FRIENDSHIP SLOOPS

SAILING NEW ENGLAND

2022



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Welcome!

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

This is the story of a family of boats and how they weathered more than a century of change and why they still have a passionate following today. Each year a regatta sponsored by the Society is held in July in Maine. Check out the schedule of events 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 61st 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 registered with the society total 285 with the oldest wood original from 1899 still sailing, to the 'newer' fleet of fiberglass models developed by Jarvis Newman in the 1970's.



Commodore's Message

"She (the Friendship Sloop) is perhaps the most beautiful boat ever conceived by man." Maine Maritime Ministry

Alexander McLain *Gladiator* FSS#71, 1902
Robert McLain *Dictator* FSS#2, 1904
Wilbur Morse *Sazerac* FSS#44, 1913
W. Scott Carter *Tannis* FSS#7, 1937
Lash Brothers *Rights of Man* FSS#52, 1965
James S. Rockefeller *Old Baldy* FSS#57,1965
Jarvis Newman *Salatia* FSS#90, 1969
Bruno & Stillman *Phoenix* FSS#91, 1970
Ralph Stanley *Freedom* FSS#167, 1976
McKie W. Roth Jr. *Hegira* FSS#230, 1980

These are the names of some of the builders of Friendship Sloops over the past 140 years and a selection of the boats they built. Currently there are 285 sloops from around the world in the Friendship Sloop Society registry. This year will be the 61st year that the FSS has gathered in mid-coast Maine where the Friendship Sloop originated. Most of the sloops listed above will be docked in Rockland harbor during the regatta.

Please come to our **Homecoming Regatta in Rockland, Maine on July 21, July 22 & July 23, 2022** to see our beautiful, traditional sloops. We sail here annually to display and race our boats, greet visitors, answer their questions, and enjoy each other's company. Join us under the tent, ask questions about our boats and their history and enjoy the friendship of our organization!

Victor and Nancy Goulding, Co-Commodores
Inherit the Wind FSS #156



MODEL SHIP GALLERY



Built in Friendship, Maine...

THE ELEGANT FRIENDSHIP SLOOP

Seaworthiness, sailpower, and elegant lines characterize the Friendship Sloop. Originally used to fish offshore on the Georges Banks, these classics have found immense popularity as small yachts.

Our model kits are based on a typical 1900 design, and are available in two sizes. Both kits are plank on bulkhead and contain many laser cut parts.

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Friendship Sloop Society Officers 2022

Officers

Commodore	Vic & Nancy Goulding	6 Highland Ave., Holyoke, MA 01040
Vice-Commodore	Andy Zuber	P.O. Box 279, Friendship, ME 04547
Treasurer	Greg Merrill	P.O. Box 166, Butler, MD 21023
Recording Secretary	Kathe Newman Walton	254 Main St., Southwest Harbor, ME 04679

Executive Committee

Includes the four Officers listed above along with former Commodores and Presidents as well as the Chairpersons of each of the Standing Committees below:

Standing Committees

Registrar	John Wojcik	347 Lincoln St., Norwell, MA 02061
Membership Secretary	Carole 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
Rockland Trophy Chairperson	Penny Richards	15 Leland Rd., North Reading MA 01864
Advertising Committee	Peter & Nancy Toppan	26 Thomas Clapp Rd., Scituate, MA 02066
Publicity Committee	Rich & Karen Schwartz	510 Mountain Rd., Woolwich, ME 04579
	Ross Branch	Bristol Marine, Boothbay, ME 04538
Yearbook Editor	George Hagerty	646 Central Street, Stoughton, MA 02072
Newsletter Editor	Laurie Raymond	31 Davis Road, Falmouth, MA 02540
Chandlery	Caroline Phillips	164 Sturbridge Rd., Charlton, MA 01507

Select Committees

Auctioneer	Bill Whitney	75 Kingsbury St., Needham, MA 02492
Cannoneer	Philip Pratt	P.O. Box 129, Friendship, ME 04547
Handicappers	Dick Salter	P.O. Box 132, Manchester, MA 01944
	Dick Campbell	31 Meadowood Ln, Old Saybrook, CT 06475
Historian	To be filled	
Original Sloops Chairperson	Harold Burnham	141 Main St., Essex, MA 01929
Webmaster	John Wojcik	347 Lincoln St., Norwell, MA 02061

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

Total Membership: 238 Registered Sloops: 285

Friendship Sloop Racing Classes:

Class A (Original Sloops built before 1920); **Division 1** <27'; **Division 2** >27'

Visit our Web Page at www.FSS.org

Who We Are, Our Sloops, Sloops for Sale, 2022 Schedule of Events, Yearbooks, Newsletters, Our Advertisers, The Chandlery... and much more!

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	William Danforth	*	1974	Albert Roberts	*	2003	Roger Duncan	*
1964	John Gould	*	1974	Betty Roberts	*	2003	Mary Duncan	*
1964	Cyrus Hamlin	*	1982	Dorothy Gould	*	2013	Jack Cronin	
1964	Governor John Reed	*	1982	Ernst Wiegleb	*	2013	Mary Cronin	*
1964	A.K."Dick" Watson	*	1985	Bruce Morang	*	2014	Bill & Caroline Zuber	
1969	Herald Jones	*	1985	Marcia Morang	*	2020	Ralph Stanley	*
			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
2021-2022	Victor & Nancy Goulding	INHERIT THE WIND

* *Deceased*

FRIENDSHIP MEMORIAL SCHOLARSHIP FUND (FREN)

Post Office Box 129, Friendship, Maine 04547-0129
A Component Fund of the Maine Community Foundation

2022 ANNUAL REPORT to the Friendship Sloop Society

THE TRUSTEES OF THE FREN THANK EVERYONE FOR YOUR VERY STRONG SUPPORT!!!

Scholarships: In 2021 the Trustees of the Friendship Memorial Scholarship Fund proudly awarded **$3,500** each to five high school seniors pursuing a post-secondary education, and $1,800 each to five high school graduates continuing their post-secondary educations totaling **$26,500**. 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."

Seniors (receiving $3,500 each)

Owen Underhill	**Southern Maine Community College**
Zackery Benner	**University of New England**
Emma E. Simmons	**University of New Hampshire**
Madison L. Clarke	**University of Maine (Orono)**
Isaac S. McCollette	**Southern Maine Community College**

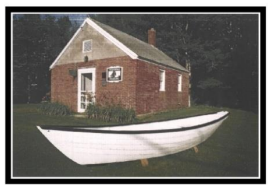
Continuing Education Students (receiving $1,800 each)

Lydia E. Simmons	**University of Southern Maine**
Jordan C. Powell	**IBEW Local 1253**
Nathan E. Emerson	**Southern Maine Community College**
Von E. McLaughlin	**STRIVE (Portland, Me)**
Shelby E. Lash	**University of Florida**

The FREN has maintained or increased the dollar awards per student every year starting in 2013. Because of continued support, the Trustees of the FREN for 2022 (in celebration of the Fund's 55th year!) have approved the highest dollar awards per student in the Fund's history - Seniors will receive $4,000 each, and Continuing Education $2,000 each.

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.

VISIT The FRIENDSHIP MUSEUM Est. 1964



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

Sailing New England Waters 2022

30th Annual Wooden Boat Show
Presented and produced by WoodenBoat Magazine
June 24-26, Mystic Seaport, CT
www.thewoodenboatshow.com

60th Annual Windjammer Days
June 26-July 2, Boothbay Harbor, ME
www.boothbayharborwindjammerdays.org
6/30: Antique Boat Parade - for any vessel older than 25 years*
7/2: Boothbay Classics Race - (two-part series, also 8/13)*

Casco Bay Gaffers Race*
June 26, 6th year, Portland, ME
www.schooneralert.com or 207-841-9125

7th Annual Camden Classics Cup*
July 28-30, Camden, ME
www.camdenclassicscup.com

Sweet Chariot Music Festival, Swan's Island, ME
August 2-4, arrive by boat!
www.sweetchariotmusicfestival.com

41st Annual Chowder Cup Race*
August 6, free, Friendship Harbor, ME
Contacts: Charlie Witherell at *cBwitherell@gmail.com*
or Bill Shaughnessy at *william_shaughnessy@comcast.net*

Eggemoggin Reach Regatta*
August 6, all wooden boats > 24' welcome, Brooklin, ME
www.erregatta.com

Corinthian Classic Yacht Regatta
August 13-14, Corinthian Yacht Club, Marblehead, MA
www.corinthianclassic.org

37th Annual Gloucester Schooner Festival
September 3-5, Gloucester, MA Harbor Waterfront
www.maritimegloucester.org/schooner-festival

**Denotes Friendship Sloops welcome with registration*



2022 Friendship Sloop Society Events

Red Brook Harbor, Buzzards Bay, MA – Tuesday, June 28th
Scituate Harbor Rendezvous – Wednesday, June 29th
Cape Ann Rendezvous – Thursday, June 30th

Boothbay/Linekin Bay Rendezvous – Monday, July 4th

Southwest Harbor Rendezvous, Race and Potluck
Saturday, July 16th
Contact: Caroline Phillips *cphillips0503@charter.net*
or phone: 774-200-0506

Pulpit Harbor (North Haven) Rendezvous
Tuesday, July 19th

61st Homecoming, Rendezvous & Races at Rockland
Rockland Town Landing, ME
Thursday-Saturday July 21st – 23rd

Sloops arrive Wednesday, July 20th, depart Sunday, July 24th

Races on Thursday & Friday: Start time 1pm
Race on Saturday: Start time 12 Noon
Skippers meeting daily, 11am under the tent (10am on Saturday)

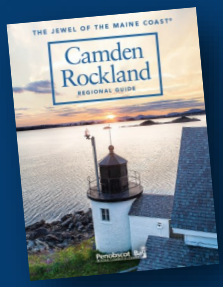
> ***Welcome:*** Wednesday afternoon/evening, Informal BYO refreshments for a "gam" under the tent, on the floats, or on the elegant sloops
> ***Parade of Sails:*** Saturday, Rockland waterfront, just prior to the race
> ***Awards Banquet:*** Saturday 5pm, Rockland Public Landing, under tent

Contact: Victor & Nancy Goulding at *Commodore@fss.org*

FSS Annual Meeting Saturday, November 19th
Best Western Merry Manor Inn, South Portland, ME
Contact: Victor & Nancy Goulding at *Commodore@fss.org*

The Friendship Sloop Society recommends all participants, guests and visitors follow current guidance on COVID-19 as then issued by the CDC and the States of MA and ME during events.

Plan your stay in the Camden-Rockland Region



Visit our website to request a copy of our Jewel regional guide, or view it online!

Penobscot Bay
REGIONAL CHAMBER OF COMMERCE

CamdenRockland.com

We Dedicate this 2022 FSS Yearbook to
The Late RALPH W. STANLEY

By David W. Graham



Master Craftsman, Boat-Builder, Author, Musician, and Historian

As the year 2021 was coming to a close, the Friendship Sloop Society, plus the State of Maine and indeed, the entire nation, lost a priceless icon in the form of Ralph Stanley. It is in *his* memory, and for all the wonderful memories he has given us over the years, that we dedicate this 2022 yearbook to this longtime member of the Friendship Sloop Society.

Born in 1929 into a family of Maine coast fishermen and boat-builders, Ralph spent nearly his entire lifetime in Southwest Harbor where his waterfront home and adjacent boat-building shop are located. In 1951 Ralph began the business of building lobster boats and maintaining a fleet of International One Design sloops from Northeast Harbor. In no time, Ralph was averaging two boat-builds each winter. It was in the early 1960s that Ralph's shop produced his first Friendship sloop, the 33' *Hieronymus*, a beautiful sloop that continues to ply the waters of the coast of Maine to this day. Over the course of his career Ralph built approximately 70 vessels, from sailboats to large offshore lobster boats, many of which are still in use. In designing his boats, Ralph used locally available wood including white cedar, oak, and pine. Rarely did he touch fiberglass.

One of Ralph's proudest achievements involved his work saving the nation's oldest commissioned naval vessel – the USS *Constitution*. By the 1980s the ship was again in bad shape and her new Commanding Officer, David Cashman, had been given orders to get her back into seaworthy condition. To accomplish his orders Cashman reached out to Ralph in the fall of 1987 to inquire if he might "Look her over." And that he did! At the agreed upon date, Ralph arrived at the Charlestown Navy Yard in Boston with his crew. During the next five days Ralph and crew crawled through every inch of a very tired and badly hogging "Old Ironsides" with a goal to determine what needed to be done to bring the old gal back into seaworthy condition. Ralph returned home where he proceeded

to write a report on his findings and in short order (during those pre-computer days) David Cashman had in his hands a detailed, hand-written, 20-page double-sided report describing in exact detail what needed to be done to make the *Constitution* sea-worthy once again. Ralph's report was then transcribed, word-for-word, into an official naval document, concerning the extensive hull-work required. Ralph's hand-written report was then carefully sent off to the Naval Bureau of Ships at the Washington Navy Yard, where the report remains on file to this very day. All this was done without a single taxpayer dime being spent on Ralph and his team!

Later that next spring, the ship was towed into the nearby Navy Yard drydock and given a long-overdue multi-year restoration of the hull of *Constitution*; one that would prepare her for the 1997 sail she would make to Marblehead and where she would celebrate her historic 200th anniversary. Of all the honors that were bestowed upon Ralph those many years, he readily indicated this was one he highly cherished – for it was the work done by the shipwrights following his carefully prepared report that made the USS *Constitution* seaworthy once again. What a proud achievement that was!

Recognized far and wide, in 1999 the United States Government honored Ralph for his outstanding achievements in boat-building, awarding him a National Heritage Fellowship, the nation's highest honor in the folk and traditional arts by the National Endowment for the Arts, at ceremonies held in Washington, DC.

But this was far from the only honor, for Ralph Stanley was a very talented and accomplished guy and while his work on wooden boats always seemed to be in demand at his Southwest Harbor boat shop, Ralph's time was also devoted in several other fascinating directions. For example, as an accomplished violinmaker of quality "fiddles" Ralph was also a talented player of such instruments. Later in retirement, Ralph devoted much of his time to studying genealogy. As time went on, Ralph became a dedicated amateur historian uncovering and documenting long-forgotten data concerning the history of Maine boatbuilding and writing articles based on his research. He also took part in presentations sponsored by museums throughout New England. Perhaps favorite amongst his writings was the hardcover book, *The Stanleys of Cranberry Isles: and Other Colorful Characters*, available at Amazon and other retail outlets.

Fittingly, but admittedly long overdue, it was in 2020 when the Society's Executive Committee elected Ralph Stanley to Honorary Membership within the Friendship Sloop Society – something of which Ralph was extremely proud. These are but thumbnail sketches of why we dedicate this 2022 Friendship Sloop Society Yearbook to our very own **RALPH W. STANLEY**!

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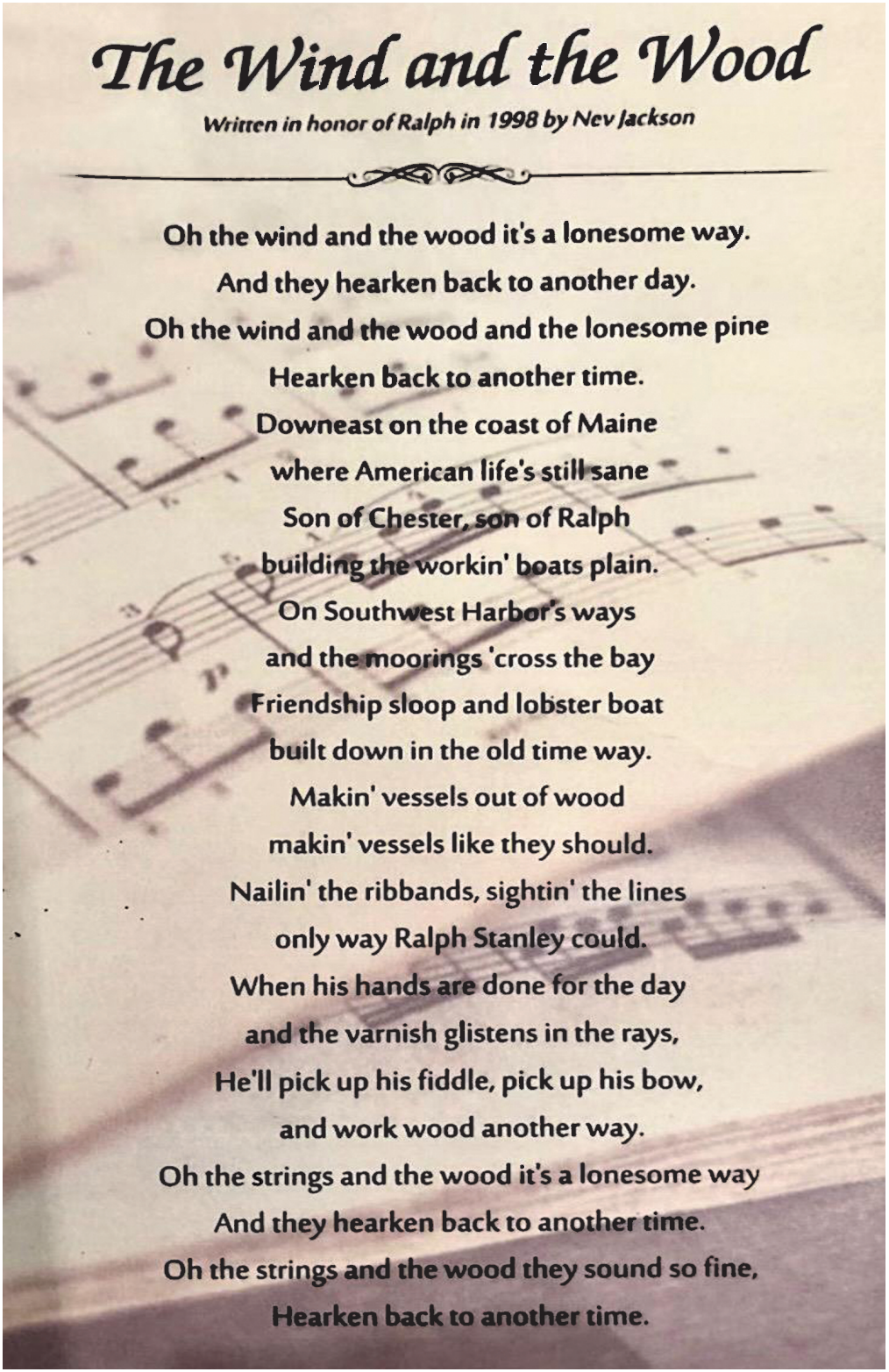
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Memorial Service Program, used with permission of the family.



© William Finch

Racing is Back

SAIL EDITORS **OCT 26, 2021**

Of course, there's more to sailboat racing than just locking horns out on the water. There's also the fun of the boats themselves. Case in point: the Friendship Sloop Society and its annual Homecoming Regatta, which marked its 60th anniversary this summer on the waters off Rockland, Maine. This year's event included three days of racing and a parade of sail. Equally important was the chance to renew the many friendships that exist within this historic class, in which it's not unusual for the drop-dead gorgeous boats to be passed down through multiple generations. For the latest on the Friendship Sloop Society, visit *fss.org*.

Friendship Sloop 60th Annual Regatta



Photo courtesy of Bill Finch.

Adapted and reprinted with permission, *Sail Magazine* website.

WITH WIND IN SAILS, FRIENDSHIP SLOOPS DESCEND FOR 60TH RACES!

Condensed from an original story and photos by Ken Waltz and courtesy of Courier Publications/VillageSoup

Three-day event includes all manner of Maine weather conditions as the beautiful, majestic, originally designed-for-fishing boats with storied, working-class history return to Rockland Harbor to compete after missing 2020 due to pandemic.

ROCKLAND — Not even rain, heavy winds or hail for a period of time on one of the three days - or remnants of an ongoing pandemic - could stop an historic fleet of boats from making their appointed rounds around the course during the Friendship Sloop Society's 60th Homecoming Sailing Regatta, held last July 22-24, 2021 in and around Rockland Harbor and Owls Head, Maine.

The weather was ideal at times during the event, not held in 2020 due to COVID-19 but back in 2021, with nearly 20 boats moored at the docks off the public landing when not out on the water doing what they do best — namely, majestically sailing across the ocean. Thursday and Saturday held beautiful conditions, if not always the amount of wind desired, where Friday, at times, included more challenging conditions, including rain and hail. The event traditionally has been as much about fun, camaraderie and family tradition as competitive racing. The sloops have a storied history as working vessels, traditionally lobstering, but have been used for racing for six decades, including early on in Friendship when the annual event often drew 65 or more boats. More recently, the event has been held in Rockland. The society sponsors the local event, but there are other classic boat races, regattas and rendezvous throughout New England. Sloops registered with the society total 285, with the oldest wood original from 1899 still sailing, to the newer feet of fiberglass models developed by Jarvis Newman in the 1970s.



Photos by Ken Waltz







FSS 60th











Photos courtesy Bill Finch

Presenting the 2021 Winners

Southwest Harbor Rendezvous
First Place: ***Gladiator***
Second Place: ***Ray of Hope***
Third Place: ***Hegira***

Rockland Homecoming Rendezvous
Regatta Racing Trophies

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

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

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

Class A (Original Sloops Built before 1920)
1st Place - Wilbur Morse Trophy – ***Gladiator***

The Tannis Award (7th Overall) – ***Rights of Man***
The Danforth Award (Middle of the Fleet) – ***Banshee***



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2021 Homecoming | Non-Racing Trophies

Post Office Trophy: For "*Outstanding Technique*" in boat handling under sail during the regatta. **FSS Race Committee**

The Stanley Cup: Awarded for outstanding contributions to FSS. **Peter Clapp**

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

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

Cy Hamlin Award: Awarded to the skipper who returns to the Homecoming after several years' absence. ***Westwind***

Chrissy Trophy: Presented to the woman who keeps sloop, family and crew together. **Ann Marie Chouinard**

Nickerson Trophy: Presented to the youngest crewmember sailing on a Friendship sloop during the regatta. **Gennaviere Cronin on board *Tannis***

Spirit of Friendship Award: Presented to the skipper who best exemplifies the FSS spirit. **Laurie Raymond & Rusty Strange**

Ray of Hope Award: Awarded to the Society member or boat that has overcome personal adversity. **Scott Martin**

Omaha Award: Awarded to the person/persons who exemplify friendship, and good-natured comradery within the Society. **Rich & Beth Langton**

Bancroft Award: For unusual contribution to FSS traditions by finally bringing their restored Class A sloop *Westwind* to the races. **Diane & John Fassak**

Donald Huston Award: For the safe sailing, seamanship, and continuous fun family participation. **Kathe Newman Walton**

Bruce Morang Award: Presented for her outstanding article in the recent FSS Yearbook. **Penny Richards for "Marcia Morang."**

Messing About Award: Presented to the persons who truly love "Messing About in Boats." **John & Carole Wojcik of *Banshee***

Special Recognition Award: Engraved Executive Book Clock, presented at the 2021 FSS Annual Meeting in S. Portland, and reading on the brass plaque inside

PRESENTED TO
COMMODORE DIANE FASSAK
WITH GRATEFUL APPRECIATION AND ADMIRATION
FOR YOUR TRULY OUTSTANDING LEADERSHIP
THROUGHOUT THE PANDEMIC YEARS
OF YOUR HIGHLY SUCCESSFUL WATCH
2019-2021
THE FRIENDSHIP SLOOP SOCIETY
NOVEMBER 20, 2021



Genaviere Cronin seizes the Nickerson Trophy *from Penny Richards!*



Scott Martin accepting Ray of Hope Trophy *from his crew, Skipper Caroline Cronin Phillips*



John Wojcik presenting the Spirit of Friendship Trophy *To Laurie Raymond and Rusty Strange*



Peter Clapp receiving the Stanley Cup Trophy *from Race Committee Chair, David Graham*



Jeff Cronin and Jack Cronin with the State of Maine Trophy *First Overall Regatta Winner!*



Dick Salter (R) congratulating David Graham on winning the Post Office Trophy



Westwind, *winner of the* Cy Hamlin Award *for returning from the longest period away from the regatta after the longest restoration.... and simply the longest and largest sloop in the fleet!*

Photos courtesy Bill Finch



2021 Rockland Homecoming: Light Air but Full Sails!

Photos © Bill Finch







Courtesy: Penny Richards

Courtesy: Nancy Goulding





© Richard J Schwartz, A Wonderful World Photography



Photo Essay celebrating the 60th Annual Friendship Sloop Society Homecoming Races in Rockland, ME.
© 2021 by Richard J Schwartz, A Wonderful World Photography





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FRIENDSHIP SLOOPS AT BOOTHBAY!

By the Friendship Sloop Society Publicity Committee and Bristol Marine

Windjammer Days will be held Sunday June 26 - Saturday July 2, 2022

We encourage all Friendship Sloops to participate in the Antique Boat Parade on Thursday June 30th at 4:00pm. **Bristol Marine at the Shipyard in Boothbay Harbor** invites FSS sloops to arrive ahead of time and offers its docks and moorings, space permitting. For more information about events or if you would like to register, please visit *www.boothbayharborwindjammerdays.org/antique-boat-registration*, complete the entry form and indicate whether you would like dockage at Bristol Marine. Rain date is Friday, July 1, 2022.

This year's antique boat parade will be expanding into a much larger event! Once the parade is over, all parade participants are invited to the Shipyard for a Pier Party-Fundraiser for Windjammer Days. The party will be from 4:30 to 7:00 pm on Thursday June 30th and will feature a band, appetizers, full bar, and shipyard tours. We hope to be able to provide 2 free food tickets to each participating sloop captain and will confirm once registrations are known. Tickets will also be sold to the general public, up to a maximum of 325 people. Watch the Friendship Sloop Society Facebook page for information and updates at *www.fss.org*

There are many other events included as part of the Windjammer Day's celebration such as the Harbor Aglow evening boat parade, a street parade, fireworks, and an artist's exhibit. If you would like to see the full calendar of events, please go to: *www.boothbayharborwindjammerdays.org/.*



Friendship Sloops joining the Antique Boat Parade at Bristol Marine, Boothbay Harbor. Photo courtesy of Karen Schwarts

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2022 Homecoming Rendezvous and Races
~ Schedule of Events in Rockland ~

Wednesday July 20	
All day	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 Ch. 9
5:00 PM	Meet and Greet under the Tent.
Thursday July 21	
11:00 AM	Skippers Meeting
1:00 PM	Race Start – Location TBD at Skippers Meeting
4:00 PM	Sloops at Public Landing Heaving line Contest
5:00 PM	Rowboat Races off Town dock (open to all)
6:00 PM	BYO Barbecue under the Tent
Friday July 22	
11:00 AM	Skippers Meeting
1:00 PM	Race Start – Location TBD at Skippers Meeting
4:00 PM	Sloops at Public Landing Rum Line Trophy – Class A Sloops
5:00 PM	Scavenger Hunt
Saturday July 23	
10:00 AM	Skippers Meeting
11:00 AM	Parade of Sloops starts off Breakwater
12 Noon	Race Start – Location TBD at Skippers Meeting
3:00 PM	Sloops at Public Landing
5:00 PM	Awards Ceremony and Dinner under the Tent
Sunday July 24	
	Sloops depart Rockland for homeports or continue cruising along the New England coast

Contact: Victor & Nancy Goulding at Commodore@fss.org or visit the Friendship Sloop Society Webpage: www.FSS.org

On the cover: *Inherit the Wind* FSS #156. Photograph by William Finch
All photographs courtesy of the individual article authors or as noted.

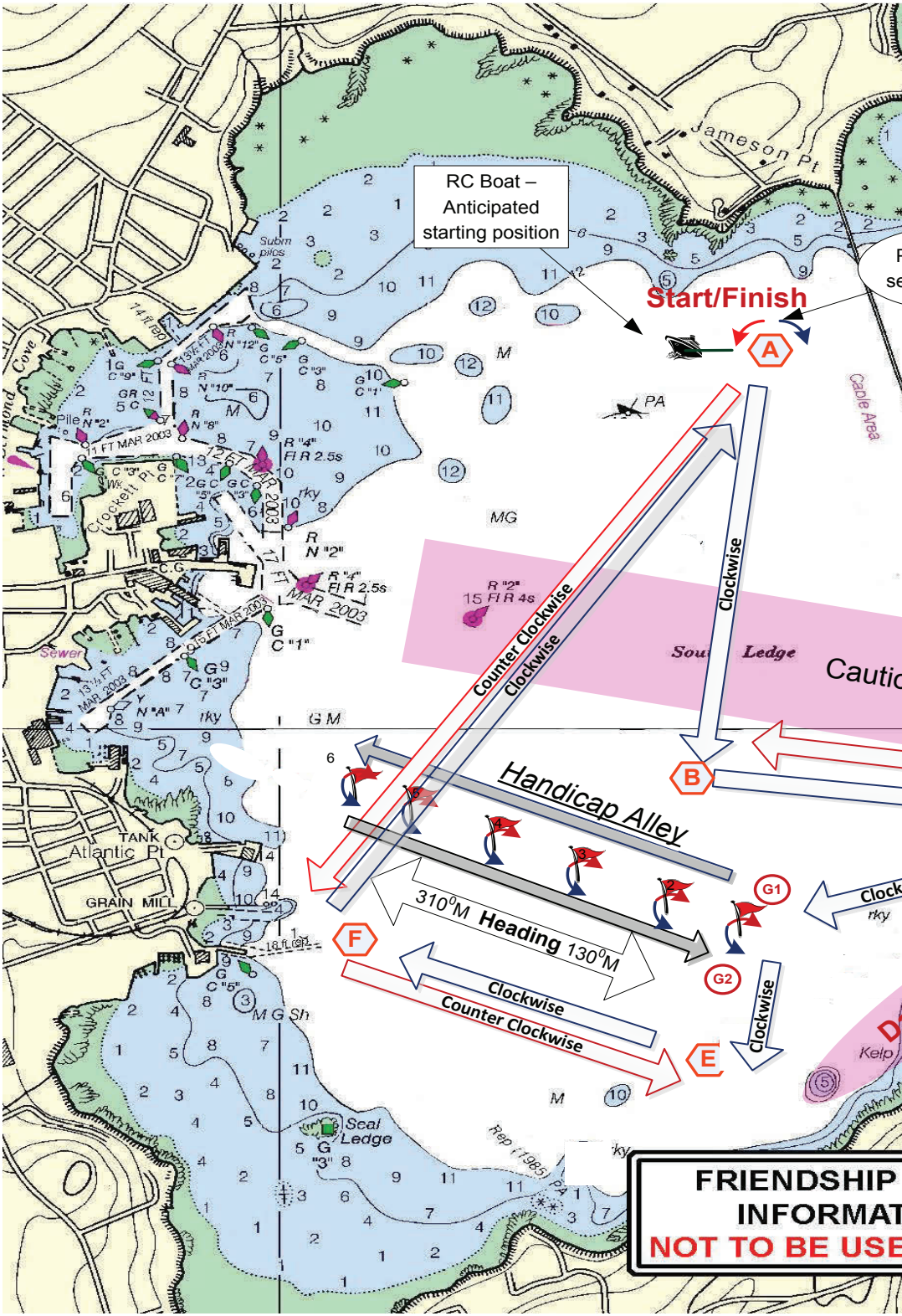
The Friendship Sloop Society recommends all participants, guests and visitors follow current guidance on COVID-19, as then issued by the CDC and the States of Maine, during all events.



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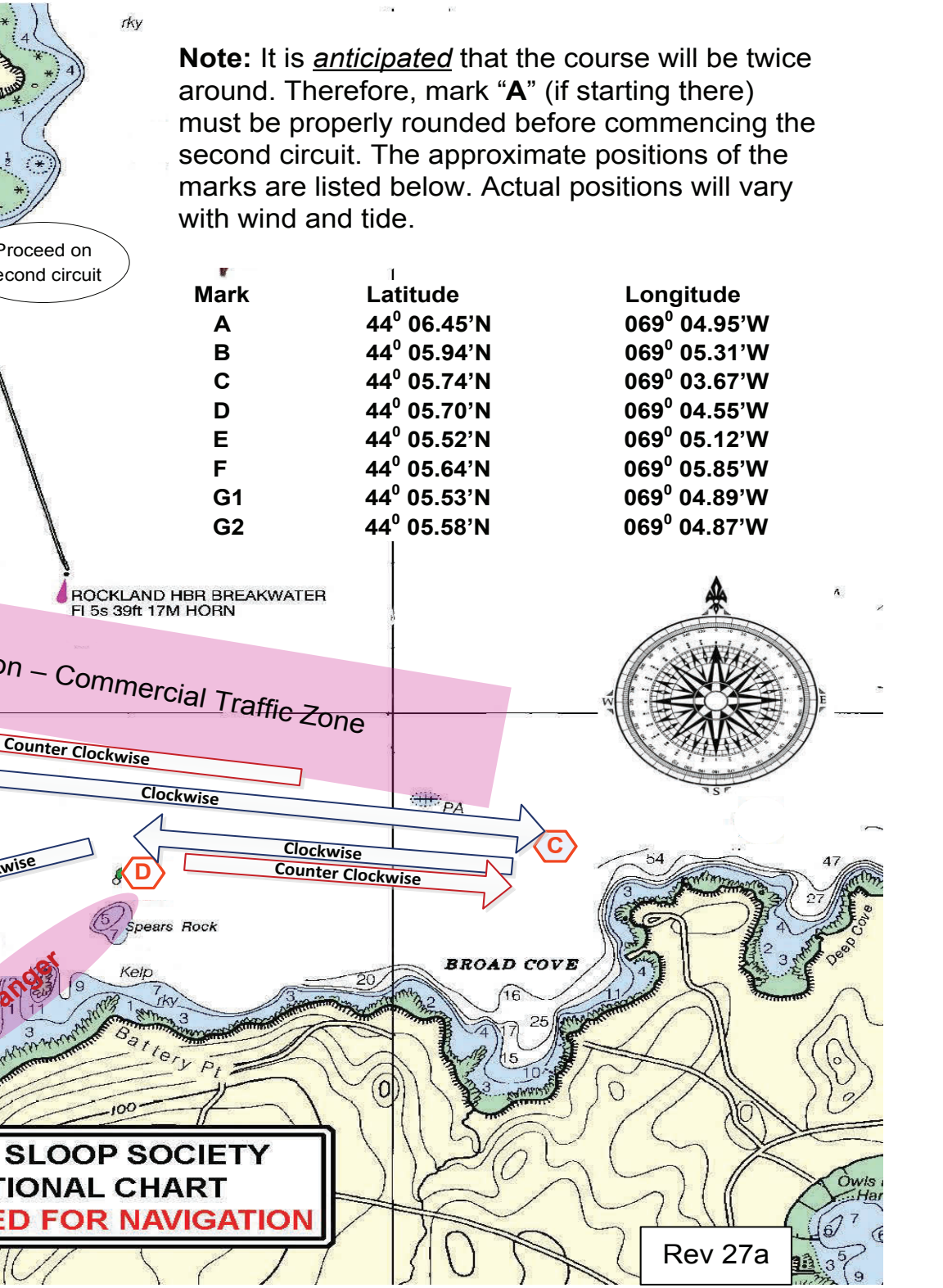
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Note: It is *anticipated* that the course will be twice around. Therefore, mark "**A**" (if starting there) must be properly rounded before commencing the second circuit. The approximate positions of the marks are listed below. Actual positions will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

Mark	Latitude	Longitude
A	44^0 06.45'N	069^0 04.95'W
B	44^0 05.94'N	069^0 05.31'W
C	44^0 05.74'N	069^0 03.67'W
D	44^0 05.70'N	069^0 04.55'W
E	44^0 05.52'N	069^0 05.12'W
F	44^0 05.64'N	069^0 05.85'W
G1	44^0 05.53'N	069^0 04.89'W
G2	44^0 05.58'N	069^0 04.87'W



Captain Jack Sparrow in Rockland Harbor!

By Chris Bales, FSS Cooperative Member, Owner of Patchwork, a 31ft. Seafarer Sloop

My cousin Maria had invited me for an overnight with her husband Bill at a rented house on Rockland Harbor near the Samoset Hotel in August of 2015. They were there for a week vacation away from their NH home and I gladly accepted knowing that I could fit in a night in Rockland while I traveled around Maine visiting customers. I asked if they might like to get out for a sail around Rockland Harbor on the evening I visited – if I could arrange it with Wayne Cronin who keeps his Friendship Sloop, *Rights of Man*, moored in Rockland. As expected, I got an enthusiastic reply as Maria and Bill had sailed with me before on my sloop *Patchwork* in Casco Bay. Wayne also graciously accepted my proposal and told us to meet at the Rockland town dock at 6pm, where he would bring "*Rights*" in from his mooring after work.

That day I drove towards Rockland from my home in Buxton, near Portland, making business calls along the way. I sell compost products and erosion control mulch by the trailer truckload to nurseries, landscapers, garden centers, and contractors throughout Maine. Always on the lookout for new opportunities, I made some unplanned stops on my route. When suddenly realizing I would not make it to the Rockland dock in time, I called Wayne who agreed to take Maria and Bill sailing at 6pm and then pick me up at 7pm from the floating dock off the Rockland Breakwater, near the Samoset Resort.

As I came over the hill into town, I could see "*Rights*" sailing off Rockland Light on blustery westerly winds with a clear blue sky as a strong cold front blew in. I made it to the dock with time to spare and enjoyed watching Wayne sail "*Rights*" toward the dock – where I stood ready to leap aboard as he sailed by. I could see him loose sails and then, crouching, I waited for the mast and shrouds to pass me so I'd have a clear rail to land on. When the moment came, I realized I was not as young as I used to be and my legs would not make the >4ft. leap to "*Rights*" so I said, "Come around again, closer."

On the next pass I saw Wayne slack his long boom way off with the strong westerly pushing the sail and boom toward the breakwater as "*Rights*" made a fast approach to the dock. Again, I crouched my legs making ready to leap aboard. Wayne brought her in close making for an easy leap aboard as she made a fast pass by the dock. As soon as I landed on the starboard rail with "*Rights*" headed for the shore toward the Samoset, I heard Wayne's voice behind me yell, "Chris, take the wheel!" Wayne

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was on the dock and I was on board "*Rights*." I scrambled to the wheel, hauled in the main sheet and sailed "*Rights*" into the wind and away from land, making a loop into the harbor to circle back and pick up Wayne.

My cousin Maria, trying to make sense of the sudden turn of events asked me what had just happened? I replied, "They call me Captain Jack Sparrow." (He from the 'Pirates of the Caribbean' movies and known for stealing vessels!). I circled back to the dock, but was too far off for Wayne to leap aboard. I made a second pass and then Wayne jumped aboard as I sailed by.

It turned out that Wayne had realized, as he came in close to the dock on his second pass to pick me up, that he had put his boat at risk because his long boom was slacked off and about to cross over the dock. The multiple strands of the mainsheet running between the blocks on the boom and the aft deck horse were about to drag across the dock and fetch up on a large cleat as "*Rights*" sailed forward with momentum on the approach. He had leaped onto the dock to grab the mainsheets and carry them over the cleat where they would have likely caught. Catching a mainsheet on a cleat in that breeze would have certainly caused something to severely break on "*Rights*." His quick thinking and adept action prevented any damage. Captain Jack Sparrow remains at large…

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Sharing a Way of Life Through Lasting Friendships

By Laurie Fullerton

Adapted from an article in the June 2022 issue of SAIL Magazine and used with permission

When nearly twenty Friendship Sloops set out for the starting line just off Rockland, Maine this past July, instead of lining up for the pre-start, the fleet continued sailing. They formed a small flotilla beyond the race course so a Friendship Sloop Society member could scatter the ashes of her parents – per her father's wishes. After a brief ceremony, the fleet then turned back towards the starting line, waiting for a gun that would mark the start of three days of competitive sailing amongst four generations of families attending the 60th annual Friendship Sloop Homecoming Days.

Brought together by the sloops they love, sail, race, build and care for, the Friendship Sloop Homecoming is a yearly gathering in Maine of Friendship Sloop Society (FSS) members and sloop owners. Remembering those early founders of the FSS, which began in 1961, is a fitting way to mark the yearly homecoming, which for many began when they were toddlers in life jackets, bound for Maine on the very same family sloop. "When the event started in the 1960s we didn't expect for it to go on for 60 years," said Carolyn Zuber whose family has owned the 32-foot, 119-year-old #71 *Gladiator* since 1966. "What it has become is a community of sailors. There are lots of traditional boats and when these are well sailed they are beautiful. You don't have to be born into it but people also don't come to this lightly." Nothing could be more accurate, for maintaining, cruising and racing these sloops is often a lifetime commitment.



Racing in Friendship, 1970s Photo: Roger Duncan

"The excitement when it began in 1961 in Friendship, was not only for the racing but the event seemed to capture the country's attention as people at that time were looking back and wanted to preserve things that were disappearing. It was not just a race but a cultural event," said National Heritage Fellow Harold Burnham who began sailing to Friendship with his parents, siblings and later with his children starting in the late 1960s. "Thousands of people came from all over the coast and many remember when in 1962, a blue yawl came sailing through Friendship harbor to see the races and on board it was President John F. Kennedy (and Maine Senator Edwin Muskie). That was a really big deal for the President to show up." Over 60 years, the FSS's preservation of the sloops still manages to create excitement, as the boat remains an icon of Maine's maritime heritage. In 2010, then President Barack Obama witnessed the precursor event, the Southwest Harbor Rendezvous Race, held the week before Homecoming.



Off to a great start in Rockland, 2021. *Photo courtesy Bill Finch*

The attraction of the Friendship Sloop is in part due to its simplicity. When they were first built in the late 1800s in Friendship, Maine as a working boat, designer/builders like Wilbur Morse chose steam bent rather than sawn frames with soft wood planking - creating a lightly constructed, sea-kindly boat that could also stand up to a lot of wear and tear. The building methods also leant themselves to the growth of home-built Friendship sloops among society members adding more families, participation and competition to the homecoming races. It is due in part to the painstaking care the sloops are given and the skills of the sloop owners themselves who learned to repair, refurbish, build or rebuild them that the fleet kept growing and the sailors' racing kept improving.

"I was a very young child in 1961 when the Friendship sloop *Eagle* came into my yard, and not long after my father Don Huston and his brothers and our family attended their first Friendship Sloop Homecoming in 1969," said Diane Fassak, who was the commodore of the FSS from 2019-2021. "Many of the enthusiasts in those days were WWII veterans or had been in the Navy. For that reason, the FSS has always been full of very good sailors. As many of them were also working as engineers, they were drawn to the function and design of the sloops."

A number of FSS members also benefited from the expertise of Maine shipwrights including master shipwright and National Heritage Fellow Ralph Stanley of Southwest Harbor, Maine. Stanley is credited with building some of the most beautiful Friendship sloops in the fleet while also refurbishing and preserving many of those that are still out racing today. Until his death in late 2021, Stanley still attended the homecoming days and particularly loved to see one of his sloops win the race.

"Although the Friendship Sloop was originally designed to stop and sit on a lobster pot, among those of us who grew up on Friendship sloops in the 60s and 70s who still race today – we really learned how to make a traditional boat sail fast. This skill is evident during our homecoming races," Burnham said. "If you put any of these Friendship sloop sailors from the generation I grew up with and allow them to fiddle with a traditional rig, they can make any boat of any kind sail faster. It is one of the reasons the Cronin's #7

Tannis is able to beat so many classic boats at events like the Eggemoggin Reach Regatta. All eight children are sought after for their sailing skills.

The beauty and durability of an original Wilbur Morse designed sloop, or a Ralph Stanley built wooden Friendship also caught the eye of the fiberglass boat builder Jarvis Newman who is credited with building 38 fiberglass Friendship sloops. He was a young man working at General Electric in Lynn Mass in the 1960s and happened to be on vacation with his family when he heard there was a gathering of sloops in Friendship. He decided to see what it was all about. Jarvis and his wife Susan fell in love with sloops and they soon became the owners of the 1904, 31-foot, #2 *Dictator*. He then used another Friendship Sloop, the 25-foot *Old Baldy*, #57, built in 1965 by James Rockefeller, as a mold for a fiberglass boat matching the exact displacement of the original. The subsequent series of hulls became known as "Pemaquids." By 1969, he had launched a boat building business and his high performing fiberglass boats contributed to the growth and sustainability of the FSS. In 1973 he molded a series of hulls from his own boat *Dictator* for that series of 31-foot hulls. The respect he had for wooden Friendships comes through clearly in a 1982 film entitled "*The Friendship Sloop – A Heritage Retained*" featuring master shipwright Ralph Stanley building a wooden sloop and Jarvis Newman building a fiberglass one simultaneously. It became an award-winning documentary.



Old Baldy and molds. Courtesy FSS

"In a sense, we are basically a one design fleet, with its public domain and good building plans," said Miff Lauriat who owns the Jarvis Newman built fiberglass 25-foot #90 *Salatia* which was built by Newman for his father in 1969. "What I really like – having come here for 50 years – is that, although a boat like mine is 52-years old, it is competitive sailing against similar fiberglass boats that are newer and are all sailing well. One of the things and I really appreciate is that when people really know how to sail the boat we can really have a great race."

The FSS Homecoming and racing remained in Friendship from 1961 to 1983 and then moved to Boothbay for 12 years. It finally settled in Rockland, where the event occurs today right off the breakwater and visitors can walk the docks to see the boats before and after the races. While many sloops remain in the family, it does sometimes take a shared passion for the boats to sustain the interest and pass it down to the next generation.

For Cindy Pendleton, marrying Bill Cronin (who is one of the eight Cronin siblings), introduced her into a family of Friendship Sloop sailors, which was all the more rewarding, as she was a schooner sailor herself. "I am lucky to be married to someone who loves sailing as much as I do,

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and because I worked on traditionally rigged boats earlier in my life, I love being on one." The couple have two college-aged children and share the 38-foot Friendship sloop #7 *Tannis*, built in 1937, with the rest of the large family who have owned her for 45-years. *Tannis* was recently completely rebuilt by the Cronin family who are also master carpenters and own Cronin Cabinets. "People used to say to us, "Do the kids like it?" Pendleton said, as the couple's children have been attending Homecoming days since they were babies. "Well, they didn't really have a choice as we were all going sailing. There are other families whose kids don't participate but ours both like sailing and it becomes a happy time for us. My son has decided he is going to build a Friendship sloop and my daughter has decided she is going to take over *Tannis* and be in charge of her when she gets older."



L to R: Kenerson and Braman Cronin piloting Tannis. Via Cindy Pendleton

Julia Merrill of Portland, Maine has been coming to race with her husband, children and brother-in-law and his wife Greg & Annette Merrill for over 30 years. Greg & Annette own the 25-foot #227 *Celebration* built by Jarvis Newman in 1980. "For most of our married lives, we get together for the races each July. My sister-in-law and I varnish the spars together and we all help get the boat ready for this event. Our grown children come too and the cousins are now old enough to bring their children. People are serious about racing here but most of all they want to see their friends and family. We are also very welcoming to new people who soon become a part of the fleet."

Acquiring a Friendship Sloop is more of a search by the current owner for the right people. Such was the case for Richard and Karen Schwartz of Portland, Maine who recently took possession of the 28-foot #167 *Freedom* built for Dick Dudman in 1976 by Ralph Stanley. Dudman was a Washington Post journalist held captive during the Vietnam War. While he was imprisoned, he promised himself if he was able to get home again, he wanted a Friendship sloop. After a lifetime of sailing *Freedom* the search was on for the next owner. Later purchased by Maldwin Drummond, *Freedom* was again on the hunt. "After we met Mr. Drummond, we learned he must have approved of us. That was when we knew we were Friendship Sloop owners. We knew that all Friendship Sloop owners want them to take care of them and that is what we have done," Schwartz said. They have been attending FSS Homecoming Days for the past four years. "When we first come to this group, we were a little intimidated by the size of the crowd and at first it feels a bit like it is a closed group, he said. "Very quickly you feel like you are part of a



The Schwartzes with a 2021 award.

big family and it is an unbelievable feeling." In the 200-page book, *Lasting Friendships* published by the FSS, it features 100 illustrated pages called the 'Catalog of Sloops.' There are 283 registered with the FSS and after each description of the sloop, it marks the year that "the boat took possession of its current owner."

John Wojcik who is in his mid 70s, is the registrar of the FSS and like many, he and his wife Carole depart southern Massachusetts on board his 25-foot #180 *Banshee*, joined by what they call the Buzzard's Bay group to make the yearly trek to midcoastal Maine for the July Homecoming Days. "Now that I am retired, we take our time more getting there and back and we logged 700 miles this summer with our group getting to and from the rendezvous." As registrar Wojcik has made it his mission to try and keep track of every Friendship sloop but it has become more challenging as the participating fleet has dwindled in the past decades, in part because boats are bought and moved to other parts of the country. "One of the biggest problems we have is trying to keep track of them," Wojcik said. "They are such unique boats and we want to know how or where they are and if they still exist. We always offer new owners' membership to the FSS and simply ask them to register them with us but it is a never-ending battle to find out where they are today."

Wojcik believes that attendance at the Homecoming Days event in July is holding steady despite the cost of ownership and the time constraints of cruising and racing today. "When I was commodore of the FSS thirty years ago I used to worry that it would all end under my watch. But here it is thirty years later and we are still holding steady." Recent past commodore Diane Fassak would agree that FSS participation is holding steady and she thinks it is in part because of the can-do attitude of many of its members. "…we don't have anything to sell, but people still show up and remain drawn to this."



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Memories of *Retriever*

By Ben Rice

At 22' 8", *Retriever* was amongst the smallest of Friendships. That size seemed to suit the builder, Warren Prescott "Scotty" Gannet, who built several others around that size although we learned later he also built a 31' "pocket schooner." Scotty built *Retriever* in 1942 at Scituate, Massachusetts where he was a plumber by trade, with an obvious love of good-looking sailboats – at least for the building of them. Legend has it that Scotty liked nothing better than getting aboard one of his creations and use the built-in coal stove to cook bread pudding for himself and crew. That explained the spinning 'Charlie Noble' vent above the galley, and the coal we found filling the spaces under both berths upon purchasing her in the fall of 1966. *Retriever's* hull planking was fastened with peened-over copper nails, and her shrouds and turnbuckles were bronze. How Scotty could get ahold of so much copper and bronze in the midst of a war effort remains a mystery, as 1943 was the year of the steel penny.

That size also suited my dad John Rice, who, unbeknownst to his family, was one of the saltiest dogs living on the South Shore of Boston. For the princely sum of $1,500 (in 1966 dollars) *Retriever* came "fully outfitted" from John Plante, who was a neighbor of a cousin in Chelmsford. Fully outfitted meant she had main, jib, staysail, and club topsail, all manila running rigging, a cockpit-discharging manual bilge pump, an alcohol stove, a compass, a barometer and three anchors. Also included was a genuine WWII "Mae West" life preserver, and a mouth-blown foghorn that sounded like a bleating sheep.

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As with all sailboats that size, *Retriever's* cabin had only sitting headroom. This "sitting" entailed one of two things: either on the twelve inch high wooden stool (also original equipment!) or, on the sharp retaining edge of a berth leaning uncomfortably toward the centerline to avoid even less comfortable contact with the deck close overhead. But what the cabin lacked in headroom it made up for in length, hosting two berths plus a quarter berth stretching back beside the cockpit, as well as a galley built into the corresponding space on the other side. This layout would turn out to be a key enabler for my dad and me to cruise the Maine coast for up to three weeks at a time. The long cabin left only about four feet for the cockpit, which Dad assured us was a good thing in case the cockpit shipped green water – not totally reassuring to an 11-year-old who'd never before set foot upon a boat. Seating was on the few inches of deck outside of the cockpit coaming, over which legs were duly draped. The straight tiller stretched from aft of the cockpit to within a foot of the companionway and swept side to side, limited only by the coaming. That meager one-foot of clear space would become the only refuge for the shins of anyone (other than the helmsman!) in the cockpit during any tacking maneuver.

So, after removing the coal, the first thing to be done was to create a winter cover for *Retriever*. Dad had constructed several pieces of furniture before and had no trouble constructing the frame. We got an immensely heavy brown oiled canvas tarpaulin to cover everything aft of the mast, lacing it to a smaller one to cover the foredeck. Every evening and weekend that first winter saw Dad and me back in our barn working on yet another boat: *Retriever's* tender. As I helped Dad create the construction frame for an 8' pram, it wasn't at all clear to me what was taking shape, or exactly why it was needed. But by mid-winter with some boat frames and two transoms revealing the intended shape, the rest was sure to be not far behind. Dad understood how to work with wood and readily understood plans. But my craftmanship skills were nonexistent; woodshop in school was still two years away. My 'help' consisted mostly of holding stuff and finding mislaid items. Sometimes my little help was essential, as when the corners of the plywood bottom needed to take sharp bends to meet the chine and bow transom. My balancing on each of these allowed Dad to put a few thousand screws in with his Yankee "automatic" screwdriver.

Built with a centerboard and rudder, Dad fashioned a spritsail for the pram. The few times we sailed it the next summer we found the sailing characteristics left a bit to be desired…but to this day it's the best rowing pram I've ever encountered. When the pram was finally finished, I had an enormous sense of accomplishment. Hardly had we finished the pram when the snows melted and yet another requirement for my weekends appeared: boatyard work. Young's Boatyard was to become my second home that spring, for there seemed hardly enough daylight in each weekend to finish the unending adjustments evidently needed by *Retriever*.

"The Yard" was out on a salt meadow protected from the sea by a barrier beach running North-South between the first two of the four Scituate Cliffs – remains of glacial drumlins that the sea has yet to reclaim. The faces of the four Cliffs look east into Massachusetts Bay but what people usually meant by "the Cliffs" was their western ends, home to a

few fortunate souls. The only road between First and Second Cliff ran between the Yard and the beach with those modest cottages facing the sea. Scituate's Inner Harbor formed the yard's western boundary and to the north, past impenetrable bulrushes, shrubs and trees rose on First Cliff. The Yard occupied the southern end of the meadow and for one hundred feet around the main building the ground was concrete. Here and there washed-up clumps of dead bleached and embrittled reeds lined up in rows on the ground hinted at just how low the yard lay in relation to high tide. A couple dozen boats were stored on the concrete, mainly the larger power vessels. The rest were stored on the packed sand north of the concrete. Further north the boats tended to be smaller and older, with the most distant looking somewhat neglected and a few even downright derelict. That was a sad thing for even a young landlubber to gaze upon, since they so obviously had at one time been such a source of joy and merriment. My respect for Dad's commitment to this endeavor grew and I had the feeling that something great would come of it.

Our first launch of *Retriever* was a memorable experience on a beautiful June morning. The day before, we'd carried the mast, from what by now seemed to be its natural place on *Retriever's* cradle, to sawhorses near the launch railway. There, we'd attached about a thousand lines and shrouds, securing these with extra line to keep them from moving out of place when lifted. The yard workers, who seldom worked far from their building, then appeared at *Retriever's* cradle pushing a couple of long I-beam axles with a car wheel at each end. After raising *Retriever's* cradle with big ratcheting jacks, the I-beams were rolled under each cradle end and then lowered onto the I-beams. With the help of an old pickup truck as a pull-vehicle, *Retriever* rolled out from between her neighbors, and between the rows of boats. Before long, *Retriever's* cradle had been deposited on the launch railway platform and the pull-vehicle was next joined to that. When it came time for her trip down the railway into the water, the decision was made that I could be aboard. Besides tremendous excitement, I had an unfamiliar sense of immense responsibility, along with no small amount of pride. After months of climbing all over this cold, unyielding and totally inert structure, I had no idea of what was in store.

The feeling of her suddenly bobbing in the water beneath me was exciting beyond description. The boat was alive! But the magic of floating soon gave way to a harsh reality – we were sinking! There was an awful lot of water rushing into the bilge from lots of unseen places. It was then that the purpose and method of that manual bilge pump became important. The pump had to be primed by spilling water from a bucket



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into a circular opening in the cockpit sole with one hand, while frantically pumping with the other to raise bilge water before all the priming water leaked out – which took about 4 seconds. At first, the particular pumping stroke needed to both activate the valves and lift water into the cockpit without losing prime was elusive. But after hours and days of practice, it became second nature. While I was getting that practice, the mast came dangling over the foredeck and was steered between the pin rails and through the deck. With the mast stepped and deck wedges in place, *Retriever's* motion was noticeably calmer. And when the other spars and standing rigging were set up, she suddenly appeared a true ship.

Now, being a boat, there were of course, a few other surprises. The next being that we needed to move ourselves off of the railway platform so that another boat could be launched. Purchased with no engine, Dad had bought *Retriever* a 5-hp British Seagull outboard motor with extended shaft and clutch. I had never imagined that a new outboard could be so ugly and look so ancient. Creating a stern transom mount for the Seagull had been another spring project, and now it was time to use it. Starting that Seagull, and cajoling it into moving us toward one of the yard floats was another new adventure. But in the calmest of water, we got there and stayed for the rest of the day. The next day, with leaks somewhat lessened, we headed off on our first grand voyage – from the sanctuary of the back of Scituate's Inner Harbor to our mooring plumb on the far side of the Outer Harbor. Scituate Harbor now had three Friendships yet again...



Retriever off the Coast of Maine, ca. 1970s. *Photograph by Roger Duncan*

GLADIATOR 1902

By Andy Zuber

People ask me how old *Gladiator* is. I tell them she was built in 1902. "Well, that's pretty old," they say. "Yes, that is 120 years" I say. "Wow", they say. But I ask you; do you really appreciate just how long that is? I thought I would start this article with a bit of a timeline to give the age of *Gladiator* some true perspective.

Gladiator was built 120 years ago as of March 1902. Now if you went back in American history 120 years from that point in time you would be in the year 1782. That is the year the Revolutionary War ended and the United States was recognized as a nation. I will let that sink in a bit…

In 1902 Teddy Roosevelt was the President of the United Stated States. The Spanish-American War had been over for only 4 years, and Queen Victoria had just died the year before. It would be a year before Wilbur and Orville took their first flight; 10 years before the *Titanic* sailed; and 15 years before the United States joined in World War 1.

The coast of Maine was a much different place then, with steamships, electric trollies and steam trains, and barely any kind of motorcar, as Ford Motor Company wasn't in existence until 1903. It was the apogee of the sail era with sailing schooners, sloops and yachts of all types sailing the coast. Almost all transport was done by water at that time. It was the height of the Victorian Age and the Industrial Revolution was in full swing – with the increase in the use of the telephone and electricity slowly replacing coal, gas, and whale oil. It was America's Colonial Age with the start of the building of the "Great White Fleet" of iron-hulled battleships circling the globe, showing the world that the United States was now a world power.

Daniel Simmons of Waldoboro, Maine, whose great-grandfather fought in the Revolutionary War, had a Sloop built by the McLain Brothers of Bremen Long Island in Muscongus Bay. *Gladiator*: measuring 32 feet in length on deck, 27.5 feet on the water line, 11-foot beam, and 5.6-foot draft was to be built by Alexander McLain, nephew to George McLain (famous schooner designer of Essex, MA). Her lumber was

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probably cut and milled in either Waldoboro or Bristol Mills and shipped to the Island. The framing and deadwood were all white oak, the planking all clear white cedar. The galvanized square-cut nails, bronze bolts, and galvanized wire were probably shipped by steamboat up from Boston or Gloucester. She was launched into Clam Cove on the south west side of Bremen Long Island into Muscongus Bay, in late March of 1902, taken up the Medomak River to Waldoboro and measured to be documented for "The Fisheries" with a gross tonnage of 7 tons. Her official number is 86711 and remains so to this day. Her purchase price was $450.00 with sails and rigging.

Gladiator was built to go longline fishing off shore as opposed to lobstering. Therefore, she is more heavily built than most other Friendship Sloops that I have seen over the years. In fact, she still retains 80-90% of her original framing, including her deck beams and hull-length shear clamps. These are all over sized and cut to interlock, which gave her immense strength and obvious survivability. She is also deeper forward as she was meant to go off shore, which gives her more forward buoyancy as well as a bit more room below. It also means she is a dry boat in a sea, which I have come to appreciate over the years. The drawbacks to these attributes means *Gladiator* is more of a heavy weight than a sprinter when it comes to racing. She can go in a light breeze if you leave the wheel alone, but she prefers a bit of wind to really show her stuff. She can also hold up to a blow when others would be blown off. Having a deeper forefoot can be handy for pointing to windward in the right conditions, as I have shown several modern "race boats" – much to their chagrin.

Gladiator fished until 1927 and did not have an engine until 1920. At that point she made her way to the Chesapeake region and was converted into a pleasure boat. In 1941, she was re-planked in Maryland with cypress, as cedar could not be gotten due



Gladiator under full canvas, ca. 1970s *Photograph by Roger Duncan*

to it being used during World War II. She was then owned by the Record family in the Maryland area for almost 40 years and called *Vera Jean*. She was sold to a young man in Barnegat Bay, New Jersey in 1964 and bought by my father Bill Zuber in 1967 when *Gladiator* was 65 years old! She was named *Downeaster* at that time. Mom and Dad brought her back to Friendship that year, and they found the old document number in the court records in Waldoboro, and re-discovered *Gladiator's* original name and lineage.

I came into the picture in 1968. I have been sailing on *Gladiator* my whole life, and assisted my dad in a rebuild from 1982-1987 consisting of removal and replacement of the deadwood (wood added below the keelson); removing both garboard planks; taking out the cement previously placed in the bilges on top of the keelson; replacing several floor timbers; installing new deadwood and 4,000lbs of external lead ballast keel; refastening all planking (5,000 square-cut nails peened over inside); and replacing several ribs where needed. And then cold molding the entire hull with a West System impregnated diagonal wood laminate and fiberglass. Now I realize that last piece may seem like sacrilege to many wooden boat nuts, but in the past 35 years I have seen no issues with delamination or increased rot or other issues. And the labor is more user-friendly.

I have been so fortunate to have the experience of being born and growing up with such a classic American boat as my sister. It is hard for me to even fathom how lucky this boat is to still exist. It is my honor to continue the stewardship of maintaining such a valuable piece of maritime history, which I have learned so much from in my life. So I hope you all can now appreciate *Gladiator* just as much as me, and I thank my Dad for bringing me along, and sharing such a wonderful gift with me.



A Sailor's Journal

By Julian Tablada



I have always considered myself a decent sailor and artist. My journal and watercolors accompanied me on my business and personal travels around the world. My favorite trips always involved being near or on the water and usually on a sailboat. I have stacks of journals documenting these trips with colorful sketches and notes. Oftentimes, beer, wine, or the ocean provided the "water" for my paints. My job as an architect and my life as a husband, father, and grandfather took priority over my love of painting and sailing for many years. My journal sketches rarely made it to a finished painting, but that changed when I retired in July 2020. My days are spent sailing and traveling, most often with watercolors and sketchbook in hand. I now have time to bring those sketches to a full piece of paper and sell them through my website and as commissioned art.

As I prepared for a trip to the coasts of Massachusetts and Maine in July, I studied the classical sailboats of the area. I became enamored with the Friendship Sloops and was excited to find that our visit coincided with the annual Friendship Sloop races in Rockland. We were able to visit with boat owners on the docks and saw many sloops up close. Watching them racing gave me an appreciation for the beauty of these boats, their sails, and their graceful lines as they cut through the water. Their maritime history makes them even more appealing to study and paint. But these old ships and their massive sails create a challenge to paint and capture the essence of their beauty. The tall stack of study paintings in my studio attests to that difficulty and my quest to get it right.



Set the Mains'l Wide" watercolor, 14x10 in.

The Friendship Sloop evolved in response to the rigors of fishing in the weather and sea conditions of Maine's coastal waters. Their hulls are shaped to cut through rough Atlantic waves and provide a stable platform to work nets and lobster traps. The sloops originated around 1880 in Muscongus Bay, Maine in the village of Friendship and is now considered one of a few surviving American classic sailing vessels. Wilbur Morse of Friendship, Maine built the most sloops and is considered "The Father of the Friendship Sloop." By 1925 these sailboats were replaced by motorized workboats and were saved from extinction by sailors who converted them to recreational sailing. Some of these sailors and their families are the founders of the Friendship Sloop Society who work to promote and preserve the sloops. There are roughly 285 Friendship Sloops known or sailing today and one, *Blackjack* launched in 1899, is listed in the National Register of Historic Places.



"FSS Black Star" watercolor, 10 x 14 in.

The maritime heritage of these iconic Maine sloops and the spirit of the Friendship Sloop Society family transcend the mere physical beauty of the sloops and are stories we artists can tell in our paintings. These are stories of adventure, hard work, history, and a love of sailing beautiful sloops that only art can convey. The sloops have very distinctive features that lend an historic aesthetic to marine paintings. Judy Heininger and Ted Walsh of *Black Star*, FSS #247, welcomed me aboard their sloop in Rockland Harbor. The sloop is a work of art whose lines flow harmoniously much like shapes of soaring birds and sleek sea animals. One can see her graceful lines in the painting "FS *Black Star*." The sweeping compound curves of the hull make drawing them very challenging but offer the artist many exciting viewpoints.

Dennis Huston, brother of Diane Fassak the 2021 Commodore of the Friendship Sloop Society, wrote: "The special character of the vessels is in the art and science of advanced 19th century technology, a study in form following function. Start with a purpose driven clipper bow, lofty, graceful, and sea-worthy, enabling a swift and clean cut through rough or calm seas. The lines then continue longer, wider, and deeper culminating in an oval at the stern. The widest and deepest area is just aft of the midpoint, providing great

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stability and little drag. Forward gaff rig engineering reveals a secret beauty within. Set the mainsail wide and easy and the perfectly balanced sloops sail themselves, staying on course, and freeing the sailors to work."

The basic rigging of a Friendship Sloop is a cutter rig with mainsail, staysail, and jib. These are called Baldheaded Sloops. Some Friendship Sloops have a topsail above the mainsail and a third headsail called a flying jib. These sloops are Topmasted Sloops. Their billowing sails give the illusion of giant clouds gliding over the ocean. It is easy to see the balance inherent in the boat's design and the effect the wind and sea have on its structure. They are simple machines with no room for frills. Masts, spars, and halyards bend and the canvas sails billow to the force of the wind that drives the sloops through the water. Polished wood fittings are handmade and are pieces of working art. Hardware has a beauty whose purpose is clearly expressed in form and material. Spars are wood and finished in clear varnishes displaying rich wood tones. Even resting on their mooring buoys, they appear to be eager to get underway. As a sailor, I marvel at the beauty and perfection of these humble working machines. As a painter, the compositions and stories to be told about the Friendship Sloops are endless and magical and I can't wait to get back to the waters of Maine to continue my journey into the past and the future of these beautiful boats.

Thank you to our friends Nancy and Robert Primeaux for inviting us to Maine and introducing us to the Friendship Sloops and to the many folks at the Friendship Sloop Society for their patience in educating me and providing quotes. I hope your generosity and help with this article will be repaid by a heightened interest in the Friendship Sloops, The Friendship Sloop Society, and the preservation and promotion of maritime history and maritime art.



ABOVE: "Friendship II" watercolor, 14 x 10 in.

RIGHT: Tablada's journals.

All artworks by Julian Tablada

Adapted from: "A Sailor's Journal" American Society of Marine Artists, News & Journal, Vol. XLIII, Winter 2022, pp. 26-29.

Bulletin Board Messages for 2022

We are looking forward to seeing everyone this year.
Peter & Nancy Toppan
Compromise

Friendships add Richness & Worth to Life
John & Carole Wojcik

Keep those Friendships sailing!
Fair winds to all
Hegira # 230

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

Best to all as we follow the Fleet!
Gaivota Crew

Cheers to the friendships of Friendships!
Old Baldy's Crew
Dan & Kathe

Friendships are beautiful but the FSS members are even more so!
Dick Salter

Fair Winds and Following Seas
David Graham
& The Race Committee

Fair Winds and Following Seas!
Karen & Rich Schwartz

Friendship ***Celebration***
The Merrills

MWWFWTB 143
Penny Richards

All the best from the dark side!
The Langtons

Great to see everyone again and I'm going to keep on coming. See you all in 2022!
Maria Burnham & Family

May you find open gates and unused moorings!
Cheers, Chris Bales

Looking forward to seeing everyone in Rockland
Wayne & Kirsten Cronin

Looking forward to 2022!
Bill Cronin & Cynthia Pendleton & Family

Congratulations on 120 years for ***Gladiator*** 1902 – 2022
Caroline & Bill Zuber

Cheers to Grandchildren!
Stephen Major
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FRIENDSHIP SLOOPS REGISTERED WITH FRIENDSHIP SLOOP SOCIETY

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

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport	State
1	VOYAGER	30′	Charles A. Morse	1906	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, Rancho Viejo, TX	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 Dulce	Guatemala
99	BUCCANEER	29′	Wilbur A. Morse	c1911	Tirocchi Family, Johnston, RI	Johnston	RI
100	CAPTAIN TOM	26′	Bernard Backman	1970	Matthew Vandevelde, Monroe, MI	La Salle	MI
101	GOOD HOPE	30′	Bruno & Stillman (07)	1970	Barta & Lee Hathaway, Ipswich, MA	Ipswich	MA
102	TODDY	35′	Lubbe Vosz (Germany)	1972	Mary L. Morden, Bad Axe, MI	Caseville	MI
103	SOLASTER	25′	Newman (P04) / Newman	1970	Chris Davis, Harborside, ME	Cape Rosier	ME
104	COCKLE	28′	Elmer Collemer	1950	Rupert & Regina Hopkins, Miller Place, NY	Mt. Sinai Harbor	NY
105	LADY E	30′	Bruno & Stillman (05)	1971	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 Cove	Nova Scotia
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	Catuumet	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



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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	Dennis Wint, Southwest Harbor, ME	Southwest Harbor	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	Jonathon W. Moses. Langley, WA	Langley	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

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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	Steve & Dee Dunipace, Brownsburg, IN	Friendship	ME	
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)	L.O.D.	Builder(s)	Launched	Comments
12	FRIENDSHIP	29′	Wilbur A. Morse	1902	Last Seen c1983 at Little Compton RI, ashore since 1968
30	KIDNAPPED	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	28'	Charles A. Morse	1905	Sold May 1970 to an unnamed Staten Island party
81	REGARDLESS	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	27′	Elmer Collemer	1960	Sold March 1988 to unidentified Anacortes WA parties
125	TIGER LILY	25′	Al Paquette	1969	Last known in Mattapoisett, MA
129	GISELA R.	25′	Andrew P. Schafer	1969	Last seen at the Sag Harbor Yacht Club, Long Island
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	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	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.	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	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	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	26′	Unknown	c1898	Destroyed Fall 1993 at Ipswich MA
207	SAFE HOME	31′	Herbert Melquist	1980	Blown ashore in Hurricane Bob 1991 at Beverly MA
256	OCTOBER 4th	22′	Edgar Knowles	1985	Sunk in squall Sept 1993 on Oneida Lake NY

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