2024

Friendship Sloops

Sailing new England!



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22′ Echo, built at the Lee Nielson yard in Rockland in 1965, she is oak framed with cedar planking. Excellent condition, 2 outboards: Yamaha gas and a Torqeedo electric. 2015 Oceanus sails and an older set, tiller steering, 2 berths and head below. She comes fully equipped to step aboard and sail! $19,500.



1972 Newman 36 F/B Cruiser. Twin gas engines - quiet and smooth, under 400 hours, 17-26 knots. Nice woodwork & layout inside and out. Great cockpit & flybridge! $80K



2000 Newman 36 Lobster Pleasure. Single 420 Cat, 1100 hrs, 16-18 knots. Cruising cabin, sleeps four, large open cockpit. One owner. $275,000

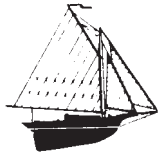
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Welcome!

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 63rd anniversary!

The Friendship Sloop Society is a nonprofit 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.





Jabberwocky *sails by Rockland H*



Photo Courtesy Bill Finch

d Harbor Breakwater Light, 2023

Commodore's Message

Welcome to the 63rd Annual Friendship Sloop Homecoming Regatta in Rockland Maine! We are very pleased and excited to be the center attraction for the 1st Annual Maritime Heritage Festival sponsored by the City of Rockland! Please come and bring your Friendship Sloop if you have one, or certainly yourself, family, and friends if you have an interest in Friendship Sloops, the Maine Coast, or traditional maritime crafts.

We expect to have 3 days of exciting races, as well as a celebration and exploration of the maritime history of Rockland and the Maine Coast of the past, present and future with many interesting exhibits and presentations being planned, in addition to food, music and fun for all ages!

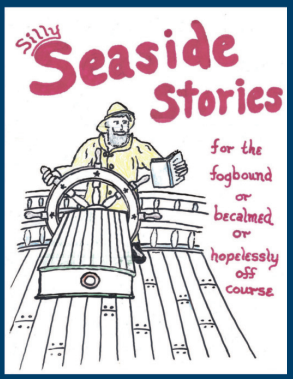
This should be a real Festival and not just about boat races. A gathering of friends to share and enjoy each other's company and open our boats to the public so that they can see and appreciate the beauty and utility that makes Friendship Sloops such a special sailing craft.

The Friendship Sloop Society was created to promote and share the joys of sailing these American Classics, and I am sure this Festival will bring many more opportunities to do just that. I hope we can all do our best to make the effort to gather as a Society of Friends and Friendships; to continue to grow and maintain our Charter; and bring more people into the Society to learn the value of sailing on a Friendship Sloop.

I for one am very excited to see each one of you and invite anyone reading this who haven't been down to see us yet: "Please come to the Sloop Regatta in Rockland Maine, July 18th-20th, and meet the Crew!"

Andy Zuber, Commodore

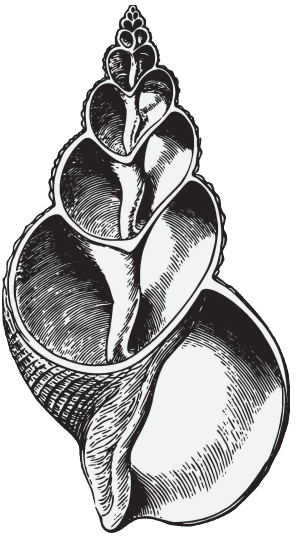
On the Cover: ***Gladiator***, FSS #71, Built 1902 by Alexander McLain
Photo Courtesy of Andy Zuber perched atop the cranse iron!



Twisted tidewater tales by Perry A. Hood

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Friendship Sloop Society at a Glance

Officers

Commodore	Andy Zuber	P.O. Box 279, Friendship, ME 04547
Vice-Commodore	Kathe Newman Walton	254 Main St., Southwest Harbor, ME 04679
Treasurer	Greg Merrill	P.O. Box 166, Butler, MD 21023
Recording Secretary	Penny Richards	15 Leland Road, North Reading, MA 01864

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	Rich Langton	868 Cross Pt. Rd., Edgecomb, ME 04556
Southwest Harbor Rendezvous	Caroline Phillips	164 Sturbridge Rd., Charlton, MA 01507
Rockland Trophy Chairperson	Beth Langton	868 Cross Pt. Rd., Edgecomb, ME 04556
Advertising Committee	Peter & Nancy Toppan	26 Thomas Clapp Rd., Scituate, MA 02066
Publicity Committee	Rich & Karen Schwartz	510 Mountain Rd., Woolwich, ME 04579
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
Historian	David Graham	7 Batchelder Rd., Marblehead, MA 01945
Original Sloops Chairperson	Harold Burnham	141 Main St., Essex, MA 01929
Social Media Crew	Jeff Beck	12 East Fork Road, Camden, ME 04843
Webmaster	John Wojcik	347 Lincoln St., Norwell, MA 02061

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

Total Membership: 236 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, 2024 Schedule of Events, Yearbooks, Newsletters, Our Advertisers, The Chandlery...and much more!

Friendship Sloop Society
Honorary Members, Past Presidents & Commodores

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

Honorary Members

1964 Howard Chapelle*	1969 Herald Jones*	1985 Bruce Morang*
1964 William Danforth*	1974 Lincoln Ridgeway*	1985 Marcia Morang*
1964 John Gould*	1974 Albert Roberts*	1988 Carlton Simmons*
1964 Cyrus Hamlin*	1974 Betty Roberts*	1988 David Graham
1964 Governor John Reed*	1982 Dorothy Gould*	
1964 A.K."Dick" Watson*	1982 Ernst Wiegleb*	

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
2021-2023	Victor* & Nancy Goulding	INHERIT THE WIND
2023-2024	Andy Zuber	GLADIATOR

** Deceased*

Captain Paul C. Haley

SEPTEMBER 4, 1946 – FEBRUARY 5, 2024



Lover of family, faith, and ocean will be missed dearly by all who knew him.

Paul was raised in Marblehead at his family's waterfront marine business where he developed a life-long love of sailing and all things related to the sea. His life on the water included assisting with running the Marblehead Marine Center, traveling across oceans on board research vessels, sailing ***Tern***, FSS #24, their 100-year-old Friendship Sloop around Marblehead and to Maine, serving as Commodore of the Friendship Sloop Society from 2001-2002, and culminated in an esteemed career as a NAMS marine surveyor specializing in wooden vessels small and large such as the *USS Constitution*, the *Mayflower II*, the presidential yacht *Sequoia*, the *Ernestina* and many more.



Sailing New England Waters 2024

(please check websites for confirmation)

32nd Annual Wooden Boat Show
Presented and produced by **WoodenBoat** Magazine
June 28-30, Mystic Seaport, CT
www.thewoodenboatshow.com

62nd Annual Windjammer Days
June 23-29, Boothbay Harbor, ME
www.boothbayharborwindjammerdays.org
June 28: Vintage Boat Parade & Pier Party - for any vessel older than 25 years*
July 6: Commodore's Cup and Classics Race*
July 20 & 21: 50th Annual Boothbay Harbor Yacht Club Regatta
and Shipyard Cup Classics Challenge
www.boothbayregatta.com

Casco Bay Gaffers Race*
June 23, 8th year, Portland, ME
www.schooneralert.com or 207-841-9125

9th Annual Camden Classics Cup*
July 25-27, Camden, ME
www.camdenclassicscup.com

Sweet Chariot Music Festival, Swan's Island, ME
August 6-8, arrive by boat!
Reservations: *sweetchariotmusicfestival@gmail.com*
www.sweetchariotmusicfestival.com

43rd Annual Chowder Cup Race*
August 3, free, Friendship Harbor, ME
Contacts: Charlie Witherell at *cbwitherell@gmail.com*
or Bill Shaughnessy at *william_shaughnessy@comcast.net*

Eggemoggin Reach Regatta*
August 3, all wooden boats > 24' welcome, Brooklin, ME
www.erregatta.com

Corinthian Classic Yacht Regatta
August 10-11, Corinthian Yacht Club, Marblehead, MA
www.corinthianclassic.org

40th Annual Gloucester Schooner Festival
August 28-September 2, Gloucester, MA Harbor Waterfront
www.maritimegloucester.org/schooner-festival

**Denotes Friendship Sloops welcome with registration*

Friendship Sloop Society Events 2024

Red Brook Harbor, Buzzards Bay, MA – Tuesday, July 2nd
Scituate Harbor Rendezvous – Wednesday, July 3rd
Cape Ann Rendezvous – Thursday, July 4th
Boothbay/Linekin Bay Rendezvous – Tuesday, July 9th

Southwest Harbor Rendezvous, Race and Potluck
Saturday, July 13th
Contact: Caroline Phillips *cphillips0503@charter.net* or 774-200-0506

Pulpit Harbor (North Haven) Rendezvous
Tuesday, July 16th

63rd Homecoming, Rendezvous & Races!
Rockland Town Landing, ME
Thursday-Saturday July 18th – 20th

Sloops arrive Wednesday, July 17th and depart Sunday, July 21st
Races on Thursday & Friday: Start time 1pm
Race on Saturday: Start time 12 Noon
Skippers meeting daily, 11am under the tent (10am on Saturday)

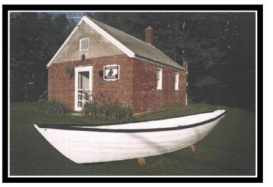
- *Welcome:* Wednesday afternoon/evening, Informal BYO refreshments for a gam under the tent, on the floats, or on the elegant sloops
- *Parade of Sails:* Saturday, Rockland waterfront, just prior to the race
- *Awards Ceremony:* Saturday 5pm, Rockland Public Landing, under the tent

Event times may be subject to change in coordination with The First Annual Maritime Heritage Festival

For More Information Contact: *Commodore@fss.org*

FSS Annual Meeting Saturday, November 16th
Best Western Merry Manor Inn, South Portland, ME
For Info Contact: *Commodore@fss.org*

VISIT The FRIENDSHIP MUSEUM Est. 1964



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

Friendship Sloop Society

Established 1961

501(c)3 non-profit organization



Downeaster, 1968 Races at Friendship, ME. Photo: Roger Duncan

Join the History, Join the Races...
Join the Fun & Donate Now!

Contact: **Advertising@fss.org**

Visit: **www.FSS.org** for more information

Friendship Memorial Scholarship Fund (FREN)

The Trustees of the Friendship Memorial Scholarship Fund ***emphatically thank the FSS*** for the creation and continued financial support of the Friendship Memorial Scholarship Fund since its inception 56 years ago!

At its creation, the fund was named *"The Friendship Sloop Society Scholarship Fund."* Since 2007 it bears the name *"Friendship Memorial Scholarship Fund."*

In 2012, dollars awarded totaled $2,000 (one senior receiving $800, and 4 Continuing Education students receiving $300 each). In recent years total dollars awarded averaged $25,000!

In 2023 the FREN awarded 10 Scholarships totaling $26,000!!!

3 Seniors (receiving $4,000 each):
Madilyn Simmons, Ana Underhill, and Skylah Ward

7 Continuing Education Students (receiving $2,000 each):
Cameron Bains, Zackery Benner, Madison Clarke, Ruth Havener, Shelby Lash, Brooke Powell, and Jordan Powell

WHAT'S NEXT?
There is ALWAYS room for improvement IN THE PRESENT, and in the FUTURE!!!!

FOR THE PRESENT

To "improve," we will use methods successful in the past:

1. The Trustees of the Fund will continually use fund growth to determine the feasibility of *increasing* scholarships.
2. The Trustees of the Fund will continually work on building financial support to fund growth.

FOR THE FUTURE

The Trustees of the Fund will *increase* their efforts in building "Perpetuity" that will support Friendship students of tomorrow in the same way Friendship students are supported today. We invite any and all questions or comments.

Phil Pratt – Chairman, 207-832-4335, davisloop100@gmail.com

John Homon – Vice Chairman, 207-354-0409, kwhomon@gmail.com

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Remembering Victor Goulding

By Nancy Goulding & Penny Richards

I clearly remember the first time I developed an awareness of Victor Goulding. It was at the 2019 Friendship Sloop Society's Annual Meeting in South Portland, ME when he was nominated to be the next Vice Commodore. I turned to the person sitting next to me and asked, "What? Who is Victor Goulding?"

To this point I'd long been a member of the Trophy Committee and was certainly on hand at the Homecoming awards presentations in Rockland when he collected a trophy or two; but I'm not a sailor and don't know every person who comes to race at Rockland.

Victor was a quiet man. He was a gentle guy who didn't make waves, or his presence felt under the tent. I had no idea who we'd just elected to take our helm in the coming years. I hope I gave him better as I got to know him and his wife Nancy, and I grew to like them both very much. Victor and Nancy were our Commodores in 2022 and 2023. In 2023, his Homecoming plans were derailed by a cancer diagnosis, and he was too ill to make it to Rockland. He died months later, on September 27, 2023, not living out his two-year term as our Commodore.

Nancy said they had boats for years. They owned a Sea Ray power boat and took their children water skiing on the Connecticut River near their home in Holyoke, MA. Victor owed a Kells that was more of a knock-around-in-it sailboat.

But the Friendship Sloop ***Inherit the Wind*** was his treasure. He bought her in 2015 from a couple in Duxbury, MA, and together with a friend, sailed her to his summer home in Lincolnville, ME. He didn't know the negative connotation the name has from the Proverbs 11:29, one of many warnings in the Bible about sin and stupidity. It reads in part, "Whoever troubles his own household will inherit the wind, and the fool will be servant to the wise of heart." To Victor the wind was a gift, one who could inherit the power that would push a beautiful ship over the water was a fortunate soul.





Scott Phillips had a special relationship with Victor. The two met in 2016 when Scott and his friend Riley were searching for a boat looking for crew. Scott's mother Caroline had a full roster onboard ***Eden***, and she suggested Scott talk to Victor. "He was nice enough to invite Riley and me on board," Scott told me. "He asked us what we wanted to do. I was willing to take on any task and he asked me to handle the main."

As they raced, Scott offered tips and tricks, things he called a hold-over from his 'Cronin roots.' Realizing he had a savvy sailor on deck, Victor leaned on Scott to help make tactical decisions. They took third place in Division II in 2016.

In 2017, Victor wanted Scott onboard again and they bested every boat in the fleet, taking the Liberty Trophy (first overall bald-headed finisher), the Commodore's Trophy (first in Division II) and the highly coveted State of Maine Trophy. "We won the whole thing," Scott said. "It was amazing. Victor was very generous, first in welcoming us on and then inviting me to come back. We had a good back-and-forth. I was teaching and he was learning." In 2022 they again took third in their Division. No one knew it would be Victor's last FSS regatta.

Victor's daughter Heather wrote a beautiful tribute to her father, and you'll find a link to it on the FSS website www.fss.org. Go and meet the quiet man, the gentle man who didn't make waves but had a pocket full of dad jokes, could run a pool table, beat you at cribbage, diagnose any mechanical mystery, and most importantly, loved to share his kind soul with family and friends. When you meet again on a dock in heaven, ask him to tell you about the privy window.

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A Great Start

By Rich Langton

Each of the three days of racing at our annual Homecoming Regatta start with a bang; actually, three cannon shots. The first is a ten-minute warning, the second is the start for Division I, or the larger sloops, and the third sends Division II on their way. The start is always exciting because the sloops are crossing and recrossing the start line to test out their strategy for the perfect start. Based on the prevailing wind and the location of the first mark, the boats will all crowd the ends of the start line. Should they cross over the line early, the Race Committee requires they come about and start again. Timing is critical for the more serious racers.

The race course itself has changed little since the Homecoming moved to Rockland harbor in the 1990s. Many of the same sloops have participated in the races over the years. Indeed, the race course is included every year as the centerfold in the Sloop Society's annual publication *Friendship Sloops - Sailing New England*. Not only is there the chart, which gives the public guidance on where to observe the races, but it also includes the latitude and longitude for each race mark to aid the sloop captains in planning their racing strategy.

There is a skipper's meeting every morning where the Race Committee Chair makes announcements regarding the day's race. At the initial meeting, the Chair also hands out the latest sailing instructions and informs each boat of their handicap, which is a function of boat length and sail area. As the sloops head out to the race course, and following a radio check with each, the course direction is announced. Now the sloops are ready to begin jockeying for the perfect start at Mark A to round the first buoy at either Mark B (sailing clockwise) or Mark F (sailing counterclockwise).

Although the race course itself is pretty much fixed from year to year, the Race Committee itself has seen some changes this past year. First, Dave Graham stepped down as the Race Committee Chair and Rich Langton took over the helm, after being Dave's understudy for the last several years. Second, Dick Salter, who always set our race marks could not make the trip by sea, but we were lucky to enlist captain Rob Armstrong to set the marks and serve as a safety boat. These minor changes resulted in anxiety on the part of the Race Committee Chair, being his very first race, and some confusion as to the course direction. Let me explain…

Rob Armstrong, with the assistance of Race Committee member, Bill Whitney, set the marks including placing a buoy at Mark D out from the green can marking Spears Rock. Not wanting sloops to run aground they set the Mark D in accordance with the latitude and longitude, as was noted in the Yearbook.

Friendship Sloops are not only traditional lobster boats, but our captains seem to also fall back on past traditions. The buoy set for Mark D was a change from previous years where racing sloops would shave the distance between Spears Rock and the green can hoping to gain a few seconds over their competitors. So, the race began and our captains in Division I set their clockwise sights on what they thought was Mark B, when in fact they were off course heading straight to Mark D. If only they had paid attention to the chart and noted the proper latitude and longitude for each of the racing marks!

As the new Race Committee chair noticed the two lead boats, *Tannis* and *Gladiator* (the names of the captains shall remain anonymous) heading for the wrong mark he panicked. "HOLY C….!" or some other Batman-type expletive was heard to be repeated over and over on the Committee Boat. His first race and what did he do wrong!? How could these seasoned sailors be sailing in the wrong direction? A discussion ensued, do we call the sloops back and start over? Do we radio them that they're confused? Do we let them figure it out? Did we make a huge mistake?

As the Race Committee debated, *Salatia*, a Division II sloop sailed by the stern of the Committee boat and politely asked if Mark B was in a slightly different direction than the Division I sloops were sailing. Since we shouldn't give racing advice once the race begins, we all pointed and nodded our heads "yes." Despite the absolutely crystal clear day, Captain Lauriat had obviously taken the time to enter the marks in his GPS. Modern navigational technology saved the day, and he knew in which direction to head. Having seen *Salatia* take a different tack, *Sazerac*, one of the slower Division II sloops to start that day, took note of his GPS and *Salatia's* move and followed suit, much to the advantage of both sloops over the course of the day's race! Ultimately, the follow-the-leader-fleet made a course correction and adjusted their heading. Much discussion and kidding occurred at the end of the days racing, with the Race Committee Chair reminding the Captains that it is their job to read the sailing instructions and plot their course accordingly.




90


189


71





Photos Courtesy Bill Finch

Presenting the 2023 Winners

Southwest Harbor Rendezvous
First Place: ***Gladiator***
Second Place: ***Banshee***
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 – ***Celebration***
2nd Place - Bruno & Stillman Trophy – ***Salatia***
3rd Place - Lash Brothers Trophy – ***Banshee***
1st Pemaquid Sloop - Jarvis Newman Trophy – ***Celebration***

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

Class A (Original Sloops Built before 1920)
1st Place - Wilbur Morse Trophy – ***Gladiator***
2nd Place – Charles Morse Trophy – ***Sazerac***
The Tannis Award (7th Overall) – ***Rights of Man***
The Danforth Award (Middle of the Fleet) – ***Gladiator***
Rum-Line (Skillful Handling/ Right Buoy!) – ***Gladiator***



2023 State of Maine Winner: ***Tannis***

2023 Homecoming | Non-Racing Trophies

Post Office Trophy: For *"Outstanding Technique"* in boat handling under sail during the regatta. ***Tannis*** *and* ***Gladiator***

The Stanley Cup: Outstanding contributions to FSS - **Dick Salter**

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

Gladiator Trophy: Awarded to the skipper of the sloop that sails the furthest distance to the rendezvous - ***Hold Tight***

Cy Hamlin Award: Awarded to the skipper who returns to the Homecoming after several years' absence - ***Hold Tight***

Chrissy Trophy: Presented to the woman who keeps sloop, family, and crew together - **Karen Schwartz**

Nickerson Trophy: Presented to the youngest crewmember sailing on a Friendship sloop during the regatta - **Arabella Cronin** on ***Tannis***

Spirit of Friendship Award: Presented to the skipper who best exemplifies the FSS spirit - **Karen & Richard Schwartz**

Ray of Hope Award: Awarded to the Society member or boat that has overcome personal adversity - **Vic Goulding**

Omaha Award: Awarded to the person/persons who exemplify friendship, and good-natured comradery within the Society - **Diane & John Fassak**

Bancroft Award: For unusual contribution to FSS traditions - **Greg Merrill**

Donald Huston Award: For the safe sailing, seamanship, and continuous fun family participation - **Jack Cronin**

Bruce Morang Award: Presented for his outstanding article in the recent FSS Yearbook - **John Fassak**

Messing About Award: Presented to the persons who truly love "Messing About in Boats." - **George Hagerty**, owner of ***Echo*** and ***Petrel***

Sprit of Fun: Encourages the spirit of fun in the fleet - **Andy Zuber**

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LEFT:
John Cronin on ***Jabberwocky #189*** *gives a lesson in tactics to an attentive crew.*

RIGHT:
Greg Merrill on ***Celebration*** *#227 intently eyes the next mark from his afterdeck*





LEFT:
Jeff Cronin on ***Tannis*** *#7 maintains a steady course in a crowded cockpit!*

Photos Courtesy Bill Finch

Clocks — Lanterns — Charts — Instruments — Cannons

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Richard P. Campbell

By the FSS Race Committee



We lost Dick on March 10th when he passed away at his home in Old Saybrook, Connecticut, leaving a huge void within the membership of the close-knit Race Committee of the Friendship Sloop Society and, indeed, the entire membership of the Society. We will greatly miss Dick Campbell this year during our 63rd annual gathering at Rockland for the Friendship Sloop Society three-day race program.

Born in the suburbs of Boston, Dick's love of the sea first took him into the Navy after high school, where he eventually became an expert radar technician aboard the destroyer USS W.R. Rush, a radar picket ship with the Atlantic Fleet operating from the Arctic Circle to the Caribbean. Following his service to the country, Dick used the benefits of the GI Bill to gain his BS degree in Industrial Engeeniring from Northeastern University and later, a MS degree in Occupational Safety and Health Management from the University of New Haven.

Following his brother Leo onto the FSS Race Committee, Dick proved himself a "quick study" when it came to calculating the scoring of sloop handicaps for our Society's race program, skillfully accomplished by Dick and his laptop finalizing the daily and total results for our annual Homecoming Regatta in Rockland.

Whether it was managing a golf tournament at his much beloved Fenwick Golf Club in Old Saybrook, CT; competitive marksmanship at the Niantic Sportsmen's Club of Southern Connecticut; supporting his church, Saint Pio Parish in Old Saybrook; or his many years as a Lion Club member conducting countless "KidSight, USA" vision screenings for thousands of vision-impaired children; or in computing the final results of the annual Friendship Sloop Society races at Rockland, Maine – Dick Campbell did it all with grace, humility and accuracy.

We'll be sure he's keeping a watchful eye, with that "Irish twinkle," on all skippers, crew, and the Race Committee, making certain everyone is on their best behavior.

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2024 Homecoming Rendezvous and Races
~ Schedule of Events in Rockland ~

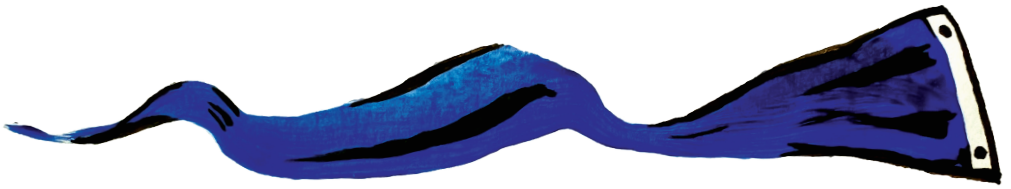
Event times may be subject to change in coordination with The First Annual Maritime Heritage Festival

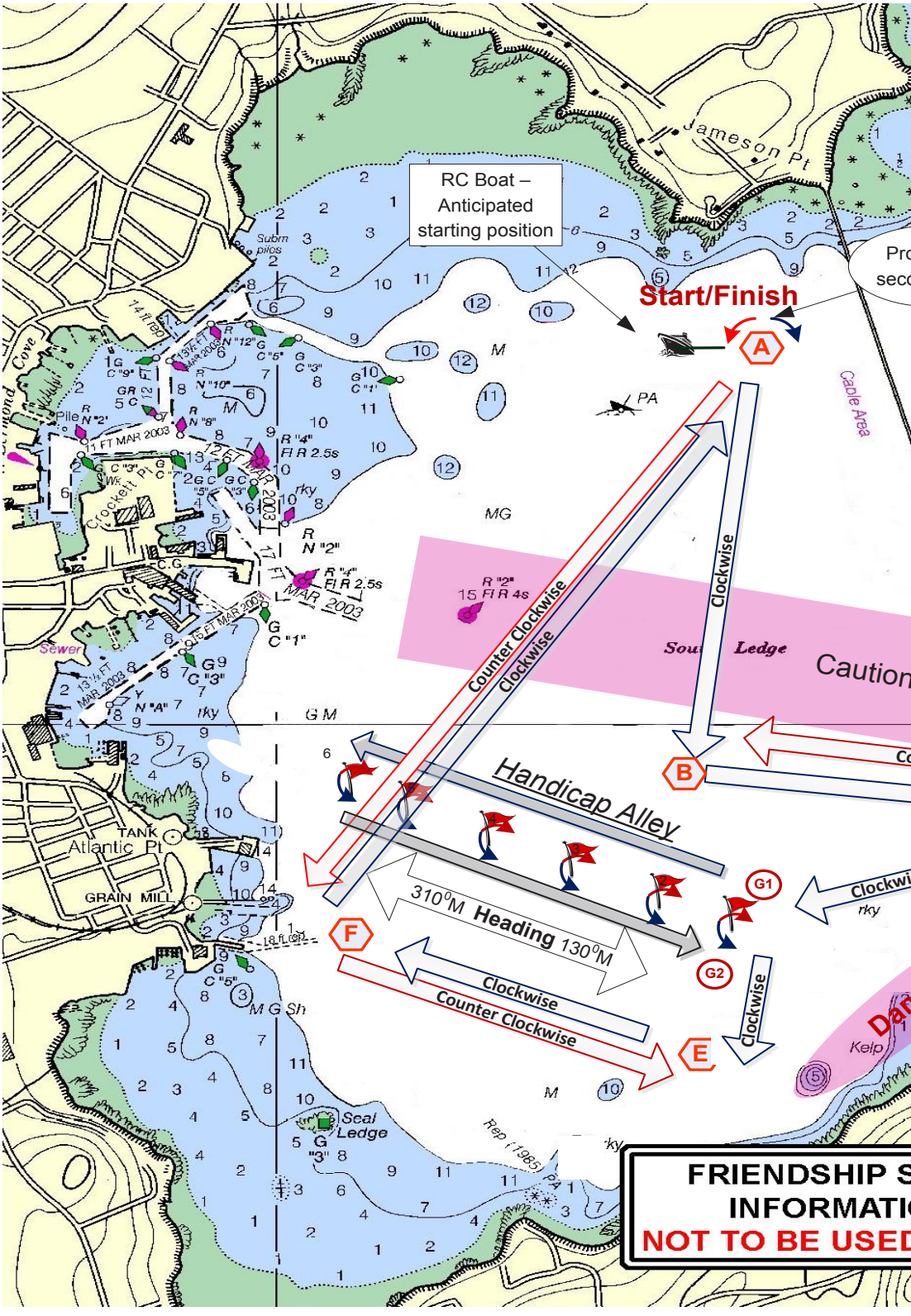
Wednesday July 17	
All day	Sloops arrive in Rockland Harbor and tie up at the Public Landing (no charge). Moorings will probably be available on Wednesday afternoon at $50 per night. Call the Harbormaster on Ch. 9
5:00 PM	Reception/BYO Barbecue under the Tent
Thursday July 18	
11:00 AM	Skippers Meeting
1:00 PM	Race Start – Location TBD at Skippers Meeting
4:00 PM	Sloops at Public Landing
6:00 PM	BYO Barbecue under the Tent
Friday July 19	
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
Saturday July 20	
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 under the Tent
Sunday July 21	
	Sloops depart Rockland for homeports or continue cruising along the New England coast

For info contact: Andy Zuber at *Commodore@fss.org* or visit *www.fss.org*

Your 2024 Race Committee

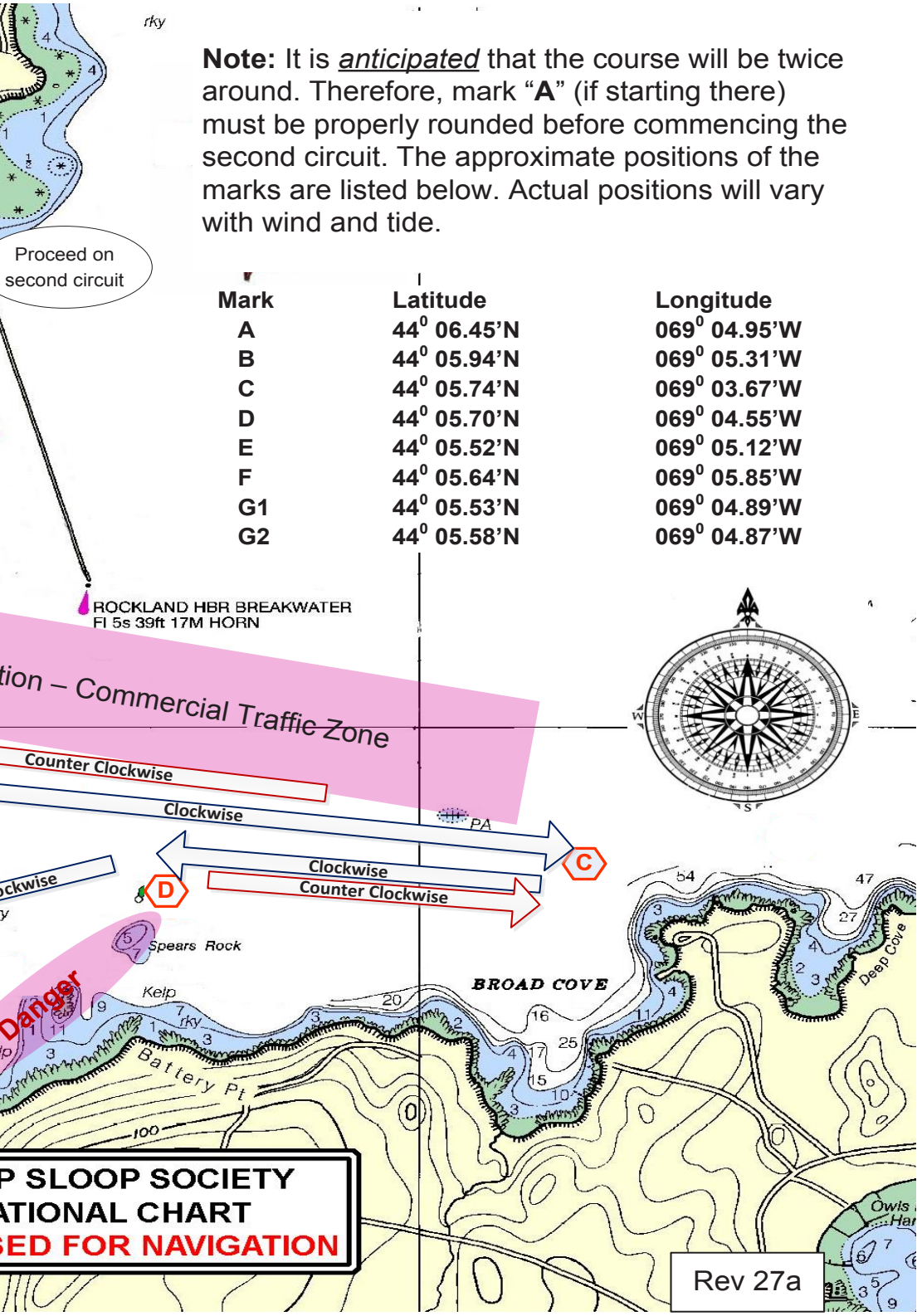
Rich Langton - Chairman	Dave Graham	Dick Salter
Jack Cronin	Beth Langton -Trophies	Bill Whitney
Jeff Cronin	Fred Lincoln	




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

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

Mark	Latitude	Longitude
A	44^0 06.45'N	069^0 04.95'W
B	44^0 05.94'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





Freedom *#167 trying to maintain a lead on*



Photo Courtesy Bill Finch

on the fast-approaching ***Rights of Man*** *# 52*

I Held on Tight!

By Anne-Marie Chouinard

I am a rower. I joined the crew team in college and learned how to row and wasn't into any other kinds of boating until my father introduced me to a member of his yacht club and suggested that I learn how to sail. Dad had seen a pretty little sailboat in the yard of the yacht club and eventually purchased that Friendship sloop. From there he met people from the Friendship Sloop Society and invited me to go with him the following summer to Maine to discover more about these boats and the people who are captivated by them. At the homecoming regatta in Rockland, I remember meeting people – many from Massachusetts – who had made the journey by sea from their home ports. I thought how cool it would be to make that journey one day!

In the years that followed, I edged my way closer to making this thought a reality. I joined Dad's yacht club and I learned how to sail on a Thunderbird from a legend aboard the boat he built. I started racing in the twilight series at what was now also my yacht club and then I got into local weekend races. Over the years I gained additional experience racing and cruising offshore on larger boats. I took a U.S. Power Squadron Boating Safety Course to learn about basic boating safety and the nautical rules of the road. I earned a license in VHF marine radio operation, completed the Royal Yachtmaster sea survival and offshore safety training, including celestial navigation, and became certified in wilderness first aid and CPR. I even flew down to Annapolis to take a basic marine diesel repair course.

And of course, I worked with my dad on his boat *Ghoti*, learning how to work with various power and hand tools, demolish old structures, custom build with wood and MDO, repair with fiberglass, and beautify brightwork. There was often blood, sweat, and tears involved. We took many trips to hardware stores, lumber yards, marine supply stores, chandleries, and junk yards and, of course, we had to eat. Dad would always pick restaurants that had paper placemats, usually the type that had advertisements printed on one side. We would order our food and talk about the next project as we waited for our meal. Dad would then pull out a pen, flip the placemat over and start to sketch out a design and we would talk about the goals and ultimate utility of the new project, deciding our approach and what materials would be needed.

As time wore on, the project list seemed to get longer rather than shorter. Things would come up and we wouldn't make as much progress as planned; other tasks would take much longer than anticipated. It seemed far more time and effort were exerted trying to get the boat ready each season than time spent enjoying her once she was in the water. This was frustrating and demoralizing. Adding to the angst were, of course, the shifting priorities of life, and then the pandemic.

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Dad had some health issues and decided to buy another Friendship sloop, called *Hold Tight*. This one was ready to go – no Sisyphean projects needed. Even though she was Dad's boat, I ended up doing the work of getting her ready for the season, caring for her while she was on the water, and storing her for the winter – a lot to manage on top of everything else. I recognized the signs that I was at a crossroads of sorts; that if I did not take action and make my long-dreamed-of sailing journey happen now, it would never happen.



Anne-Marie and ***Hold Tight****, FSS #106*

So, last year, I asked my father if I could take *Hold Tight* to Maine, and he enthusiastically encouraged me. I then made the decisions necessary to make this journey possible. To gain strength and more confidence on the water, I trained over the winter with weights and swimming, then switched back to rowing in the spring. Although I was not starting at square one in terms of boat handling and competency, I knew I would benefit from a crew who could complement me with what I was lacking. I hit the pavement looking for crew and didn't realize how difficult this part of the preparations would be – it was significant.

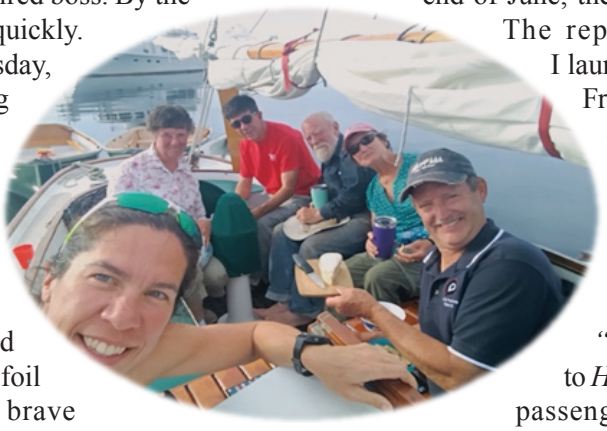
I also needed to assess *Hold Tight's* state of readiness for the journey. I knew there were a few items to address but didn't know what else was lurking and yet to be discovered. I accosted an unsuspecting member of my rowing club who knew engines and who is also a sailor and asked him to come take a look at a few things to get me started. He ended up helping me getting the oil changed, freeing up and flushing out a stuck seacock valve, identifying an electrical hazard, hooking up navigation lights, and fabricating an entirely new wiring harness.

With the boat now in good shape, I turned my attention to ship-to-shore transportation as well as a life raft. My father had rescued a dinghy from a dumpster the prior summer and repaired holes that looked like they could only have been caused by cannon ball fire. Seriously, these were the kinds of holes that usually end the life of boats. Many of us thought it was a lost cause, but I needed *something*. So, one day in April, I went to sea trial my dad's fiberglass repair work, and it was solid. Of course, the dinghy was still in rough shape and needed a rub rail, and I couldn't do all that work and not give her a fresh coat or two of paint. Frugal person that I am, I constructed my own rub rail from a sliced-up pool noodle and a decommissioned hose from the local fire department. I breathed new life into some weathered oars with hand-sewn leather chafe guards, tacked rope collars, round bronze oarlocks, and new grips.



In May, *Hold Tights'* mast went in, weeks after completing the lengthy, weather-dependent process of sanding and carefully layering on the varnish. I reinforced the seizing on the stays and shrouds, and I devised a way to attach the Windex without drilling into this beautiful wooden mast. The bowsprit had a piece of wood protruding out rather significantly and I was concerned that it may fail when under load, so I reached out to my brain trust (whom I affectionately refer to as the Buzzards Bay Coven) to ask their opinions and ideas for what to do. The Coven is composed of the skippers and first mates of Friendship Sloops *Hegira*, *Banshee*, and *Gaivota*. Not only did they give me their thoughts and recommendations, but they also arranged to pick up the bowsprit and do the Dutchman repair for me on Memorial Day weekend!

Life was still happening outside of my boat world, but I was determined to make the journey happen, especially since I got special approval for a lengthy vacation, thanks to my recently retired boss. By the end of June, the final pieces fell into place rather quickly. The repaired bowsprit arrived on a Tuesday, I launched *Hold Tight* the following Friday, and I secured my crew the next day. I purchased supplemental boat insurance and installed Navionics on my phone the following Wednesday. Two days later, I launched the dinghy that I commissioned *"LG"* (short for *Losing Grip*, as a foil to *Hold Tight*), stress-tested it with a brave passenger, and put the sails on the boat. Saturday, my crew installed a chart-plotter, and we left on Sunday, July 2nd, meeting up with *Banshee* and *Hegira* at Great Misery Island off Cape Ann in a driving rain.



Above center: *"The Coven" enjoying some R&R*

I had never taken the boat out of Boston Harbor, but now we were on our way to Maine! There were so many unknowns in the journey, and I was so fortunate to have knowledgeable crew members with compassion, patience, and their ability to put up with me and my idiosyncrasies. One even hosted me at her home in Friendship, Maine, for some R&R during bad weather while we waited on parts and repairs for *Hold Tight*. A lot happened that I had not anticipated, and everything turned out OK anyway. I generally like to plan ahead to mitigate potential problems but, as they say, life happens when you are making other plans. This is very true in cruising so out of necessity I became a bit more flexible.

Examples of problems I encountered include: head failure on day two (after a "number two"); electrical power loss while transiting one day (thank goodness we were offshore a bit without the perilous fog that had accompanied us most of the way up); a coolant leak which turned out to be not just the hose leak I discovered from the belt chafe, but the added 'bonus' of a bad coolant pump (a fortunate discovery by a mechanic at a well-appointed marina); and my crew being unable to join me for the return voyage so I ended up coming back solo on *Hold Tight*, fortunately in the company of *Banshee* and *Hegira*.

I learned how to set an anchor properly and communicate those steps with crew; how to plot a course into my fancy new navigation system and then follow it while underway; how to log engine hours and speed to subsequently determine rate of fuel consumption and on and on. During my down time, I kept busy sewing fender covers and a bespoke mosquito net to fit the cabin hatch opening; setting up a portable solar panel and running electronics from it; baking yummy things with my oven; flying a kite using a fishing rod and going on excursions. That's right, I could still enjoy my favorite activity of rowing every day while away from my boathouse and practice sessions. I was also grateful to have a bucket on board that became our temporary head when ours failed.

I had some truly trying and anxious times along the way: like seeing the green liquid in the bilge and not being able to readily identify where it was coming from, navigating thick fog through narrow passages relying on instrumentation, seeing a catamaran emerge stealthily through fog to starboard like a Klingon bird of prey, and experiencing the roughest sea conditions I had ever encountered on a small boat while passing from Boothbay Harbor to Cliff Island. I remember the adrenaline and peak alertness I felt struggling through rough seas, getting rocked by the wind, waves, and swells and looking back at *LG* as she seemed to squeal with joy jumping and surfing the waves, all while I stress-ate Doritos and my entire cookie supply in the first two hours of the six-hour-long tumultuous transit. Looking up ahead at Banshee, I found solace knowing that they were leading the way, and we were both in the same seas, and literally in the same 25-foot Jarvis Newman–built boat, with *Hegira* behind us running sweep. When I arrived at Cliff Island there was a complete yard sale on the cockpit floor and my body ached like I had gone twelve rounds in the ring.

There were also serendipitous discoveries. Like seeing phosphorescence light up the dark water late at night the first evening when I came out to return some water to the ocean; receiving a doughnut delivery from *Messing About*; clocking 7.6 knots on that sail up from Potts Harbor just on the outside of Seguin where we tested what she had – dipping her boom in the water a few times (oopsie!); harvesting mussels off the rocks at Witch's Island and eating them steamed on *Black Star* while everyone shared their boating stories; taking the ferry to visit friends on Vinyl Haven; and the most emotional moment and feeling of finally arriving at the Rockland town docks on Friday night of Homecoming, once all the repairs were completed. There were so many Friendship sloop sailors on the docks ready to welcome and receive me and help me nestle into raft formation with *Hold Tight's* sisters. It was the "cherry on the top" to participate in the Parade of Sloops and join the final race the next day with more crew, including the owner of *Old Baldy* (the original



Captain Chouinard at the helm

sloop from which *Hold Tight's* mold was cast) who also happens to be the daughter of the builder, Jarvis Newman.

They say it takes a village, and this venture was no different. There were so many people who contributed to the success of this endeavor, and I am grateful to everyone who helped along the way. This journey would not have been possible without the daily support and camaraderie of John & Carole Wojcik of *Banshee* and Laurie Raymond and Rusty Strange of *Hegira* as we cruised together – they became family to me as they welcomed me into their fold and we shared morning radio checks, evening cocktail hours, and all the other memories in between. I hope to join them again on a new adventure.



Hold Tight in Rockland, 2023!

Earlier this year, I was able to share a presentation of my journey with my dad and he was able to experience it vicariously through my storytelling; I know it made him proud to see that I am now also a sailor. All photos courtesy of the author.

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Our Journey to Freedom

By Richard Schwartz

Our physical journey to becoming the caretakers of Friendship Sloop Freedom began in the late spring of 2017, however my own spiritual journey began much, much earlier in life. Well before Karen and I met in college, well before I ever laid eyes on a sloop, my head was filled with tales of wooden boats and hard men doing the tough job of fishing in the North Atlantic. You see my great grandfather was the cook and winter master of the Nova Scotian schooner *Bluenose*. Yes, that *Bluenose*. As a young child I used to sit on my grandfather's knee under a lithograph of a square rigger sailing in confused seas and threatening skies enthralled by his stories. I was told of the harsh reality of a fisherman's life: the long months at sea, the back-breaking and dangerous days of fishing, and the fragility of life and vessel alike against the ever-changing emotions of the North Atlantic. Indeed, my grandfather once stowed away on his father's schooner and never went to sea again. My own father gets seasick seeing a glass of water shake. Nonetheless, the pull to saltwater was firmly entrenched in my blood and psyche.

When I was five my dad came home with a derelict fluorescent orange dory with a green number painted on it. It was a cold November day when he told me to go and clean the leaves out of it. I entered our garage and crawled up into the dory precariously perched atop two sawhorses. Things hadn't progressed very far when a thunderous crack bounced off the walls of the garage and I found myself on the cold concrete floor staring up through a hole in the bottom of that dory. Thus ended my first experience with wooden boats.

Karen, on the other hand, had no direct ties to the sea, although her grandfather was a sailor in the Navy, then a longshoreman for many years afterwards and always enjoyed walking on the beach. After we met in college, she became fully indoctrinated by my ocean obsession and, while she may not admit it, listening to me likely got quite monotonous. She accompanied me on every sojourn to the meccas of wooden boats: Mystic Seaport in Connecticut; the *USS Constitution* in Massachusetts – the first wooden ship I ever stepped upon and didn't put my foot through; The Center for Wooden Boats in Seattle; the Port Townsend Wooden Boat Festivals in Washington State; and Maine's very own Maritime Museum.

The Center of Wooden Boats would be significant for two reasons. First, it was where I had my first taste of working on wooden boats. While the engineering workforce at a certain well known aircraft manufacturer in Seattle was on strike, I participated in the lofting and building of a small round-bottom skiff similar in design to a *Whitehall*. Second, and more germane to our journey towards *Freedom*, we set our eyes on the first Friendship Sloop we'd ever seen (although I didn't know her design lineage at the time). Her name was *Amie*, and she fit right in in the little basin on Lake Union. The graceful bend of her bowsprit, the curve of her sheer – I was smitten.

Karen and I learned to sail on J-22/24 class sloops, while living in Washington State, and joining the US Sailing Association and a local sailing club. We spent many fun weekends sailing Lake Washington on the east side of Seattle. We joined much more experienced friends, spending a weekend sailing the San Juan Islands on a Catalina 30.

In 2000, we spent six days on the wooden schooner *Alcyone* learning to sail a gaff-rigged boat as our last sailing trip in the Pacific Northwest.

In late 2001, after the life-altering events of September 11th, Karen and I decided to return to our New England roots for a number of personal and professional reasons. Karen secured a job and moved to Maine first in January of 2002, and I stayed behind until our house sold in May. We then packed up our '96 GMC Jimmy with our two kayaks, two dogs, and two wooden skiffs in tow, hopped on Interstate 90 and began our trek across the country. I didn't have a job, nor even a prospect of a job, but for some crazy reason I figured it would all work out.

I began my boatbuilding career in December of 2002 and worked in various yards until the financial crisis of 2008/2009 hit and the boatbuilding industry in Maine took a huge hit. I finally landed on my feet at my current place of employment and the pace of our boating journey quickened; I began speaking openly about my desire, neigh obsession, of owning a wooden sailboat.

While this was happening, Karen had been working her way up the corporate ladder and after a well-deserved promotion, came home one day and decreed "I think we need to buy a sailboat." Once my initial shock wore off (and checking to see if my wife had been swapped!) I asked for only one stipulation: that it be a wooden sailboat. After numerous discussions, a coworker introduced me to Chris Bales, a friend of his. I don't know if there is anyone associated with boating in Maine who doesn't know Chris – he has many, many connections. After a few phone conversations, Chris asked us to meet him at the 2017 Friendship Sloop Society Regatta in Rockland, Maine.

We found Chris dockside on a sunny and hot July. Very quickly Chris introduced us to some of his connections in the Society: sloop owners Wayne and Kirsten Cronin (of *Rights of Man*) and Kathe Newman Walton (of *Old Baldy* – the "plug" used by her father Jarvis Newman to build the first fiberglass Friendships in 1968) and a yacht broker. In a whirlwind of handshakes, and short conversations, we found ourselves as crew on the sloop *Tannis*, and speaking with Ted Walsh and Judy Heininger, owners of sloop *Black Star*. Ted and Judy sail out of Boothbay Harbor and in our few minutes of discussions we quickly had an invite to go sailing with them the following week. Our sail on *Tannis* solidified two things for us. First a sloop the size of *Tannis* was much too large for Karen and me, and second, we really wanted to purchase a Friendship Sloop. That very day we stopped looking at all other types of sailboats. Keep in mind that our search for a wooden sailboat had only begun about a month before.

As promised, the following week we met up with Ted and Judy and went for a sail on *Black Star*. What a beautiful and graceful boat, and what warm and generous people. Ted and Judy answered the scores of questions we had and asked probing ones of their own about our search. At the end of the day, not only had we made new friends, had a great sail and fruitful discussions, we had decided that even top masted *Black Star* was a bit too big for us. At Ted's suggestion we decided to look for a bald-headed sloop to begin our Friendship journey. Ted and Judy also indicated they knew someone who had a Ralph Stanley designed and built bald-headed Friendship that may be interested in selling to the right buyers.

Let's pause for a second, shall we? Keep in mind the amount of time between Karen saying "go" and the sail on *Black Star* was roughly six weeks. We've taken more time deciding to buy a piece of furniture! While we didn't know it at the time, the pace was going to get even faster.

We first spoke with Maldwin Drummond about his boat *Freedom* in early August. The first calls were casual get-to-know-you conversations during which I told him of my love for wooden boats, and our desire to own a Friendship. Maldwin told us all about *Freedom* and how much he wanted her to go to people that would continue to care for her as he had. He told us where *Freedom* was stored in Rockport and arranged for us to go look at her. We first laid eyes on *Freedom* on a hot August day, and she took my breath away: looking like she was going 8-knots albeit resting on her boat stands! She was simply gorgeous. Very well kept, her white topsides and varnished tiller gleaming in the summer sun. Her lower hull was skirted and kept humidified. Karen and I were smitten.

By mid-September we had "the" call. Karen and I were very nervous, and when Maldwin told us what he was asking for *Freedom*, our hearts sank. The tension in the silence was palpable. I don't remember which of us spoke first, but when we said we couldn't afford it, Karen and I both figured it was all over. Now, Maldwin is a terrific person, and what we heard instead was "Well how much were you looking to spend?" When we responded there was a very short pause, then he spoke the words that sent our hearts soaring and caused our mouths to drop open. He said, "Ok, I can do that." To say we were shocked would be a vast understatement. We thanked him for helping to make our dream come true, and he was very happy to have *Freedom* going to people that were going to love and care for her.

After a very thorough survey and the working out of all the details, Karen and I finally became the caretakers of *Freedom* in January of 2018. Our journey towards *Freedom* took just over six months. Many times, since then we've looked at each other and marveled at how this all came to pass. The chain of people who knew people, who knew people, is something one only sees in movies. The fact that we are caretakers of a Ralph Stanley designed and built Friendship is truly humbling. We feel a tremendous sense of duty to love and maintain her to the best of our abilities.

Yes, our journey to *Freedom* is complete. But our journey with *Freedom* is still just beginning. We will share some of this unfolding journey with you in the future but will also share the amazing story behind how *Freedom* came into this world.



Sailing Solo

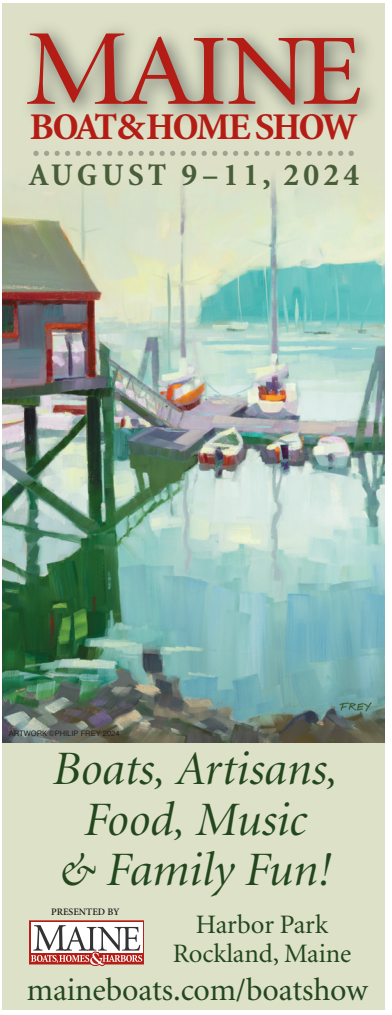
By Andy Zuber

I have had the unique experience of having a Friendship Sloop in my life since birth. Mind you, not just any Friendship Sloop, but an original one, that was already sixty-six years old, and I am now 55. That is unique, but so is GLADIATOR. I have written before of how I take GLADIATOR out by myself and sail her single-handed. Now, most people who sail might think that a bit dangerous, or foolhardy, but over the years my father and I have simplified the rig to make GLADIATOR's considerable amount of sail quite manageable: once the mainsail is set, the single large jib (aka "Jumbo") is easily handled on its roller reef, and she sails pretty much like a 32-foot Herreshoff 12 1/2. Both sails are essentially self-tending, and as long as you have enough room and pay attention to the weather and where you're headed, it is quite enjoyable.

But my wife asks me, what fun is it to go all by yourself? Well, she is new to sailing and to GLADIATOR, as we have only been together 14 years. She doesn't have the long relationship that I have with this boat. For me, rowing out to GLADIATOR by myself is rowing back in time. Depending on the type of day different voices, faces, and memories drift before my mind's-eye. Visions of my Uncle Carl and his accordion on the foredeck, or my "Uncle Stew" in the companionway wisecracking with my Mom, Dad, and his wife Dot when I was just 4 years old, just coming to Maine for the first time. My aunt Sue reminded me to "Put on your life jacket, Andy!" These are but a few of those memories.

Then there are the many days with my dad, and his gentle suggestions as I slip the mooring, and head GLADIATOR off the wind and feel the water start to move under her keel. My dad had a way of teaching that I have tried to emulate. He would just sort of move out of the way, and let you do it, and then watch and let you figure the boat out without the usual condemnation and harsh words you hear about with other "sailing instructors." Like I said, I try to emulate his teaching methods, but he was a true master. He really enjoyed other people sailing his boat.

And then there is the boat itself. For me, GLADIATOR is filled with people and memories wherever I look. Every trip I take brings me a sight, a smell, or a sound that dredges up some long-lost adventure from a long-ago day sail that always brings a smile to my face. Yes, technically I am sailing solo, but I am never alone.



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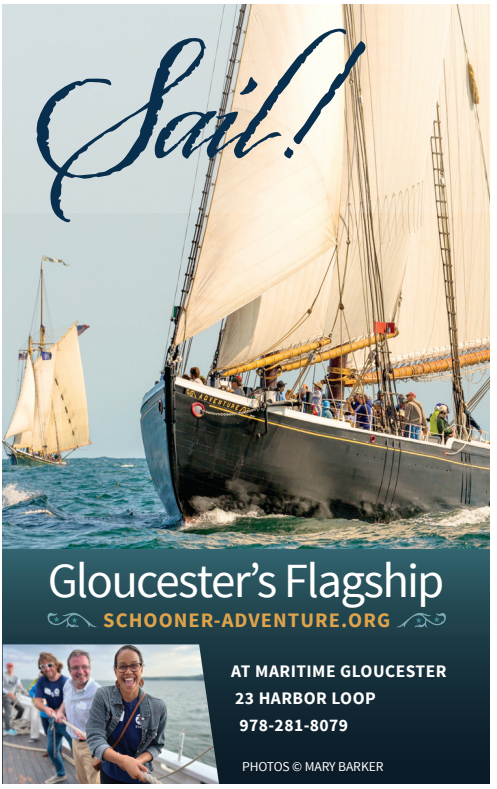
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Sloops are classified Class "A"= Originals built prior to 1920: Class "B"= "Replicas" & "Near Replicas" built after 1920; Length On Deck (L.O.D.) rounded to nearest foot; TBL= To Be Launched; OLD= Built before WWII; c = circa; Builder names seperated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

Sail	Name of Sloop	LOD	Builder(s)	Launched	Owner(s) & Winter Address	Homeport	State
1	VOYAGER	30′	Charles A. Morse	1906	Dexter Cooper, Hartland, VT	Rebuilding	VT
2	DICTATOR	31′	Robert E. McLain	1904	Peter M. Chesney, Johns Creek, 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	Jon B. Johansen, Winterport, ME	Winterport	ME
10	MARY ANNE	31′	Lash Brothers	1958	Chris Gerkin, Lamoine, ME	Rebuilding	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, Ellsworth, 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, Marshfield, 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	Drake Reid, Castine, Maine	Rebuilding	ME
31	WHITE EAGLE	28′	Wilbur A. Morse	1915	William Cronin & Cynthia Pendleton, Charlton, MA	Rebuilding	MA
32	NOMAD	33′	Wilbur A. Morse	1906	Tucker Smith, Gloucester, MA	Gloucester	MA
34	PAL-O-MINE	27′	W. Prescott Gannett	1947	Douglas Lane, Edenton, NC	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
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
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
64	AMICITIA	33′	Lash Brothers	1965	Jeff Pontiff, New Bedford, MA	New Bedford	MA
66	VENTURE	26′	Wilber A. Morse	1912	Zachary Teal, Essex, MA	Essex	MA
67	HIERONYMUS	33′	Ralph W. Stanley	1962	Will & Joe Neilson, Arrowsic, 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
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	
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
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, Ipswich, MA	Ipswich	MA
97	GANNETT	27′	Wilbur A. Morse	1903	Perry Davis & Bethany McNelly, Bailey Island, ME	Bailey Island	ME
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	Leo Greene, Andover, MA	Marblehead	MA
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, Boston, 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, Brunswick, 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, Marion, MA	Mattapoisett	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	LEAH	31′	E. Collemer / B. Lanning	1973	Skip Batcheller & Abby Dietrick, Westhampton, NY	New Suffolk	NY
130	NARWHAL	25′	Newman (P06) / Newman	1972	Mike Dulien, Newport Beach, CA	Newport Beach	CA
131	NOAHSARK	29′	John Chase	1972	Paul Werner, Sebastian, FL	Cape Porpoise	ME
133	INDEPENDENCE	30′	Bruno & Stillman (21)	1973	Ruth Schwarzmann, Summit, NJ	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	George Hagerty & Jacki Elger, Stoughton, MA	Wickford	RI
145	LINEKIN	31′	Newman (D02) / Lanning	1974	Charlie & Lynn Normand, Jamestown, RI	Jamestown	RI
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
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	Nancy Goulding, Holyoke, MA	Lincolnville	ME
157	LIBERTY	31′	Newman (D04) / Salter	1980	Philip Schutt, La Mesa, CA	San Diego	CA
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
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	Fred & Jamie Newhart	Jensen Beach	FL
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	Perry Lake	KS
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, Andreas Jenny & Elisa Wurmbach, NY, NY	City Island	NY
184	PERSEVERANCE	27′	Simms Yachts	1963	Garett Eisele, Hope, ME	Rebuilding	ME
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
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, Mamaroneck, NY	Mamaroneck	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, Grand Isle, 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, Grand Isle, VT	Burlington	VT
210	THE SLOOP JOHN B	22′	Passamaquoddy / Oliva	1974	Eric Rodegast, Vineyard Haven, MA	Oak Bluffs	MA
211	ANSA	22′	James D. Hamilton	1982	Doug & Gail Carmichel, East Syracuse, 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
216	AMITY	39′	W. Scott Carter	1941	John F. Nichols, Takely by Stortford, Herts., England	Ipswich	UK
217	ADDY CLAIRE	33′	Shoreline Boats	1972	Shane & Paula Dowsland, Southwest Harbor, ME	Southwest Harbor	ME
218	WILLIAM M. RAND	22′	John B. Rand	1982	John & Lori Rand, Raymond, ME	Cundys Harbor	ME
219	YANKEE BELLE	23′	Paul G. Edwards	1983	Myron & Peg Hartford, North Falmouth, MA	North Falmouth	MA
220	SORCERESS	31′	Newman (D20) / Pettegrow	1984	Ruy & Tamara Gutierrez, Phippsburg, ME	Phippsburg	ME
221	SEAL	22′	Ahern (01) / Zink	1984	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
226	ADAGIO	31′	Chris Sparrow / Larry Plumer	1993	James 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	AMITIE	22′	Ahern (08) / White	1979	Steve Rogers, Rochester, MA	Marion	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	Whidbey Island	WA
237	SWALLOW	19′	Ahern (B1) / Patten	1975	Patrick Reilly, Belfast, ME	Belfast	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
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
247	BLACK STAR	35′	Apprenticeshop	1989	Ted Walsh & Jeff Wilson-Charles, Conway, NH	West Boothbay	ME
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
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
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
259	PROVIDENCE	28′	Steve Merrill / R. Shepard	1992	Netanel Reed, Jersey City, NJ	Jersey Clty	NJ
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
272	NOEL	36'	Ralph W. Stanley	2004	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	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	Greg Michaud, Falmouth, ME	Falmouth	ME
285	SWAN'S ISLE	22'	Unknown	Unknown	Greg Ross, Bonshaw, Prince Edward Island Canada	Charlottetown	PEI

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

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

Sail	Name (Former Name)	LOD	Builder	Launched	Comments
12	FRIENDSHIP	29′	Wilbur A. Morse	1902	Last Seen c1983 at Little Compton RI, ashore since 1968
25	SEA DUCK	35'	Charles A. Morse?	c1901	Last seen on Matinicus Island, July, 1995
30	KIDNAPPED (Fly-A-Way)	21′	Unknown	1921	Sunk off Hull MA in August 1965 squall, salvage confirmed
33	SMUGGLER	28′	Philip J. Nichols	1942	Owned by No. Kingston, RI parties in 1983
40	COMESIN	32′	J. Ervin Jones	1962	Last seen Jacksonville, FL area, Last Owner: Livingston
41	SNAFU	35'			Disposition Unknown
47	GALATEA	30′	McKie W. Roth Jr.	1964	Last Owner: Don Murray, Homeport: Sausalito, CA
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
62	COLUMBIA	23′	Lester Chadbourne	c1950	Last Owner: John Bundza, Homeport: Great Bay, NH
63	KHOCHAB	28'	Edward Speers	1953	Sold to Unknown Parties c1998
65	GALLANT LADY	33′	Morse	1907	Last Seen ca.'83 Toronto Last Owner Smith, Homeport: Prinyer Cove
73	WEST INDIAN	26′	Pamet Harbor Boat	1951	Last owner: Chris Skoczylas, Homeport: Kenora, Ontario
77	BEAGLE (Sea Queen)	28'	Charles A. Morse	1905	Sold May 1970 to an unnamed Staten Island party
81	REGARDLESS (Friendship)	39′	Fred Dion	1963	Repaired 1979 at Manatee Pocket FL enroute to Carribean
84	PHILIA	22′	McKie W. Roth Jr.	1969	Sold to unknown parties in Duxbury, MA
87	STELLA MARIS	22′	McKie W. Roth Jr.	1969	Last Owner, Jim Russell Homeport: Scituate
98	DEFIANCE	30'	Bruno & Stillman (06)	1970	Last Owner: Bob Smith, Homeport: Rio Dulce, Guatemala
99	BUCCANEER	29′	Wilbur A. Morse	c1911	Last Owner: Torocchi Family, Homeport: Johnston, RI
100	CAPTAIN TOM	26′	Bernard Backman	1970	Last Owner: Matt Vandevelde, Homeport: La Salle, MI
121	CLARA (Etta May)	27′	Elmer Collemer	1960	Sold March 1988 to unidentified Anacortes WA parties
125	TIGER LILY (Billy Bud)	25′	Al Paquette	1969	Last known in Mattapoisett, MA
129	GISELA R.	25′	Andrew P. Schafer	1969	Last seen at the Sag Harbor Yacht Club, Long Island
137	AYESHA	35′	Wilbur A. Morse	1906	Last Owner: Larry Thomas, Homeport: Lake Ponchatrain, LA
140	BRANDYWINE	??	McKie W. Roth Jr.	1968	Last known in South San Francisco Bay in mid 1970's
150	WOODCHIPS	25′	Deschenes & Willet / et al	TBL	Last owner: Neil Allen, Homeport: Cape Cod
159	PACIFIC CHILD	30′	Bruno & Stillman (03)	1969	Last Owner: DH Farm, Homeport: South Colby, WA
163	REWARD	25′	William A Green	1975	Last known to be in Isleton CA in 1980's; UOP student living aboard
165	REUNION	25′	Clifford G. Niederer	1975	Last Owner: Mason Stobar, Homeport: Oakland, CA
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
191	ANNABELLE	22′	Apprenticeshop	1978	Last Owner: Freeland Eckert, Homeport: Rockland, ME
192	KERVIN RIGGS	22′	McKie W. Roth Jr.	1977	Last Owner: Bill Joyner, Homeport: Nantucket, MA
215	ELLEN ANNE	22′	Passamaquoddy Yachts	1968	Last Owner: David Colinan, Homeport: East Greenwich, RI
224	DAYLIGHT	19′	James Eyre Wainwright	1983	Last Owner: James Wainwright, Homeport: Gig Harbor, WA
225	PHILLIP J. NICHOLS	27'	Philip J. Nichols	1981	
236	AUNTY POOLE	25′	Harry Bryant	1970	Sold to Unknown Parties from Lebanon, ME
240	RAVEN	26′	Rodney Reed	1965	Last Owner: Melissa Terry, Homeport: Belfast, ME
245	LA PALOMA	25′	Unknown (BC, Canada)	1969	Sold to unknown parties - Seattle, WA area
246	DAME-MARISCOTTA	19′	Ahern (B6) / Shelley	1983	
248	TIMBER	22′	Rick Conant / Greg Fisher	1979	Last Owner: Greg Hickey, Homeport: South Lyme, CT
251	BUCEPHALUS	19′	Ralph W. Stanley	1986	Last Owner: Alex Forbes, Homeport: Rubicon Bay, CA
254	NORTHERN LADY	22′	Passamaquoddy (02) / Corea	1972	Homeport: Pine Beach, NJ
258	KIM	22′	Harold Burnham	1992	Last Owner: Steve Goldman, Homeport: Osborne Hrbr, Nova Scotia
271	JASMINE	18′-6"	Peter Donahoe	1985	Last Owner: Pat McMahon, Homeport: Sylvan Lake, Alberta CN
277	SARALEE	21'	Craig Gleason	2005	Lake Pleasant, Mesa, AZ

REGISTERED SLOOPS NO LONGER IN EXISTENCE: "GONE, BUT NOT FORGOTTEN"

Sail	Name (Former Name)	L.O.D.	Builder	Launched	Comments
3	FINNETTE	40′	Wilbur A. Morse	1915	Destroyed C1968 at Norwich CT
4	GOLDEN EAGLE (QUEEQUEG)	26′	Albion F. Morse	c1910	Destroyed c1980 at Lynn MA
8	BANSHEE	30′	Wilbur A. Morse	OLD	Destroyed c1980 at New Bedford MA
11	SHULAMITE	24,	W. Prescott Gannet	1938	Went ashore in Rockland, ME, later broken up
17	JOLLY BUCCANEER	45′	Eugene McLain	1906	Sunk 1972 at Melborne FL, destroyed c1978
20	MURRE (MOSES SWANN)	30′	Morse	c1910	Wrecked Oct. 1974 at Guilford CT, Destroyed c1978
21	WILBUR A. MORSE	30'	Carlton Simmons	1946	Broken Up at Port Townsend, WA c1998
26	VIRGINNA M. (SWAN)	28′	Wilbur A.Morse	1917	Destroyed c1982 at Waterford CT
27	SARAH E.	25′	Bob McKean & Sid Carter	1939	Lost in roof cave-in at Havre de Grace MD

28	BOUNTY	22′	W. Prescot Gannet	1932	Destroyed Spring 1984 at Noank CT
29	SUSAN (OCEAN BELLE)	41′	Charles A. Morse	1902	Wrecked Christmas Eve 1977 at Hillsboro Inlet Fl
36	MARGIN	25′	Unknown	OLD	Destroyed c1985 at Waldoboro ME
48	CHANNEL FEVER	33′	F.A. Provener	1939	Destroyed Oct. 1985 at Rockport ME
53	EAGLE	32′	Wilbur A. Morse	1915	Destroyed at Rockland, ME, February, 2012
55	RIGHT BOWER	47'	Wilbur A. Morse	1915	Destroyed c1968 at Stonington, CT
60	OLD SALT	32′	Robert A. McLain & Son	1902	Broken up in CT, 2004
68	ROBIN L	25′	James H Hall	1967	Destroyed in a fire - reported December, 2010
72	TEMPTRESS (RESULT)	33′	Phillip J. Nichols	1934	Destroyed Fall 1987 at Westerly RI
76	PACKET	26′	Charles A. Morse	1925	Destroyed Fall 1980 at Vineyard Haven MA
78	EMMIE B.	37′	Reginald Wilcox	1958	Burned 1974 at Southport ME
79	NIMBUS	30′	A.T. Chenault III	1954	Destroyed c1979 at Slidell LA after Hurricane. Camille & Betsy
108	LOON	35′	Charles A. Morse	c1907	Destroyed in 1972 at Standford CT
110	AMISTAD	25′	R.T. White / R.E. Lee	1977	Wrecked - Hurricane. Alicia 1983
111	AMOS SWAN	26′	Wilbur A. Morse	c1910	Blown ashore Nov. 1980 at Camden ME
116	TINQUA	30′	Bruno & Stillman	1971	Lost Rudder & Wrecked 1977 on Whaleback Ledge ME
132	VOGEL FREI	28'	Wilbur A. Morse	c1910	Wrecked west coast of Senegal, West Africa 1974
135	HATSEY	25′	Newman (P07) / Morris	1973	Demolished while filming The Truman Show in Hollywood CA
136	SQUIRREL	28'	Charles A Morse	1920	Destroyed in a storm c1995
148	SLOOP OUT OF WATER	38′	Norris Carter	1905	Broken Up c2001
152	OLLIE M	32'	Kent F. Murphy	1977	Dismantled at Essex, MA 2018
158	EVA R.	33′	Edward Robinson	1906	Sunk Hur. David 1979; destroyed c1983 at Port Chester NY
162	IRENE	38′	Charles A. Morse	1917	Destroyed 2010 at Essex, MA
173	MEDUSA	25′	Ron Nowell	1979	Blown ashore in 45 knot gale c 1982/83 at Marshall, CA
175	EDELWEISS	15'	David Major	1975	Broken up in Friendship, ME
188	MAUDE	32′	Harvey Gamage	1939	Burned in barn fire at Salisbury MA while being rebuilt
190	AIKANE	31′	Newman (D10) / Chase	1978	Burned in Feb. 1983 boatyard fire at Stonnington, ME
195	PRINCESS	26'	Wilbur A. Morse	1908	Broken up in the Bradenton, FL area
203	AURORA (LUCY S.)	26′	Unknown	c1898	Destroyed Fall 1993 at Ipswich MA
207	SAFE HOME (LANNETTE M)	31′	Herbert Melquist	1980	Blown ashore in Hurricane Bob 1991 at Beverly MA
256	OCTOBER 4th (FRIENDSHIP)	22′	Edgar Knowles	1985	Sunk in squall Sept 1993 on Oneida Lake NY

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Photo Courtesy Bill Finch

***Noel**, FSS #272, Built by Ralph Stanley, 2004*



Photo Courtesy Steve Dunipace

Bulletin Board Messages for 2024

Have a Wonderful Boating Season!
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M/V *Reprise*

Friendships add Richness
& Worth to Life
John & Carole Wojcik

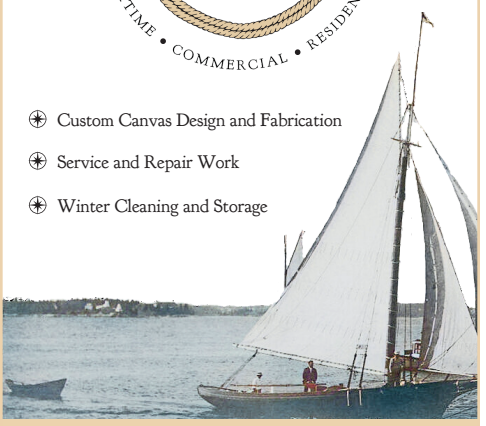
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Hail to all from Wickford, RI!
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Wayne & Kirsten Cronin

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and hope to see all our old friends
and meet new ones in Rockland!
Jeff Cronin

Amicitia #64 is returning to the
Friendship Rendezvous on her
50th Anniversary!
Jeff & Diane Pontiff

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Westwind #95

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welcomed with open arms.
Three cheers to all!
Abby Dietrick, and Skip Batcheller
Friendship Sloop #148,
formerly *Schoodic*, now *Leah*

Over the Bar
Fair Winds & Following Seas for:
Bob Monk
former owner of *Secret* FSS #112

*"The cure for anything is salt water:
sweat, spray, or the sea."*
by Isak Dinesen and slightly altered
by *Old Baldy* & crew

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Please Return with Remittance to:

Carole Wojcik
Friendship Sloop Society
347 Lincoln Street, Norwell MA 02061

I/We Hereby apply for Membership:

Names(s)_____

Street_____

City_____ State_____ Zip_____

Phone (Home) (____)_____

Phone (Work) (____)_____

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COOPERATIVE MEMBER - $30
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Extra Membership Decals are available at $2 each.

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

The Friendship Sloop Society is a 501(c) 3 non-profit organization.

Affiliation with Friendship Sloops: ☐Owner(s) ☐Former Owners ☐Crew ☐Family ☐Friend(s) of Friendship Sloops ☐Other (list) _____

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

Signature:_____Date:_____

Total Amount Enclosed:$_____

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