish
A
B
G1
G2
E
F
Handicap Alley
Clockwise
Counter Clockwise
310°M Heading 130°M
South Ledge
Jameson Pt
Atlantic Pt
GRAIN MILL
TANK
Seal Ledge
Kelp
Sewer
Crockett Pt
FRIENDSHIP S
INFORMATIO
NOT TO BE USED

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

Mark	Latitude	Longitude
A	44^0 06.45'N	069^0 04.95'W
B	44^0 05.87'N	069^0 04.72'W
C	44^0 05.83'N	069^0 03.76'W
D	44^0 05.70'N	069^0 04.55'W
E	44^0 05.47'N	069^0 05.13'W
F	44^0 05.63'N	069^0 05.94'W
G1	44^0 05.65'N	069^0 04.76'W
G2	44^0 05.70'N	069^0 04.72'W



Special 2020 Non-Racing Trophies

Nickerson Trophy: Presented to the youngest crewmember sailing on a Friendship sloop during the "Homecoming" - **Rich and Beth Langton's granddaughter Annabel Elizabeth Clifford**, 9 weeks old, on *Queequeg*.

Bruce Morang Award: Presented for outstanding article in the Yearbook - Diane Fassak for "*Friendship*."

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And finally, the award to the skippers of the sloop that "Zoomed" the furthest distance for the remote 2020 FSS Annual Meeting - **Stacy Spaulding & Rayned Wiles** of *Genevieve* (Maryland)!

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The youngest crewmember's youngest crew member

by Rich and Beth Langton

In January of 1987 Ruth Langton joined her parents, Rich and Beth, as crew on the family's Friendship Sloop *Content*. We had been sloop owners for only a couple of years and were committed to sailing *Content* in the annual regatta, which at that time was based in Boothbay Harbor. Fortunately this was also *Content's* homeport, so packing up our six-month-old daughter for three days of sailing seemed like it was something new parents and novice sailors could manage. We had our eye on the youngest crew member trophy that is awarded each year, especially since we were not seasoned sailors let alone racers.

To make a long story short, the sloop races in 1987 were an adventure that included fog; a near miss with one of the tour boats that navigates the waters of Boothbay; lack of a radio on board for communicating with the race committee boat; and any number of diaper changes, nursing and naps but we did it. Ruth was duly acknowledged as the youngest crew member and awarded the Nickerson Trophy for that year.

Turn the clock forward 33 years and one sloop later, as the Langton family had sold *Content* and was now sailing *Queequeg*. Ruth is happily married and still enjoys participating in the annual regatta only this time the crew also included her daughter, Annabel Elizabeth Clifford. Annabel was born in May, which was perfect timing for the regatta in July 2020. Unfortunately, in this year of the pandemic, the races were cancelled so the adventures similar to those experienced by her parents years before were somewhat muted. Nevertheless Grandma, Grandpa and Mom got Annabel on the boat and the Friendship Sloop Society graciously awarded her the youngest crew member trophy for 2020. Stay tuned for an update in about another 30 years!

As somewhat of a footnote, Ruth's brother, Robert, was born in the fall of 1989 and joined our crew in 1990. He was the second family member to be awarded the Nickerson Trophy and, in fact, got a trophy hat-trick as he won the youngest crew member award two more times over the subsequent four years. Over our 35 years of sailing Friendship Sloops, racing has never become our family strength, but enjoying sailing and passing on that enjoyment from one generation to the next certainly has.



Above
Ruth and Annabel Clifford: the youngest crew member of 1987 holding her youngest crew member of 2020 on board Queequeg in Boothbay Harbor.



Right
The youngest crew members, Ruth and Annabel, from 1987 and 2020 with the Nickerson Trophy.

Friendship Sloopers Making Music Together

by Doug Riley



L to R: Rusty Strange, Ralph Stanley and Doug Riley jury-rig some music under the tent!



Me fiddling the Parade of Sloops by.

I also hear that Roger Duncan's brother used to play his bagpipes for the Parade of Sloops.

As the current owner of Roger's boat *Eastward* FSS #6, I was moved to make some noise though my fiddle is no match for the mighty pipes.



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A Story of One Family and Two Sloops

by Richard W Langton, with help from Carl Jordan

Back in the 60s, my parents would pack up my sister and me, together a friend each, in one of those big old 60's cars and drive from Hudson, Ohio to New England for a two-week vacation in the summer. Our destination was Friendship, Maine, and more specifically Morse Island, which is a mile boat ride from Friendship's town dock. As a New Englander my dad looked forward to coming home and for us kids the island was a magical place to explore, not to mention the discovery that the ocean was really salty and full of funny looking fish, crabs and a myriad of other creatures unknown in the Midwest. In retrospect, however, what started as a chance encounter with Friendship Sloops on our vacation became a major part of my family's life.

I don't know if it was really by chance, but my family arrived in Friendship during sloop week. After that first year of motoring around the harbor in our MFG (which was a boat based on the new technology of making boat hulls with molded fiberglass) to look at those beautiful wooden sloops, our Maine vacation during sloop week became an annual event. A few years later we moved from Ohio to Massachusetts and Hazel Morse sold one of the seven cottages on the island to my dad. We were then in Friendship most summer weekends. Every weekend that we spent in Friendship, my Dad and I dreamed of the day we would own a sloop like Dr. Hahn's *Depression* (sail # 23), which was moored just off the town dock. That dream came closer for me when my wife Beth and I moved to Boothbay Harbor in 1980. In 1985 we saw *Content* (sail # 5) sailing out of the harbor and a friend mentioned that the sloop was for sale. That was all we needed to know and we bought *Content* before the summer was over.



Content was built by Stuart Ford, who was a charter member of the Friendship Sloop Society. Like all traditional Friendships she was constructed of wood, cedar planking on oak frames. In the book *It's A Friendship*, Ford said he built her to outlast his lifetime, having used galvanized screws to secure the planking rather than the preferred, and more expensive, bronze fittings. *Content* joined our family on the verge of her second life and required increasing maintenance over the years we owned her. She was a great boat for our family and filled our summers for 15 years with both daring and enjoyable adventures, but the annual sanding, painting and varnishing, along with a modest amount of refastening planks, got old. Wanting to sail more than maintain, we decided to

"upgrade" to a fiberglass hull. Once we decided to upgrade to fiberglass we started the search for a boat, but the family rule was only one Friendship in the yard at a time and *Content* did not sell immediately. As we contemplated what boat to purchase, I recalled seeing an ad in the yearbook for a Jarvis Newman-built fiberglass Pemaquid (25 ft) hull in Florida. Coincidentally, I was headed to Florida for a fisheries meeting so I took a detour to check out the boat. The owner pointed to the small charcoal ships stove when we looked below and commented that this boat really belonged in Maine. She was perfect, but we still owned *Content*. Virtually identical to *Content*, *Queequeg* was built in 1975 by Jarvis from his mold taken off *Old Baldy*, and with the lack of cedar planking and galvanized fittings she promised to have many years of sailing ahead of her.

It took a few years to find a buyer for *Content* but she sold, which allowed for our new boat search to begin in earnest. With cash in hand I dug out the old ad for *Queequeg* only to find the phone number was disconnected. In the interim the area codes had all been redone and when that lightbulb went on in my mind I got the correct phone number and tracked down the boat, which was still in Florida. She had been sold several times but the current owner had broken her bowsprit and was ready to sell. Like with our first sloop there was really no decision to make and we bought her in 2001. The trick now was getting *Queequeg* back to Maine. We couldn't sail her with the broken bowsprit and so we decided to truck her north. We contacted several boat hauling companies and after the appropriate negotiating she was on the way home. We sailed *Queequeg* all the way through the 2020 season but had previously decided in 2018 that is was time to find her a new owner. Not an easy decision but as all boat owners ultimately realize, there comes a time when priorities change and boating takes second place.

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We listed *Queequeg* for sale with Newman Marine Brokerage figuring that we would have a couple more years of sailing before the sale. Much to our surprise Kathe Walton, Jarvis Newman's daughter, found a potential buyer almost immediately. He was flying up from Florida (yes, Florida!) to check out two 25-foot Friendship sloops that Kathe's father had built. In the early spring of 2019 Carl Jordan and Kathe Newman arrived in my backyard to check out *Queequeg*. Snow was still on the ground and only a dedicated boat buyer would be out and about in Maine looking at boats at that time of year. Turns out we sat in *Queequeg's* cockpit for a couple of hours talking about boats. I even pointed to the charcoal stove restating the story about how this boat belongs in Maine. Carl's response was that it would be perfect for those cool Florida mornings, while I was thinking…"cool" in Florida? He went on to say that the only snafu to the purchase was that he had to sell his boat first. Where have I heard that story before?! In any event, we entered into a sales agreement that was contingent on his boat's sale. When the fall arrived and there was no reports of a boat sale, I assumed it was not Carl's destiny to be the new owner and our sales agreement ran out.

With the pandemic in 2020 we debated about even launching *Queequeg*. What was the point without the sloop races, which were always the high point of our summer sails? Kathe assured us that a boat in the water sells quicker than one on land, and besides, we had a new granddaughter to introduce to sailing. So overboard she went and we enjoyed our own method for maintaining social distance over the summer. Several people came to look and one couple came close but they ended up purchasing another sloop that had come on the market. It was the end of October and I had set a date to haul *Queequeg* back home and get her ready for another Maine winter. Perhaps in 2021, with a return to some normalcy, a new owner would come over the horizon? However, this was not to be.

Kathe got a call from Carl as I was setting the date for the boat to be hauled home, "Is *Queequeg* still for sale?" he asked. He was finally just closing on his boat's sale and hadn't given up on owning a Friendship. With Kathe's answer in the affirmative I got in touch with Carl, we arranged for a survey and the deal was done. At the beginning of November Carl and a boat-hauler friend showed up in Edgecomb with their trailer and spent a day or two getting *Queequeg* ready for her return trip. It was not only Carl's destiny to be the new owner, but it was apparently *Queequeg's* destiny to sail the waters of Florida once again!



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After arriving back home I heard from Carl with an update. *Queequeg* was 45-years old when she headed south again, and I was concerned that something I had neglected to point out, or the survey had inadvertently missed, would be a disappointment to the new owner. I am glad to report that that was not the case. Once she arrived home, *Queequeg* was rigged and launched and to quote Carl as to what transpired next:

"Then, the most remarkable thing happened. Miller Marine is located near the head of a bayou on the northside of St. Andrews North Bay, a run that I usually allow as much as four hours to make. Just moments after Queequeg backed out of the lift; we were greeted by a pod of dolphins that stayed with us, escorting us for the entire length of the channel and out into North Bay. With the breeze at 10 to 15 from our stern, at first, with just the main, she went right to hull speed, and stayed there for our broad reach down West Bay and then close hauled across to Panama City. I'm getting carried away (that wasn't a pun) I think I've been smiling more lately than I have in years."

As Carl said in his email, to date *Queequeg* has been pampered more than sailed, but every day that he's down "mess'n about" (and not in the lazaret or bilges…) she gets compliments. He's asked: "Where did he find that beautiful little boat?" to which he will reply with some story about Friendship Sloops and how wonderful it was to have been connected to this little boat, in particular, by the builder's daughter. Having had many similar comments myself when at the mooring, dock, or even under sail in Maine, it was reassuring to hear from Carl and recognize that destiny works its magic from one sloop owner to the next.

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Reprinted from our 1988 Yearbook at the request of Mr. H.W. "Hank" Haynes producer of the **Wolfpak Waterjet** thruster. "Has anyone seen the *True Love*?"

A Jet Propelled Friendship Sloop!



True Love

This letter was written by Jim Wainwright, builder and owner of True Love. He sails out of Gig Harbor, Washington.

My boat is Phil Bolger's *Monhegan.* It is 18 feet long and has very limited space in the cuddy. The plan called for a 6-10 horsepower, inboard engine to be located in this limited space under the bridge deck. I thought about an outboard, but couldn't locate it with a high enough transom and still keep it under the deck and out of view.

While I was still planking the hull, I met Hank Haynes at the Seattle boat show. He was producing the "Wolf Pak" jet thruster. It consists of a centrifugal pump driven by a vertical drive engine, at that time a 25 horsepower gas or diesel. The pump is fabricated of aluminum or, now, bronze. The jet portion is what he calls a "corona" jet. It consists of a jet tube surrounded by an outer tube which draws in air and/or the engine exhaust and which surrounds and directs the water column, making it more efficient. The total system employs two jets, one for the forward and one for reverse. A Y-valve directs the flow to the proper jet.

I started off with a 6.5 horsepower Chrysler two-cycle, air-cooled, power head. After two years I decided I needed a change. I was not satisfied with the pull-start which required me to stand up - not a good position in case of rough weather.

A friend told me about a small engine he could get that might work. It was so cute, I bought it whether I could use it or not. It is a Wankel rotary 25 horsepower engine attached to a lower unit similar to the O.M.C. Sail Drive. It was made in 1965 to go into a unit called a "ski-craft," a small plywood hull with lawnmower-type handle bar, that tows a water skier around. The ski craft didn't work out, but some of the power units were salvaged. I was able to remove the engine and adapt it to my pump. Now I have enough power to get hull speed with water cooling and electric start comfort.

I ran the thrust through the deadwood and stern post about three inches below the water line. The top of the rudder was cut off and a stainless nozzle box attached to the rudder. The rudder stock is hollow and houses a push rod attached to the tiller and a flap valve in the nozzle box. This was supposed to provide reversing but produced a good neutral instead. When I changed _engines, I also added a reverser jet and the Y-valve.

I have used the Wankel one year now and it has worked out fine. I just hope it continues, for parts are not available. The good point is that there is no propeller back there to drag and snag things. The bad point is that there is a lot of plumbing inside the hull with a lot of leak potential.

Technical data can be supplied by Wolfpak Marine Corp., 17427 195th Pl. So., Renton, Washington 98058, (206)432-7728.

Friendship Sloop DICTATOR

by Cipperly Good, Richard Saltonstall Jr. Curator of Maritime History, Penobscot Marine Museum



Hooked rug depicting York Island and the Friendship sloop DICTATOR ca. 1956 Made by Harriet Gray Davis (1911-1987). Bequest of Elizabeth W. Woodward, 2020.7

In 2020, the estate of Elizabeth W. Woodward donated a hooked rug made for her mother around 1956 by Harriet Powers Gray Davis (1911-1987) depicting York Island and the Friendship sloop DICTATOR. Harriet spent her childhood on the island as her father used it as a base of operation for his fishing sloop DICTATOR. The story behind the rug gives us a glimpse into the early 20th century fishing industry on the outer islands of Maine.



Postcard of York Island harbor, off Isle au Haut circa 1900. Reverse reads, "In the lobster season, the harbor is crowded with boats." Atlantic Fisherman Collection, LB1995.72.183.

York Island is located off the eastern shore of Isle au Haut. The island was used in the 1800s as pasturage for sheep and its surrounding waters as a fishing ground. By the mid-1870s, families began to settle on the island, and a small schoolhouse accommodated the educational needs of its children. Located a day's sail from Deer Isle, the harbor at York became the base of operations for Rockland fish buying boats and Deer Isle fishermen looking to access the fishing grounds to the east of the island. By the 1890s, the York Islanders built wharves, fish drying sheds, storehouses for bait and other supplies, and shoreside cabins to cater to the fishing industry. Stephen Gray, the father of our rug's creator, was one such Deer Isle fisherman who brought his family to live on the island during the fishing season. By the time the first make-and-break gas engines enabled fishermen to go farther afield faster in the early 1900s, the Grays and other families no longer needed to stop over in York Island harbor and had returned to live on Deer Isle year-round.



DICTATOR at the Stonington wharf of Boston lobster dealer Johnson & Young, circa 1905. Stubing Collection, LB2010.15.220.

Stephen Gray commissioned Robert McLain & Sons of Bremen to build his "Friendship" sloop DICTATOR 1904. Although not built in Friendship by the Morse brothers, and therefore not purely a Friendship sloop, there is little difference in design from the originals: a duck-tail turn in the stern, and more of a longitudinal curve in the deck. Gray fished and lobstered out of the boat until 1908. The boat's large, deep cockpit held the fishing gear.



Cruise on the DICTATOR, circa 1970. Applebee Collection, LB1980.226.1147.

DICTATOR remained a lobstering boat until bought by a family to be their summer pleasure craft in 1925. By then, her large, deep cockpit became the perfect playpen for young crew out on a daysail. It is one of the oldest Friendship sloops still in existence, having been rebuilt by Ralph Stanley in 1973. Ralph, now a trustee here at Penobscot Marine Museum, admired the boat's design:

"In 1973, I rebuilt the "Dictator" for Jarvis Newman. I had always wanted a Friendship sloop of my own, and I had known about the "Dictator" for a long while. Every time I went up to Stonington where she was stored, I'd go look at her. She was setting there with a big hole in the bow, just dying. I had hoped to have her for myself, and I'd dreamt about getting her and rebuilding her. But of course, I couldn't. The owners wouldn't sell her, and I didn't have any money to buy her anyway... Finally, Jarvis [Newman] bought the "Dictator" and brought her down here to Southwest Harbor. He hauled her up into his shop and got me to do the rebuilding. She was thirty-one feet, and she had to be completely redone. Afterwards he took a mold of her to use in building fiberglass Friendships [the Newman 31]." - "Ralph Stanley : Tales of a Maine Boatbuilder" by Craig S. Milner and Ralph W. Stanley, published by Down East Books, Camden, Maine 2004, p. 85.

We are thankful to the Woodward family for passing along this unique view of the Friendship sloop in the fishing industry.

Reprinted from the April online edition of the Penobscot Marine Museum Newsletter.

PENOBSCOT BAY Pilot

Mon, 11/09/2020 - 4:00pm

ONE OF THE OLDEST SURVIVING FRIENDSHIP SLOOPS DESIGNED BY WILBUR MORSE

Friendship Sloop 'Blackjack' added to list of historic places



Blackjack. (Photo by Alison Langley)

ROCKLAND — The Friendship Sloop *Blackjack,* owned and restored by the Sail, Power, and Steam Museum of Rockland, was recently listed on the National Register of Historic Places.

The National Register of Historic Places is the Nation's official list of cultural resources worthy of preservation, according to the Museum, in a news release. The Register is a program of the National Park Service but the Maine Historic Preservation Commission, a state governmental agency, oversees the administration of the Register program in Maine.

In the words of Ann Morris, former SPSM board member, curator of the Rockland Historical Society, and the person who initiated and oversaw the application process, "*Blackjack* is significant as a fine example of the Friendship Sloop type of sailing vessel designed by Maine boatbuilders specifically for fishing and lobstering along the Maine coast. And she is significant as one of the oldest surviving Friendship Sloops designed by Wilbur Morse, the most prolific builder of these vessels."

Originally built in 1900, the 33-foot Blackjack was donated to the museum by owners who had come to realize that the restoration was a much bigger project than they had anticipated. Capt. Jim Sharp, founder and director of the museum commented at the time: "We rebuilt the vessel entirely. She had a broken keel, all the frames and planking were gone, and the sheer was lost. We replaced everything but the transom!"

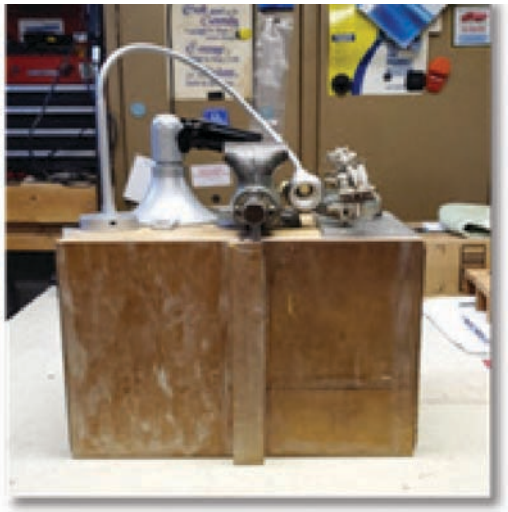
Consulting with wooden boat experts such as Maynard Bray and boat builder Ralph Stanley on design and techniques that Morse might have employed at the time, a team of master builders that included Jim Loney, Tim Clark, and Garrett Eisele worked for countless hours with dedicated museum volunteers to complete the project, according to SPSM. Re-planked cedar below the waterline and native pine above, the wood for the new frames came from a stand of English oak from Friendship. Sharp was quoted in an article in the Maine, Boats, Homes and Harbors Magazine as saying that the museum was "keeping her genes in the right place."

Upon completion of the restoration, a grand celebration and launching was held on Saturday, July 7, 2018 at the site of the old Snow Shipyard, currently home to the museum as well as the city's Snow Marine Park. With bagpipes and fiddlers playing the soundtrack for the day, *Blackjack* was moved from the museum's boat shed by a team of oxen from Cox Kennel and Farm in Woodstock. Sharp noted that the boat may well have been launched in the same way over 100 year prior to that time, according to SPSM.

The Sail, Power, and Steam Museum is a 501(c)(3), non-profit, organization, dedicated to celebrating and preserving our maritime and industrial history, culture, and heritage. In addition to being the home of countless exhibits that chronical our history and vessels of historic significance, the museum is also home to the Midcoast Sailing Center which hosts a free sailing program for area and visiting youth during the summer.

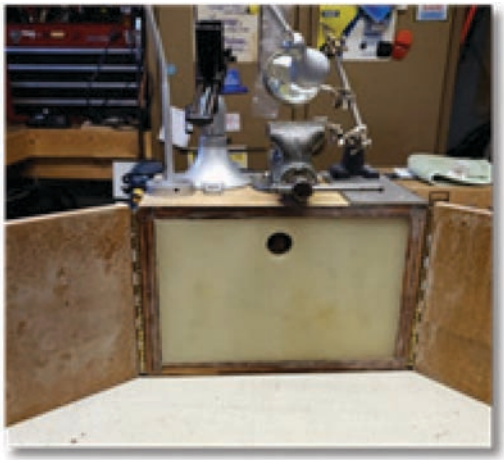
MY MAGIC BOX

by Bill Whitney



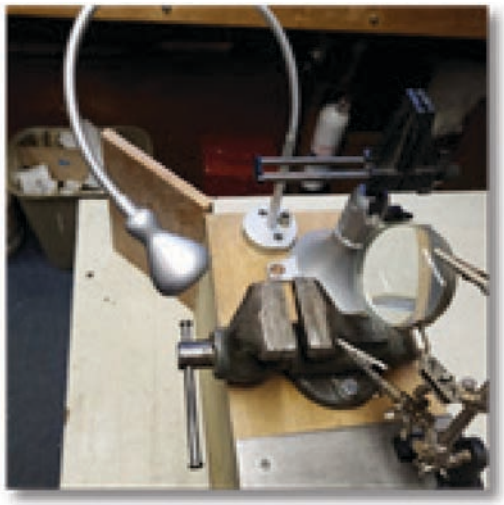
I mess around with boats a lot. My boat, other people's boats, Friendship sloops, power boats, sail boats, big boats, it doesn't matter as long as it's messing about with boats. It helps keep the mind active and the body in shape. At least that's my excuse for the pain inflicted by the contortions required to get into and out of small spaces. Not that it would have anything to do with getting old. In the process of pursuing this endless quest discovering how things are put together and how they are supposed to work I accumulated a lot of tools and gadgets. Specialized tools like torque wrenches for tightening nuts and bolts, multimeters for measuring AC and DC voltages and currents, VSWR meters for measuring voltage standing wave ratios on radio antennas and antenna lines, and lots of other "stuff". But among all these special tools and regular hand tools one humble item hiding in the background is my most useful friend and helper, my Magic Box.

Recently I saw an article or two on workbenches or other contrivances you can use on board when faced with a repair. Little did I know that I had solved this dilemma years ago! I don't know how long I've had my box. I don't know what its' original purpose was or when it morphed into its present form. What I do know is that when working in a small space in whatever boat I'm playing in at the time it provides the second hand, the close-up view, the stable platform with a light needed to solder, tap, drill, or otherwise fix a part. You know the story. You have this little part that needs to be soldered. It's too small to hold it and you will most likely burn your fingers because it will get too hot. You can't hold it and the soldering iron and apply solder at the same time. The world is conspiring against you! Bring in the "Magic Box".



The Box is nothing special, just a plywood box coated with epoxy that was made for some purpose and recycled into its current form with opening doors in front and some tools on the top. It includes a small vice, goose neck lamp

with a 12VDC LED bulb, an articulated vice for holding things at various angles, a folding arm with alligator clips and a magnifying glass (similar to what fishermen use for tying flies), and a small steel plate for handling hot stuff or light hammering. Inside the doors, which are held closed by the handle of the vice, is a hard plastic cutting board with a finger hole cut into it so you can get it out of the box easily. The board comes in handy when cutting line or using a knife somewhere else on board.



When you take the cutting board out there is space inside for storage of small tools, parts or instruments that may be used with the tools mounted on the box. Since I use it mainly for electrical work you can see some of the stuff I usually use. A soldering iron, tips of varying heat ranges, a few rolls of solder and a butane gas soldering iron when 120 VAC isn't available are all stored on one side of the box and the other side holds a small VSWR meter for testing VHF radios and antennas, some tape and small hand tools for fixing electrical connectors or electronic equipment circuit boards.



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I find my Magic Box very useful and a great tool to have aboard. It saves a lot of wear and tear on the countertops below decks or topside hatches when hammering or cutting parts. It also keeps most everything I need for small electrical work in one place so I'm not wasting time searching for stuff. It clamps nicely to the galley counter when I'm down below, out of the wind, soldering connectors. Being close to the sink helps when I burn myself with a hot soldering iron!

If you have the need, putting a kit together similar to my Magic Box could be a good idea. It certainly works well for me.

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Bulletin Board Messages for 2021

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Compromise

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Keep those beautiful Friendships sailing!
Fair winds to all, crew of ***Hegira*** # 230

Queequeg sailed away…
to her new owner in Florida
The Langton Family

Hail to all from Wickford, RI!
George Hagerty & Jacki Elgar
Echo # 54

May your anchor be tight,
your cork be loose, your rum be spiced
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Gaivota and Crew

"Hold Fast…Press On!"
Best to all in 2021
Diane and John Fassak
Westwind # 95

Resolved – to cruise the
Maine coast in July 2021!
Dick Salter

Fair Winds and Following Seas
David Graham
Corinthian Yacht Club

Bruce and Marcia
Gentle Winds and Seas

Penny Richards
Wishing all Friendships
smooth sailing for 2021
Ted and Judy: ***Black Star***

Fluctuat nec mergitor
"Tossed by waves but does not sink"
Here's to a joyous reunion with our
Maine friends and fellow
Friendships in 2021
Stacy and Rayned, ***Genevieve*** #255

The sloop ***John B***, sails in memory of
James and Al Perrin
"See how the main sail sets!"
Russell Perrin #210

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FRIENDSHIP SLOOPS REGISTERED WITH FRIENDSHIP SLOOP SOCIETY

Sloops are classified Class "A"= Originals built prior to 1920: Class "B"= "Replicas" & "Near Replicas" built after 1920; Length On Deck (L.O.D.) rounded to nearest foot; TBL= To Be Launched; OLD= Built before WWII; c = circa; Builder names seperated by "&" built together; Seperated by "/" built sequentially Alphanumeric in "Builder(s)" column is builder's model & hull (number if known)

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport	State
1	VOYAGER	30'	Charles A. Morse	1906	Dexter Cooper, Hartland, VT	Rebuilding	VT
2	DICTATOR	31'	Robert E. McLain	1904	Peter M. Chesney, Atlanta, GA	Deer Isle	ME
5	CONTENT	25'	Stuart M. Ford	1961	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	Round Pond	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	LINDA	30'	Roger Morse	1967	Karl Brunner, Southwest Harbor, ME	Southwest Harbor	ME
71	GLADIATOR	32'	Alexander McLain	1902	Andy Zuber, Waldoboro, 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	Ross Branch, Boothbay Harbor, ME	Boothbay Harbor	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, Boston, MA	East Boston	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	TEMPEST	25'	Newman (P03) / Rockefeller	1971	Lee-Gray & Brandi Boze, North Falmouth, MA	Falmouth	MA
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, Scarborough, ME	Falmouth	ME
98	DEFIANCE	30'	Bruno & Stillman (06)	1970	Bob Smith	Rio DulceGuatemala	
99	BUCCANEER	29'	Wilbur A. Morse	c1911	Tirocchi Family, Johnston, RI	Johnston	RI
100	CAPTAIN TOM	26'	Bernard Backman	1970	Matthew Vandevelde, Monroe, MI	La Salle	MI
101	GOOD HOPE	30'	Bruno & Stillman (07)	1970	Barta & Lee Hathaway, Ipswich, MA	Ipswich	MA
102	TODDY	35'	Lubbe Vosz (Germany)	1972	Mary L. Morden, Bad Axe, MI	Caseville	MI
103	SOLASTER	25'	Newman (P04) / Newman	1970	Chris Davis, Harborside, ME	Cape Rosier	ME
104	COCKLE	28'	Elmer Collemer	1950	Rupert & Regina Hopkins, Miller Place, NY	Mt. Sinai Harbor	NY
105	LADY E	30'	Bruno & Stillman (05)	1971	Ant Steward, Sparrows Point, MD	Sparrows Point	MD
106	HOLD TIGHT	25'	Newman (P05) / Newman	1970	Al Chouinard, Dorchester, MA	Boston Harbor	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	RAY OF HOPE	25'	Francis Nash & Ed Coffin	1971	Scott Martin, Bar Harbor, ME & Caroline Phillips, Brookfield, MA	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	Martyn & Margaret Clark, LaHave, Nova Scotia	Broad CoveNova 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	Jared Abrams, New York, NY	Larchmont	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	Carl & Charlene Jordan, Panama City, FL	Panama City	FL
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, Groton, 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	Hannah Langsdale, Whistling Man Schooner Co, Winooski, VT	Burlington	VT
200	ESTELLA A.	34'	Robert E. McLain	1904	Mystic Seaport Museum, Mystic, CT	Mystic Seaport	CT
201	ENDEAVOR	31'	Newman (D08) / Genthner	1979	Jim & Sue Genthner, Nantucket, MA	Nantucket	MA
202	ARRIVAL	31'	Newman (D14) / Niedrach	1981	John & Carole Wojcik, Norwell, MA	Rebuilding	MA
204	MARIE ANNE	27'	Jason Davidson, Echeverria	1977	Diana Echeverria, Seattle, WA	Seattle	WA
205	DAYSTAR	28'	Richard E. Mosher	1989	Rich & Sally Mosher, The Villages, FL	South Haven	MI
206	KUMATAGE	31'	Newman (D15) / Chase	1979	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, Gananoque, Ontario Canada	Port Credit	Ontario
243	ERIN	22'	Ahern (05) / Hersey	1979	Robert Norwood / Anne Del Borgo, Orr's Island, ME	Orr's Island	ME
244	WINDEMERE	30'	Bruno & Stillman (18)	1971	Steve & Ginny Kell, Lucedale, MS	Lucedale	MS
245	LA PALOMA	25'	Unknown (BC, Canada)	1969	John J. Caldbick, Seattle, WA	Seattle	WA
246	DAME-MARISCOTTA	19'	Ahern (B6) / Shelley	1983	Unknown		
247	BLACK STAR	35'	Apprenticeshop	1989	Ted Walsh & Jeff Wilson-Charles, Conway, NH	West Boothbay	ME
248	TIMBER	22'	Rick Conant / Greg Fisher	1979	Greg Hickey, West Hartford, CT	South Lyme	CT
249	BABY BLUE	25'	Newman (P18) / Pettigrew	1983	Bharat & Vanessa Moorthy, Falmouth, ME	Falmouth	ME
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	Bruce Taylor, Annapolis, MD	Annapolis	MD
262	I GOT WINGS	22'	Ahern (04) / Almedia	1980	Daniel Gordon	Far Rockaway	NY
263	RALPH W. STANLEY	21'	Ralph W. 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 W. 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 W. Stanley	2003	Mystic Seaport Museum, Mystic, CT	Mystic	CT
273	SUMMER JOY	19'	Ralph W. 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
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	Jeff & JoAnn Fongemie, Freedom, NH	West Boothbay	ME
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

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

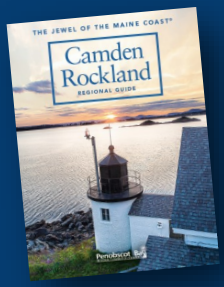
If reader has ANY INFORMATION regarding any of these sloops, please contact the Society

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)	L.O.D.	Builder	Launched	Comments
3	FINNETTE	40'	Wilbur A. Morse	1915	Destroyed C1968 at Norwich CT
4	GOLDEN EAGLE (QUEEQUEG)	26'	Albion F. Morse	c1910	Destroyed c1980 at Lynn MA
8	BANSHEE	30'	Wilbur A. Morse	OLD	Destroyed c1980 at New Bedford MA
11	SHULAMITE	24,	W. Prescott Gannet	1938	Went ashore in Rockland, ME, disposition unknown
17	JOLLY BUCCANEER	45'	Eugene McLain	1906	Sunk 1972 at Melborne FL, destroyed c1978
20	MURRE (MOSES SWANN)	30'	Morse	c1910	Wrecked Oct. 1974 at Guilford CT, Destroyed c1978
21	WILBUR A. MORSE	30'	Carlton Simmons	1946	Broken Up at Port Townsend, WA c1998
26	VIRGINNA M. (SWAN)	28'	Morse	1917	Destroyed c1982 at Waterford CT
27	SARAH E.	25'	Bob McKean & Sid Carter	1939	Lost in roof cave-in at Havre de Grace MD
28	BOUNTY	22'	W. Prescot Gannet	1932	Destroyed Spring 1984 at Noank CT
29	SUSAN (OCEAN BELLE)	41'	Charles A. Morse	1902	Wrecked Christmas Eve 1977 at Hillsboro Inlet Fl
33	SMUGGLER	28'	Philip J. Nichols	1942	
36	MARGIN	25'	Unknown	OLD	Destroyed c1985 at Waldoboro ME
48	CHANNEL FEVER	33'	F.A. Provener	1939	Destroyed Oct. 1985 at Rockport ME
53	EAGLE	32'	Wilbur A. Morse	1915	Destroyed at Rockland, ME, February, 2012
55	RIGHT BOWER	47'	Wilbur A. Morse	1915	Destroyed c1968 at Stonington, CT
60	OLD SALT	32'	Robert A. McLain & Son	1902	Broken up in CT, 2004
68	ROBIN L	25'	James H Hall	1967	Destroyed in a fire - reported December, 2010
72	TEMPTRESS (RESULT)	33'	Phillip J. Nichols	1934	Destroyed Fall 1987 at Westerly RI
76	PACKET	26'	Charles A. Morse	1925	Destroyed Fall 1980 at Vineyard Haven MA
78	EMMIE B.	37'	Reginald Wilcox	1958	Burned 1974 at Southport ME
79	NIMBUS	30'	A.T. Chenault III	1954	Destroyed c1979 at Slidell LA after 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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Carole Wojcik
Friendship Sloop Society
347 Lincoln Street, Norwell MA 02061

I/We Hereby apply for Membership:

Names(s)_____

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City_____ State_____ Zip_____

Phone (Home) (____)_____

Phone (Work) (____)_____

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- Membership Card
- One Membership Decal
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COOPERATIVE MEMBER - $25
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Extra Membership Decals are available at $2 each.

Society Burgees are available at $30 for the small size and $35 for the large size.

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Affiliated Friendship Sloop (if applicable)_____ Sail No. _____
Optional Contribution to the FSS General Fund: $_____

Signature:_____Date:_____

Total Amount Enclosed:$_____

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