

2000  
YEARBOOK  
AND GUIDE

THE FRIENDSHIP SLOOP SOCIETY'S  
40th Annual Regatta

Friendship  
Sloop Days

# ROCKLAND-THOMASTON AREA CHAMBER OF COMMERCE



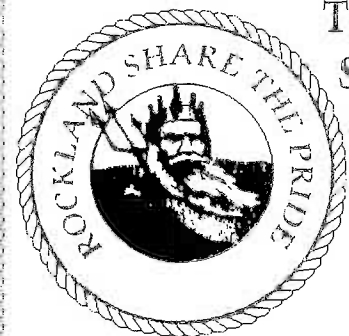
## WELCOMES

THE FRIENDSHIP  
SLOOP SOCIETY

TO

ROCKLAND,  
MAINE

July 25-27



Join the Friendship Sloop Society members for a public supper and free entertainment on Wednesday. The public is also welcome to attend breakfasts and skippers' meetings each morning, and visit sloops dockside at the Public Landing. There will be races each day, and a parade of sloops on Wednesday (see page 3 for a full schedule).

## OTHER SUMMER EVENTS

July 4

Thomaston 4th of July

July 7-9

Schooner Days & North Atlantic Blues Festival

August 2-August 6

Maine Lobster Festival

[www.maine lobster festival.com](http://www.maine lobster festival.com)

August 13

2nd Annual North Atlantic Folk Festival

*For more information on the area, contact the  
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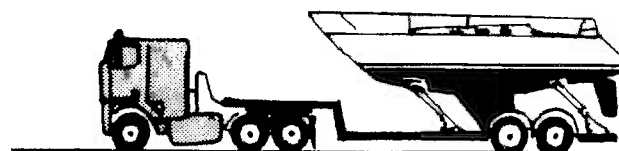
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# 2000 Schedule of Friendship Sloop Society Events

## New London Windezvous • July 12-16

From July 12, USCG *Eagle* will be host in New London to 40 large sailing vessels, most of them square-rigged. Many will offer tours and there will be a chance to see them under sail. **There will be a special race for Friendship sloops at 12 noon on July 16,** followed by a tremendous fireworks display. This is an opportunity not to be missed. Call or write Jack Vibber, 5 Soljer Drive, Waterford, CT 06385. (860) 442-7376

## Southwest Harbor Regatta July 15

Call or write Miff Lauriat, 40 East Ridge Road, Southwest Harbor, ME 04679.  
(207) 244-4313

## Rockland Homecoming July 25-27

See opposite page for the full program.

Call or write Bob Rex, 151 Grove St., Reading, MA 01867. (781) 944-1481

## Friendship Day • July 29

Memorial Service at the monument 9 a.m.

Parade of Sloops 10 a.m., followed by lobster boat races and games for children.

Call or write Betty Roberts, Friendship, ME 04547. (207) 832-4818

## Marblehead Regatta August 12-13

The Corinthian Yacht Club will be our hosts.

Call or write David Graham, 7 Batchelder Road, Marblehead, MA 01945.  
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## Gloucester Schooner Festival September 1-4

**Saturday:** Small Boat Races with a special race for Friendship Sloops.  
Fish Fry and live music ashore.

**Sunday:** Mayor's Race for large schooners.  
Call Gloucester Harbormaster on Channel 16 for guidance.

## Annual Meeting November 11 at New England Center

*COVER: A painting by Demetrious Athas, a distinguished marine artist, a sailor and a Friendship sloop owner. He writes: "In the last quarter of the 20th century, marine art has grown in popularity as never before. Great praise goes to those owners and sailors of traditional sailing craft such as Friendships, schooners and cat boats, as they inspire the artists to record the gatherings and races that today will surely be tomorrow's history."*

# Rockland, Maine, Welcomes the Friendship Sloop Society

## 2000 ROCKLAND HOMECOMING SCHEDULE OF EVENTS:

### • Monday • July 24

Sloops arrive. You may lie alongside the Public Landing or call Harbor Master John Trumbull on Channel 9 for a mooring, for which there will be a charge. Tent, chairs and Barbecue will be set up.

### • Tuesday • July 25

9:00 Skippers' Meeting

11:30 Races start off the breakwater

4:30 Rowboat Races

5:00 BYO Barbecue under the tent

### • Wednesday • July 26

9:00 Skippers' Meeting

10:30 Parade of Sloops

Noon Races start off the breakwater

4:00 Sloops on public display at Chamber of Commerce float.

6:00 Public dinner under the tent.

8:00 Sea chanties. Bring your own instrument.

### • Thursday • July 27

9:00 Skippers' Meeting

11:00 Races start off the breakwater

4:00 Awards Ceremony

6:00 BYO Barbecue under the tent

Visit us at [www.FSS.ORG](http://www.FSS.ORG)

## Hadlock Award

In memory of Bill Hadlock, skipper of *Heritage* and Past Commodore, the award is made this year to a couple who bring their vessel to the Rockland regatta each year. They are active in the Coast Guard Auxiliary and in the Save the Rockland Lighthouse effort. They never fail to offer or lend a helping hand when asked. By not participating in the actual races but attending the regattas, they show us that regattas are more than just racing around the marks. They are true Friendshipippers, Adrian and Pamela Hooydonk, owners of *Omaha*.

2000 Friendship Sloop Society Yearbook  
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## The Commodore's Message

Forty Years!

The society was founded in 1960, and I have the honor of welcoming you all to the Friendship Sloop Days 2000. I'm sure that Wilbur Morse, one of the original builders of our sloops, would be shocked.

I think the society is still thriving for many of the same reasons that the Friendship Sloop is still thriving.

The original design of the Friendship Sloop changed slowly and over many years. This is why we have such an ingenious design that could not have come from any instantaneous process. The Society has also slowly evolved with the times. We are not quick to change but do change when the times call for it. I think our move to Rockland was a stroke of genius. Every participant that I hear from has great stories to tell.

Our sloop boats were also designed for many different purposes, almost like a pick-up truck. Some carried fish, some lobstered, some became yachts, and some were used to carry passengers. Some stayed in Maine while some went to Massachusetts. The society is also designed for many different purposes. We try to spread the fun and history of sailing Friendship Sloops through our rendezvous from New Haven to Southwest Harbor. We sing, we swap stories, we swap boat parts, we race, we cruise, we take care of each other, and we just plain gather together. And then, somehow, our boats end up in paintings, on postcards and in calendars while we have all that fun – go figure.

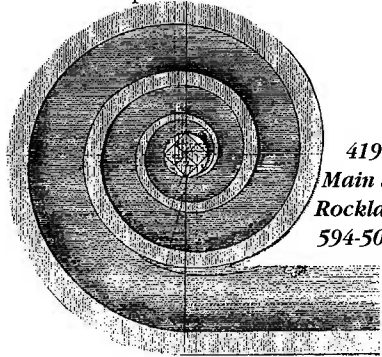
So come join us for our homecoming in Rockland. Bring your sloops and bring your desire for fun, or just bring your desire for fun. I'm thrilled to have been a part of the society for the past 30 years. I wish I had been there for all 40, but that would've been a little difficult in my case.

*Tad Beck, Commodore*



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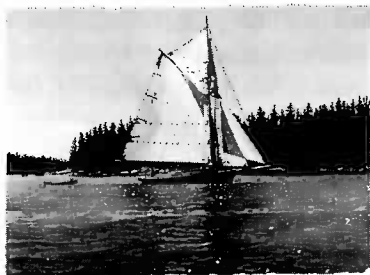


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## Mountain Sailing

by Alex Forber



We take for granted so many things, sailing off the New England coast. When *Bucephalus's* anchorage shifted over 3,000 miles from her birthplace, there were some changes to be considered. Right off, I think we can claim the tallest Friendship sloop rig: our topmast truck stands 6,249 feet above sea level. (So what if the lake level is at 6,220 feet?) But beyond new brag rights, sailing is substantially different here on Lake Tahoe.

Tahoe is an utterly unobstructed 22 miles by 12 miles, with a sole enclosed bay and – oh woe! for Maine sailors – only one island. It's a handsome island, with properly bold granite shores, sitting squarely in the middle of the one enclosed bay. On the bright side, it concentrates the majority of salient navigational attractions in a little less than one square mile.

But after braving the washing machine at the entrance to the bay (there are a great many power boats here, and we all know the effects of gasoline fumes on intelligence), one wonders if the trip was worth it.

The water is crystalline, and the lake floor rises from 800 to 50 feet in about 100 yards, so the white sand and black boulders of the bottom are very clearly – and very abruptly – visible at eight fathoms. This condition still occasions nervous fits for a Maine-raised captain: if you are seeing the bottom, something traditionally "bad" is about to happen. The fits are worsened by a secondary panic at the lack of impending high tide. For some reason, my crew find these moments of mine hilarious. On the bright side, I can tell just exactly how well the anchor has set.

There is almost no such thing as a steady breeze. I look longingly at logbook entries from Maine confidently proclaiming "SW 10-15," only to have them followed many pages later by "SW-NW 0-5 gusts to 25+." The Lake may be in clear air at 6,220 feet, but it is ringed with crenelated peaks, some rising to over 10,000 feet. Sailing in New London harbor I was amused by puffs coming down side streets – it is a different matter entirely with the wind "shotgunning" (a local term, and very appropriately descriptive) down Blackwood Canyon. Add the element that the lake is over 1,600-feet deep, and once the breeze kicks up stays steady and starts using all that fetch, the water "moves big."



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Beyond all else, there are no other gaff rigs, and only one other wooden sailboat, unseen but rumored to exist. We get a few funny looks, and one modern racing rig politely passed to leeward with the entire crew open-mouthed and utterly speechless. It was very rewarding. And a bit saddening that they had not a clue what they were looking at. I had never even considered that an area with sailboats would not have gaff rigs. It may be difficult for you to imagine how desolate it feels to sail through an anchorage and see no short, solid spars standing in proud anachronism against the clatter of wire on aluminum. To see not a single bronze fitting or spool of spun Dacron in the sole sailboat-catering chandlery. To know that to reply to the question "What kind of boat do you have?" I have to preface it with "a sailboat." Simply replying "A Friendship sloop" would bring not even a glimmer of comprehension. Do not seek the experience.

One day *Bucephalus* and I will return to Maine. We will smell balsam fir, where we now smell ponderosa pine; rockweed and salt, instead of Tahoe's nearly sterile water. We'll anchor beside islands and swear at them – or their apparent disappearance – when we remember fog-less Tahoe. And we will seek friendships among gaff rigs.

## Season's Terminus

by Thomas L. Berry

Chesapeake Bay off Gibson Island Causeway. A Friendship sloop is motor-ing south at four knots under perfect blue skies on a windless late summer day. Only the sound of water rushing past the hull and the rhythm of the small diesel engine disturb the quiet. The Captain and a mate are taking naps in the cockpit. Two other mates sit aft, one steering, both quietly chatting.

*Helmsman:* "What the. . .?"

All four on the boat bolt to their feet. The Captain whips his head forward, expecting to see some disaster. He sees blue sky and the Chesapeake Bay Bridge about three miles away. While turning to ask the helmsman what the commotion is about, he spots two bug-eyed people in the water drifting past the starboard side.

*Helmsman:* "Here!" as he tosses two seat cushions to the stunned people in the water.

The Captain is confused. He looks forward again in time to see his vessel's bowsprit snap in half. Seconds later, an old oxidized blue runabout drifts to starboard with its anchor rode in the water.

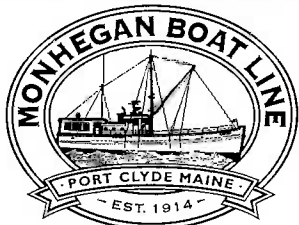
*Captain:* "Jesus, Joe, what the hell is going on?"

*Helmsman:* "I never saw them."

*Captain:* "Weren't you watching? They were anchored right in front of us."

*Helmsman:* "Yeah, but I never saw them." The Friendship circles back to the other boat. The two people are climbing back aboard their boat.

*Woman on other boat:* "Get your (multiple expletives) out of here! Stay



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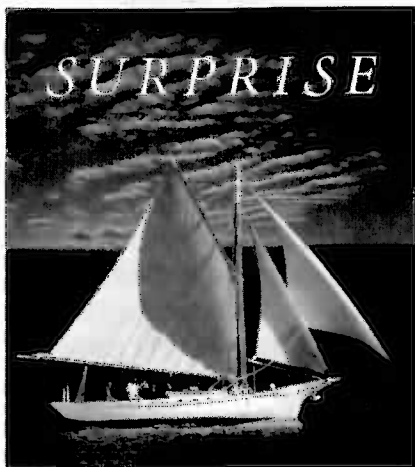
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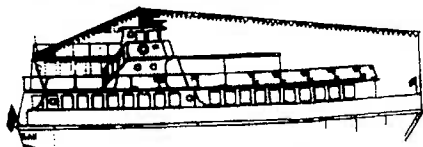
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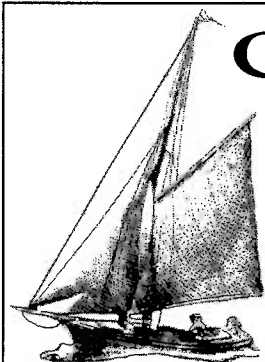


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(expletive) away from us! Get the hell away!"

Captain: "How could you miss them? They're the only boat within two miles of us!"

The above is not a fictional movie scene. It's the day *Wenonah's* season prematurely ended last September.

From facts gathered through the other boat's owner and the Department of Natural Resources police, I've determined that the other fellow passed us from astern about 15 minutes before the incident. He dropped his anchor, lounged on the back of his boat while his friend straightened up a few things forward and didn't see or hear us until the last second. One of them yelled "Jump!" and that they did. Joe heard that order and that's how we came to the above scene.

How did Joe not see the other vessel? His method of keeping a watch consisted of 10-20 degree sweeps of the bow to each side of our course. You bet I was angry when I heard this. I said, "You've got to stand up and look. *Wenonah's* bow flares up, the hatches are up, the sails are furled and covered, you're sitting low – you've got to stand up and look." In all the years we've sailed together I had never heard of his keeping a watch in this manner. Over 50 years of boating experience was sitting beside the helm and both pairs of eyes failed to see the only vessel within two miles. For 15 minutes they saw nothing!

The odd thing about all this is that the boats' hulls never touched. *Wenonah's* bobstay hammered into the runabout's stern rail, breaking it and stress-fracturing a bit of the transom about the size of an open hand. That's all. Poor *Wenonah* lost her bowsprit, a bobstay and a spreader. I simply thank God her sails weren't up or all hell would have broken loose. I'm also thankful that no one was injured or worse. Although the woman clearly was in shock we made quite sure she was otherwise fine, before meekly limping away directly to the boatyard.

*Wenonah* has a new bowsprit and a new spreader. I've forgiven Joe. You can't discard a 17-year friendship over one accident. This season looks as if it may start early on the Bay. But I'm still going to be skittish about taking any naps on *Wenonah*, no matter who's driving.

## Morang Award

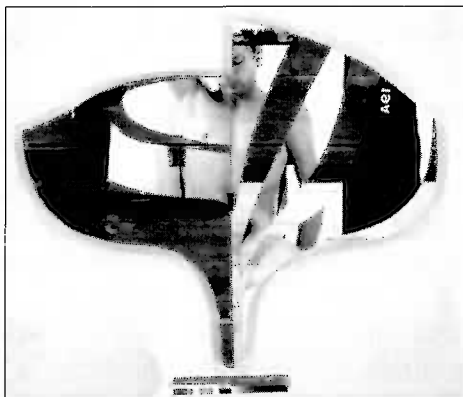
In memory of Bruce Morang, helmsman, Race Committee Chairman, yearbook editor and writer, this award is given for the best article submitted for the yearbook. In 1999 it went to Richard Dudman for his article "Freedom."



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# Jolly Buccaneer, A Missing Page

by David D. Stiles

From *Friendship Sloops*: "Another of Eugene McClain's boats, *Myrtle E.*, was sold after a year of fishing to Reverend Nehemiah Boynton of Five Islands . . . She was decked over, given a nice cabin, ballasted with lead and used as a yacht for many years under the name, *Sky Pilot*. In December 1949 she sank at her winter mooring. She was raised by Frank L. Sample, Jr. of Boothbay Harbor and ballasted with 9,000 axe heads."

At this point, Mr. Stiles picks up the story:

My father, Hamilton W. Stiles, bought the boat shortly after it was raised and given the name both my brother and I considered an embarrassment of sorts. Unfortunately, the graceful name *Sky Pilot* was retained by the owner.

During the summer of 1950 the boat was refitted with a new mast, sails (other than the main) and a knotty pine interior. The coal-burning Shipmate stove and oven was retained and no electronics were ever added other than a VHF radio. As he had two strong and not too bright sons, Dad did not see any reason to add winches or downhails, lazyjacks or any other confusing gear that might affect the integrity of the original boat. The biggest arguments between my brother and me concerned who was to shinny out on the bowsprit to haul in the jib. Getting completely submerged off Block Island or Cape Cod was not unusual. I should mention that Dad had never owned a sailboat before and we did not (justifiably, I think) have great confidence in the skipper when the wind piped up. I recall to this day the feeling of being delivered 20 feet off the starboard side during an uncontrolled jibe in 1952. We also discovered after our first season that most of *Jolly Buccaneer's* rudder had gone missing, which might explain the boat's reluctance to turn during the frequent "man overboard" drills. This earned us the coveted "Yellow Water" trophy from the Norwalk Yacht Club.

In 1953 we departed Block Island and sailed outside around the Cape. A couple of days on the stone wharf in Rockport gave several amateur painters the opportunity to combine *Motif No. 1* and a Friendship sloop on one canvas. We traded a bottle of whiskey for ice and lobsters in Kennebunkport, and entered Boothbay Harbor under full sail. A great day for my father and all of us, really.

When my brother and I went off to college and were less available for crewing and maintenance, our parents could no longer handle *Jolly Buccaneer*. They sold her and bought a Concordia yawl in 1955. The end of *Jolly Buccaneer* always bothered my father. He had retired to Stuart, FL and passed by the boat on several occasions while cruising the Inland Waterway.





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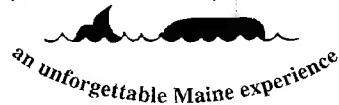


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*Jolly Buccaneer was sold to Richard Swanson, joined the Friendship sloop fleet, and was sold again to Bill Johnson. He took her to Florida where she sank and lay abandoned in the Dania Waterway. In 1973 she was ordered removed and fell apart when lifted by a crane.*



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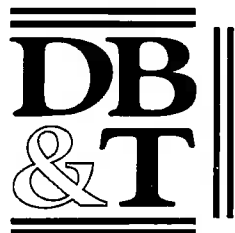
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## Invisible Wind

by Ruth Langton

The sail is full of invisible wind  
Blowing peacefully  
But enough to push the boat  
Which is heeling way over  
As far as we will allow it to go.

I dip my feet in the icy water  
That splashes over the side.  
It's freezing  
Yet it's such a beautiful day  
Perfect for sailing.

The sun beats down  
Warm as ever  
And creates a wondrous glow  
That makes the water shimmer  
As though it were alive.

A seal pops up  
In front of the boat  
Then dives under the water  
Without a sound  
Leaving only ripples behind him.

I lean back  
And look up.  
There's not a cloud in the sky  
But there are many birds  
Flying overhead.

We keep sailing  
On and on  
Until it's time to head home.  
Then we turn the boat around  
And go back the way we came.

A dark cloud covers the sky.  
The wind starts to blow in gusts.  
The waves roll higher  
Tossing the boat around.  
As it starts to rain.

There are no more seals  
Or birds  
Flying overhead.  
The sun has been covered  
By a dark ugly blanket.

No one else is out on the water now.  
The rain stings as it hits my skin.  
We all feel sick  
Except for Daddy  
Who never gets sick on a boat.

We are forced to take the sail down  
And turn on the engine.  
We chug back to the shore  
Leaving the tossing waves behind us  
Then drive back home out of the rain.

That night  
As I lie in bed  
I remember the wonderful  
beautiful  
dreadful day.

# Captain's Log

By Tom Halsted

*Here are a few excerpts from the log of Dick Dudman's Freedom. He and Tom Halsted circumnavigated Swans Island in August 1999.*

The wind in Blue Hill Bay was fluky. Between gusts we were plagued by dozens of nasty little biting flies, which made a bee- (or fly-) line for our ankles. I was wearing black socks, Dick, white ones, but it didn't seem to make a difference to the little devils. They bit hard, they drew blood. The bites stung, too. We cursed them, we flailed at them with our hats, we slapped ineffectually with open palms, and we tried to get them any way we could, with little success. Dick rolled up a newspaper, but could make little headway.

Then I rolled up a copy of *The Nation* containing an article we had been discussing, and took aim.

Whack, a hit, a palpable hit! Whack. Another kill. Whack. A near miss, but the shock wave stunned the fly long enough for Dick to stomp on it (smearing ex-fly and the blood it had extracted from one of us onto the cockpit sole) before it had a chance to recover its senses and fly away. The magazine was deadly. It seldom missed. The lesson was clear: while it takes a village to raise a child, it takes a *Nation* to kill a fly. . .

In the early morning darkness I went on deck to find the half-moon had set and the sky was afire with a billion stars. The Milky Way swept straight overhead from east to west, dividing the sky in two. The Big Dipper lay low in the northern sky, the close-packed seven sisters – the Pleiades – twinkled over my shoulder. I could make out Cassiopeia and Polaris, and broad-backed Orion had shouldered his way out of the sea to the east. Dozens of other constellations whose names I couldn't quite remember looked down.

Dozens more looked up from the sea around us. Without a breath of air blowing, without a ripple on the silky sea, every star above, every constellation, had a glittering counterpart reflected from below. *Freedom* floated in the center of a sparkling sphere of light, broken only by the dark bulk of islands refining the horizon.

With daylight came a challenge. At 7:30 we got under way, under power. Not a whisper of breeze, but a strong current rushed us away from our mooring and out toward the passage between the islands. Midway along, a lobster buoy loomed up directly in our path. With a rocky shore close by on the starboard bow, Dick swerved to port. The current was running out of the bay at a speed of at least two knots, however; we were swept down on the buoy. Dick threw the engine into neutral immediately, to avoid wrapping the potwarp

around the shaft, but it was too late: the line jammed tight between the keel and the rudder, and *Freedom* came to an abrupt stop. Evidently, the lobster pot was wedged against a rock below, making an effective anchor.

The solution was pleasantly simple, and good exercise besides: Dick got in the dinghy, I lowered the anchor into its stern, he rowed about 50 yards back up-current, trailing the anchor rope behind him while I fed it to him from the foredeck. When the line's 175-foot marker had slipped through my hands, I shouted to Dick to drop the anchor over the side, threw a loop over the bitts, and began hauling in the line. The anchor held fast, *Freedom* swung around to port, I hauled her forward about 20 feet, and the lobster buoy popped up to starboard, its line undamaged. Dick got back aboard, re-started the engine and drove slowly forward while I retrieved rope and anchor. He claimed that the hard rowing did him good, and I claimed to feel the same about hauling several tons of sloop against the fast moving current.



## Sea Dog

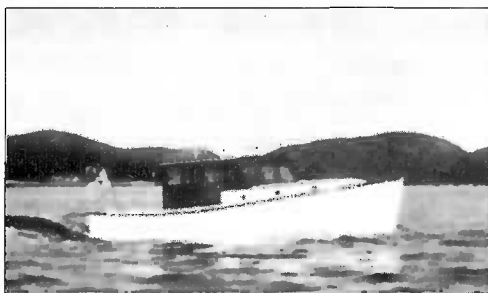
By Greg and Naomi Grundtisch

Greg writes: "Naomi couldn't wait to try out some of the new tools I had gotten for her this year. She began work on *Sea Dog* weeks ago and she's ahead of schedule, so we are looking forward to our return trip to Rockland.

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## Ralph W. Stanley, Master Boatbuilder

*In October 1999 Ralph Stanley, builder and rebuilder of many of our Friendship sloops, was awarded a National Heritage Fellowship by the National Endowment for the Arts in recognition of his contribution to the art of wooden boatbuilding. The following are excerpts from the NEA's profile of Ralph:*

The traditional craft of building boats involves the shaping of wood in a marriage of form and function to create a vessel intended to occupy a space where wind and water intersect . . .

Ralph W. Stanley has built and/or restored countless wooden boats, ranging from lobstering vessels to racing sloops and pleasure yachts over the course of his career. Born in Bar Harbor, on Maine's Mt. Desert Island, he descended from a long line of mariners. His paternal great-grandfather was the owner and master of fishing schooners and his maternal great-grandfather was the captain of a three-masted schooner. He grew up in Southwest Harbor and as a child he made toy boats out of wood and drew boats that he saw in the harbor. He often went along when his lobsterman father hauled his traps. Ralph learned about boatbuilding by watching local boatbuilders. He started his first boat, a 28-foot lobster boat, in 1951. This launched a career that has moved from the building of working vessels to the crafting of racing and pleasure boats, but one that has maintained as one constant a meticulous attention to fine workmanship, as well as to traditional process and design.

At the heart of Ralph Stanley's commitment to tradition is his dedication to the wooden boat. With the advent of fiberglass, many of the makers of working lobster boats switched to this synthetic material because it made the boats cheaper and easier to maintain. For Ralph Stanley the choice to remain with cedar, oak and pine was made for both aesthetic and practical reasons – he wanted to maintain the centuries-old skills involved in working with wood but he also realized that building fiberglass boats from pre-manufactured molds limits the maker's creative opportunities for improvement. He says: "Building wooden boats is like climbing a still-growing tree where you never get to the top. I wouldn't want to be stuck at some point. I keep finding new ways of doing thing and new things to do. You can always improve". . . Working in wood allows Stanley to combine a deep-seated respect for heritage with a dogged urge to make things better and to make better things . . .

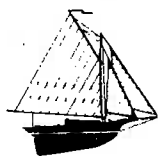
One commentator has noted that "every artist compares his/her work with that of contemporaries; Ralph Stanley compares his work with that of his predecessors over two centuries." . . . As Ralph himself says: "building a boat is like painting a painting. It's not something you just do; it's something you see in your mind. You need to have your own ideas and you need to have confidence in them."

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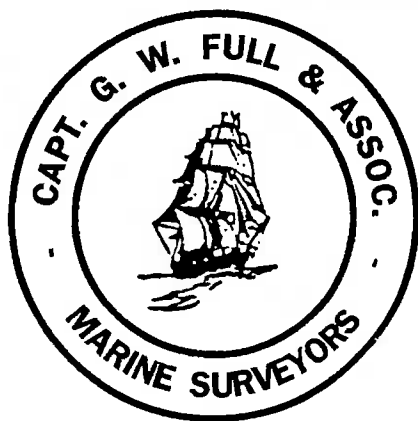
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## Oceanus Sail Cloth

by Harold Burnham



Sailing aboard *Surprise* as a teenager with Bob Phaneuf I learned the pleasure of working with canvas sails. They are soft, silent, and easy to manage. Comparing their natural feel and sound to modern Dacron is like comparing a wooden boat to a plastic one.

I had always dreamed of making a suit of canvas sails for *Chrissy*, but good canvas is hard to procure and Dacron has its advantages. So last year, when I added sailmaking to the list of my father's hobbies, I turned to a new material.

Oceanus was developed by North Sails in conjunction with an East Boothbay sailmaker, Nat Wilson. It is made with Dacron fibers but simulates canvas and was highly

recommended by Bob Douglass and Sara Beck.

I have made three sets of sails using Oceanus: one for the historic Chebacco boat *Lewis H. Story*, which I designed and built for the Essex Shipbuilding Museum; one for the Friendship sloop *Kim* which I built in 1992; and one for *Chrissy*. I cut the sails in the traditional manner and they have brought compliments from everyone who has seen them. The color and texture of the cloth is wonderful and my experience with Oceanus has been as pleasurable on the water as it has been in the loft.

Although, on a good day nothing compares with the softness of pure cotton, in rain or wet going I prefer Oceanus as it doesn't absorb water, is silent, soft, and falls into the lazyjacks or on to the bowsprit without fuss. As for its performance, I am sure there are reasons why America's Cup defenders don't use it, but Friendship sloops just aren't that type. On traditional craft, having your sails properly designed and set is far more important than what they are made of. Anyone with a traditional boat who is worried about the performance of his sail material would do better to buy a new boat than a new set of sails.

*Nat Wilson tells me that Oceanus has long extruded Dacron fibers running one way. Woven across these are shorter soft fibers spun into yarns. Oceanus is quite stable and stretches very little in the direction of the long fibers. A good sailmaker will design a sail accordingly.* — Editor.



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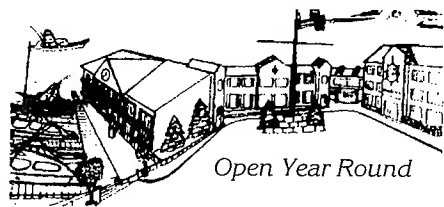
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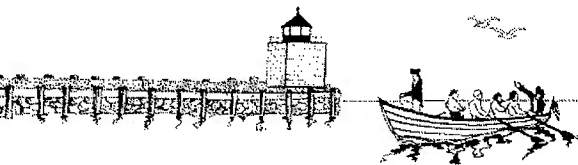


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## The Palm Tree

by Dick Salter

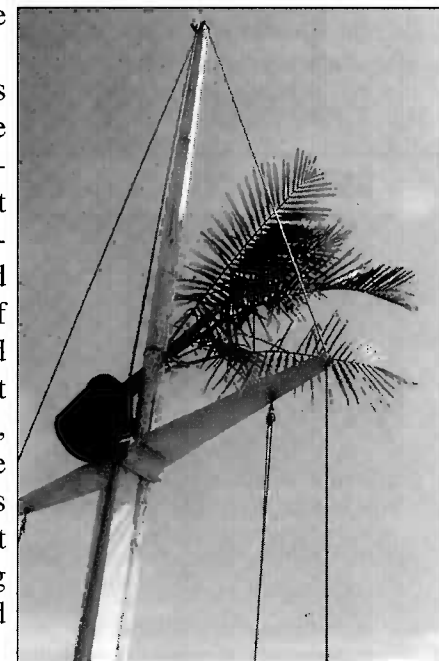
A tree! A tree? People unquestionably referred to it as a tree. Yet it stood barely five feet tall, not even a real bush in reality. This wisp had been spirited aboard by the skipper's wife during his absence ashore. He did not notice this escapee from the land, huddled alone on deck on the port quarter, until the vessel had slipped out to sea. Soon thereafter, discussions concerning the fate of the tree had become more and more direct between the skipper and his mate. This all came to a head when the ol' man proposed to re-enact a particular scene from *Mr. Roberts*. The first mate, nonplussed, gently reminded her husband that such action might appease him for the moment, but would have a definitely negative effect upon their personal relationship.

Accordingly, the little green thicket remained onboard as the vessel churned toward Rockland. The tree was proud and contented. Its fronds swayed gently above the water, dancing in the breezes that powered the graceful Friendship sloops, as they, too, set their courses for Rockland and the Annual Homecoming.

All was well with the diminutive tree until the vessels were all secured to the Rockland town floats. Where it had formerly looked down upon the water's surface, the tiny tree was now buried below a forest of masts. It felt very small and forlorn. Passers-by noticed the tree and felt sad for its unfortunate state. However, amongst the crowd was a gathering of young adults from sloops unknown, who daringly elected to amend this sorry situation.

Late one evening they stole aboard and stealthily removed the tree from its lowly site. They had a far better idea for the proper location in which it should reside.

The next day the Parade of Sloops was scheduled. Tourists and townsfolk alike came to the harbor's edge to view the state-ly sloops as they sailed past in review. It was a magnificent sight and everyone commented so. Then someone pointed toward the sky, up above the Chamber of Commerce Building. Heads turned and eyes searched skyward. And what a sight they did see! There, far above their heads, perched in state on the spreaders of the town's flagpole, was a very proud tree. Its fronds now swayed high above the mast tops and the peaks of the surrounding spruce trees. The little palm tree had become a really tall tree indeed!



## The Pendleton Memorial Scholarship Fund

A fund to help Friendship students continue education after high school was established in 1983 by Bill Pendleton, skipper of *Black Jack*, in recognition of the town's history and tradition and in appreciation of its help to the Society. After Bill's death, the fund was named for him and his wife.

Interest from the principal goes to scholarships, and donations go partly to scholarships and partly to building the principal. Seven Friendship graduates from Medomak Valley High School were awarded scholarships in 1999 and five former graduates received continuing aid. In 1999 \$4,850 was awarded and the principal now amounts to a little over \$72,000. In view of the staggering cost of education, while this aid is certainly welcome, it is a regrettably small amount. Donations are very welcome. Checks should be sent to the Rev. David Bell, 35 Pumpkin Cove Road, New Harbor, ME 04554.

The trustees of the Fund miss the leadership of the late Elbert Pratt, a trustee since the Fund's inception, and will miss, too, Capt. Bill Zuber, Chairman, who will supervise the construction of a new school-ship for Sea Education Association on the West Coast.

## News from the Chandlery

The Chandlery is pleased to provide an assortment of quality items this year. Among them are T-shirts with Tad Beck's 2000 design, zip-front fleece jackets, burgees, and a variety of sale items. You may call Tom or Peggy Miller at (603) 487-3883 for details or visit the Friendship Sloop Society web page, from which you can download an order form. Some chandlery stock will be on display at the Rockland regatta.

## Memorial Book

The Society is publishing a book in memory of our members who are gone but not forgotten. Tad Beck has assembled the best and most significant articles from past yearbooks, and many photographs, both black and white and in color. The book will be coffee-table size, about 120 pages and with a hard cover.

However, the only way the Society can afford to publish the book is to get pre-sale pledges. When we get enough at \$40 per copy, the presses will roll. After publication, the price will be \$50.

This is a fitting memorial to many of our departed friends, for it will preserve the heritage and traditions of Friendship sloops and of the Society in a very attractive way. Send your pledges – no money yet – to Tad Beck, who is doing all the work, at 380 Broadway, New York, NY 10013.

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## A letter written to Doug Amsbary by Rafael Prohens from Ovalle, Chile

February 29, 2000

It has been along time since I told you about the construction of my Friendship sloop *Maria Emilia* #265.

With great pride and satisfaction I can say to you and the members of the association that after two years and seven months of an intense work, I accomplish a happy end at last. Considering that my country is "at the end of the world," all the hardware that I needed I had to bring it from the USA. It has been fascinating to know through the phone, fax, etc. people with so good disposition to help me in my doubts and always ready to know if I received what I asked for. . . As you well know, I am a grape grower and my farm is located in a semi-desert region with great difference in the day and night temperatures made me launch the *Maria Emilia* in a small reservoir from which I pump the water to irrigate my vines.

It was incredible to see a Friendship sloop floating in this small area of water from one side surrounded by vines and with cactus on the other.

Unfortunately the planking over the water line began to open. I had to take a drastic decision and take the boat to the ocean side at night time pulling it with my old Blazer truck. It took about three hour by night in order to avoid the heat during the day (the humidity average in this area is around 45%).

After two weeks I gave the final touches in painting, varnish and making sure that all the wood captured all the moisture needed. The launching was a great spectacle.


I make sure to invite all the naval authorities of the area, friends and family. After the champagne bottle was broken (by my grandchild Maria Emilia three years old) the Pisco sours (our national drink) and empanadas with red wine, everybody admired the lines and finishings of this beautiful floating jewel.

Thank you very  
much for your help and  
advice.

Your Chilean friend,  
Rafael Prohens



# THE FRIENDSHIP SLOOP SOCIETY'S

<b>Friendship Sloop Society</b> <b>Keep on Keeping on</b> Gerry Breton	<b>Best of Luck to all</b> <b>skippers and crews</b> Crew of <i>Banshee</i>
<b>WWW.FSS.ORG</b> Andrea & Jim "Old Baldy"	Though we're in Tacoma Can't wait to get home Wishing you all three days of sun, enough wind and lots of fun <b>Bill and Caroline Zuber</b>
<b>Fair Winds</b> <b>and Smooth Sailing</b> From Dutch and Dutchess on <i>Omaha</i>	<b>It's Good to Be Aboard</b> Crew of <i>Legacy</i>
Take a ride on the <i>Lewis H. Story</i> Join the Essex Shipbuilding Museum	<b>Happy 40th</b> Nancy and David Bell 36 years of crewing; 10 years as Treasurer
<b>Disposamum Te Mare In Signum</b> <b>Vere Perpetuique Domini</b> The Crew of <i>Sorceress</i>	WE WERE LED DOWN A GARDEN PATH TO SEE <i>DOROTHY ELIZABETH</i> . A BEAUTIFUL BOAT. THE SCENE WAS GLORIOUS! <b>Shamus Donagain</b>
When the Winds of Change Blow Adjust Your Sails and Stay Your Course but Keep a Sharp Lookout Doug and Irene Amsbary	<i>Without boating, 3/4 of the earth's</i> <i>surface would just be wasted.</i> Keep on <i>Messing About!</i>
 See you in <b>MARBLEHEAD</b> Paul Haley & Betty Quadros	<b>Fair Wind, My Friend</b> M.P.T. and K.
Mathew 19:30 In Memory of Robert M. Stein 1927-1999	<b>Friendships &amp; Tallships</b> New London, CT • July 12-16, 2000 3 Parades • Entertainment Fireworks • RACE

# - BULLETIN BOARD -

Thank you for the warm welcome at the awards banquet in Rockland. Hope to see you again this summer and stay longer. Happy Sails! Greg and Naomi Grundtisch	<b>Give us the start</b> <b>And the weather mark,</b> <b>and you can have</b> <b>the rest of the race.</b> R.F.D. ~ M.C.D.
<b>Rockland 2000 -</b> <b>Another Century of Friendships!</b> Best Wishes to Sloops and Crew Bob & Betty Monk	<b>Good Sailing</b> Jerry and Lois
Sailing the Friendship Way On the Chesapeake Bay With Love to all my Sisters <b>Wenonah</b>	<b>Content (#5) For Sale...Sail</b> 25-ft. Wooden Pemaquid Call Rich Langton (207) 882-6194
Fair Winds to All from <i>Ellie T.</i> and her little cousins Rosebud, yellowjacket and scuppers.	<i>May this season bring you fair</i> <i>winds, kind seas and snug harbors.</i> Jill and Rodney Flora
Thank you East Wind Inn, Steve Bailey and Ben Fuller, for all your TLC! <i>The Surprise #49</i>	Don't know what to say but I paid! All the best for the homecoming Bruce Lanning
New sails in the sunset Way out on the sea (and wind)- Hope it is that kind of season For everyone. From <i>Compromise</i> and the <i>Toppans</i>	<b>Best of Friendships sailing</b> Ann and Gene Costanza
Come in Friendship, Cocktails & Chatter On Long Island, Friendship Friendship Sloop Days • Friday July 28th Tom and Alice Loomis	May your boats be made of <b>WOOD!</b> Ralph and Marion Stanley
Best Wishes for Great Racing Corinthian Race Committee	<b>Rules? What Rules?</b> <b>PAY ATTENTION</b> The Race Committee

# - BULLETIN BOARD -

Welcome Joe Cohen and his  
Friendship Sloop to  
Western Long Island Sound  
From *Natanya*

**Captain Oliver welcomes  
Samantha, the panther,  
aboard *Venture***

**Spend the summer sailing**  
Wayne, Kirsten and Alec

Sailing on  
*Sloop De Jours*  
and dreaming of a Friendship  
Brian and Sidney Leonard



**Ophelia's Odyssey**  
Capt. Tom Searles & Laura Hunt  
Welcome all Friendship enthusiasts  
to visit us at Sunset Marina,  
South Portland, Maine

Sing low Sweet Thacher Carter  
Sailing the *Liberty* home!  
Swing low, Sweet Thacher Carter  
Sailing the *Liberty* home.  
Friendship Sloop Regatta blowin' 20 knots  
Topsails as tight as can be  
Crossin' the finish line doing' 8 knots  
**ALL THE OTHER SLOOPS BEHIND ME!**  
Swing low Sweet Thacher Carter...  
(Come aboard *Liberty* to hear more)

**Best Wishes to the fleet**  
Lucas, Frank, Ben, Sara  
and *Flying Jib*

**Fair winds  
and safe sailing**  
From the crew of *Desirée*

**Happy Sailing to All**  
Krystal and Karen  
Maine Sunshine Inc.  
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## Dockside

by Laura Erickson

As I walk among the tide-worn rocks,  
The tangled nets, the rusty locks,  
And gaze upon the grappling hooks,  
The dozing gulls give worldly looks,  
And dories rub 'gainst moonlit docks.

The rocks are wet with salty spray,  
Upon this night of early May;  
A searchlight sends its reaching arm,  
To guide stray ships from hidden harm.

The breakers crash just short of me,  
Leaving skeletons to the lee,  
Rough ropes rotting, old boat's oar,  
Memorials of years before  
Sunken in the moonlit sea.

## Presenting the 1999 Winners...

### ★ New London Windezvous

Saturday, July 10

**Class A:** 1. *Natanya* – Joe Hliva

**Class B:** 1. *Solomon Gundy* – Bill Butcher  
2. *Muscongus* – Harry Oakley

Sunday, July 11

**Class A:** 1. *Natanya* – Joe Hliva  
2. *Good Friend* – Harvey Goodfriend

**Class B:** 1. *Solomon Gundy* – Bill Butcher  
2. *Finest Kind* – Mike Loomam  
3. *Muscongus* – Harry Oakley

### ★ Southwest Harbor Regatta – July 18

1. *Phoenix* – Tad Beck 2. *Hieronymous* – Albert Nielson  
3. *Resolute* – Charles Burnham  
*Chrissy, Flying Jib, Eagle, Tern, Venture*

### ★ Rockland Homecoming – July 27-29

**State of Maine Trophy, Most Points** – Margaret F

**Division I:** 1. Herold Jones Trophy – Margaret F. 2. Bruno & Stillman Trophy - *Salatia*  
3. Lash Bros. Trophy – William M. Rand 4. Rockland Cup – *Celebration*  
Jarvis Newman Trophy – 1st *Pemaquid* *Salatia*

**Division II:** 1. Commodore's Trophy, 1st overall – *Phoenix*  
2. Winslow Trophy – *Tannis* 3. Homecoming Trophy – *Liberty*  
4. Rockland Cup – *Rights of Man*

Danforth Cup, Middle of the Fleet *Banshee* • Liberty Trophy, 1st Baldheaded sloop – *Wings of the Morning*  
Wilbur Morse Trophy, 1st in Class A – *Gannet* • Charles Morse Trophy, 2nd in Class A – *Tern*  
Alex McClain Trophy, 3rd in Class A – *Gladiator* • Spirit of Friendship – Jack Vibber  
Nickerson Trophy, Youngest Crew – Benjamin Zuber • Chrissy Trophy – Maria Burnham  
Cy Hamlin Award, Returns after longest absence – Don Huston  
Gladiator Trophy, Comes farthest distance – *Banshee* • Owner-Builder Trophy – Bill Whitney  
Stanley Cup – *Gannet* • Post Office Trophy, Biggest Goof – *Lady M.*

### ★ Marblehead Regatta – August 14-15

Ridgeway Trophy, Winner Overall: *Phoenix*  
1st Runner-Up, Division I: *Tern*  
1st Runner-Up, Division II: *Tannis*  
2nd Runner-Up, Division II: *Rights of Man*

### ★ Gloucester Schooner Festival – September 4-5

1st *Tannis* 2nd *Rights of Man* 3rd *Resolute*  
*Chrissy, Flying Jib, Eagle, Tern, Venture*

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# 2000 Friendship Sloop Society Officers

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## FRIENDSHIP SLOOPS REGISTERED WITH FRIENDSHIP SLOOP SOCIETY

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

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport
1.	VOYAGER	30'	Charles A. Morse	1906	Rockland Apprenticeshop	Rebuilding
2.	DICTATOR	31'	Robert E. McLain	1904	Peter M. Chesney, Burbank CA	Deer Isle ME
3.	CONTENT	25'	Stuart M. Ford	1961	Rick & Beth Langton, Edgecomb ME	Boothbay Harbor ME
6.	EASTWARD	32'	James Chadwick	1956	Robert C. Duncan, Concord MA	Boothbay Harbor ME
7.	TANNIS	38'	W. Scott Carter	1937	Jack & Mary Cronin, Sturbridge, MA	Salem Willows MA
9.	AMITY	30'	Wilbur A. Morse	c1900	Ted & Patricia O'Meara, South Portland ME	Benajamia River ME
10.	MARY ANNE	31'	Lash Brothers	1958	Dr. Joseph Griffin, Damariscotta ME	Damariscotta ME
11.	SHULAMITE	24'	W. Prescott Gannett	1938	Frank & Jane Muddle, Cushing ME	Cushing ME
13.	EASTING	29'	Charles A. Morse	1920	Harvey & Francis Rockburn, Pembroke NH	Rockland Harbor, ME
14.	SADIE M.	30'	Wilbur Morse 2nd	1946	Nick & Eunice Kingsbury, Kennebunkport ME	Rockland, ME
15.	VIDA MIA	30'	Edward L. Stevens	1942	Phil Rotondo & Susan Franklin, Scituate MA	Scituate MA
16.	RETRIEVER	22'	W. Prescott Gannett	1942	Phil Rotondo & Susan Franklin, Scituate MA	Florida keys, FL
18.	CHRISSY	30'	Charles A. Morse	1912	Harold & Kim Burnham, Essex MA	Essex MA
19.	BLACKJACK	33'	Wilbur A. Morse	c1900	Wilson Fletcher, Bar Harbor ME	Northeast Harbor ME
21.	WILBUR A. MORSE	30'	Carlton A. Simmons	1946	Richard Brown, Port Townsend WA	Port Townsend WA
22.	ELLIE T.	25'	John G Thorp	1961	Gregory Roth, New London CT	New London CT
23.	DEPRESSION	30'	Unknown	1899	Lloyd & Tina Olsen, Boothbay ME	Pleasant Cove ME
24.	TERN	25'	Wilbur A. Morse	c1900	Paul Haley & Elizabeth Quadros, Marblehead MA	Marblehead MA
31.	WHITE EAGLE	28'	Wilbur A. Morse	c1914	William A. Cronin, Sturbridge MA	Rebuilding
32.	NOMAD	33'	Wilbur A. Morse	1906	Tom Ash, North Weymouth MA	Rebuilding
33.	SMUGGLER	28'	Philip J. Nichols	1942	Mike Mulrooney, West Kingston RI	Rebuilding
34.	PAL O' MINE	27'	W. Prescott Gannett	1947	James B.L. Lane, Winchester MA	Essex MA
35.	MARY C.	20'	Nathaniel D. Clapp	1962	Roger Burke, Ipswich MA	Islesboro ME
37.	CHANCE	31'	Wilbur A. Morse	1916	Maine Maritime Museum, Bath ME	Bath ME
39.	GOBLIN	30'	Lash Brothers	1963	Dr. Brad Wilkinson, Durham, CT	Brooklin ME
40.	COMESIN	32'	J. Ervin Jones	1962	John & Linda Livingston, Jacksonville FL	Jacksonville FL
42.	SELKIE	26'	C. Simmons & J. Hennings	1963	Captain Fred Perrone, Plymouth MA	Plymouth MA
43.	GYPSY	23'	Judson Crouse	1939	Bob & Jane Lash, Orland ME	Buck Harbor ME
44.	SAZERAC	35'	Wilbur A. Morse	1913	Roger Lee, Weston MA	Islesboro ME
45.	FLYING JIB	30'	W. Scott Carter	1936	Sara Beck, Topsfield MA	Salem Harbor, MA
46.	MOMENTUM	30'	Lash Brothers	1964	Bayfront Center For Maritime Studies, Erie PA	Erie PA
47.	GALATEA	30'	McKie W. Roth Jr.	1964	Don Murray, Sausalito CA	Sausalito CA
49.	SURPRISE	33'	Phillip J. Nichols	1964	George & Chris Griffin, Cincinnati OH	Tenants Harbor ME
50.	HERITAGE	29'	Elmer Collemmer	1962	Frank & Brinna Sands, East Thetford VT	Bremen Long Is. ME
52.	RIGHTS OF MAN	30'	Lash Brothers	1965	Wayne Cronin, Charlton MA	Salem Wilows, MA
53.	BAGLE	32'	Wilbur A. Morse	1915	Captain Donald Huston, Nahant MA	Nahant MA
54.	ECHO	22'	Lee Boatyard	1965	Stephen Major & Family	Friendship ME
57.	OLD BALDY	25'	James S. Rockefeller	1965	Jim & Andrea Wilson, Rye NH	Kittery ME
58.	CATHY	21'	Jeremy D. Maxwell	1969	Ted & Cathy Chase, New Harbor ME	New Harbor ME
59.	SARAH MEAD	30'	Newbert & Wallace	1963	Ted Hanks, Jefferson ME	South Bristol ME
60.	OLD SALT	32'	Robert A. McLain & Son	1902	Joe Calvanese, Plantsville CT	Plantsville CT
61.	WINDWARD	25'	James S. Rockefeller	1966	Tim Sullivan, Gloucester MA	Gloucester MA
62.	COLUMBIA	23'	Lester Chadbourne	c1950	John & Kimberly Bundza, Barrington, NH	Great Bay NH
64.	AMICITA	33'	Lash Brothers	1965	Jeff Pontiff, Plymouth MA	Plymouth MA
65.	GALLANT LADY	33'	Morse	1907	James Smith, Picton Ontario Canada	Prinyer Cove, Picton Ont
66.	VENTURE	26'	Wilbur A. Morse	1912	Bill Finch & Carol Rose, Beverly MA	Beverly MA
67.	HIERONYMUS	33'	Ralph W. Stanley	1962	Albert P. Neilson, Honey Brook PA	Southwest Harbor ME
68.	ROBIN L	25'	James H Hall	1967	Bill Cummings, Bristol, ME	Rebuilding
69.	COAST O' MAINE	30'	Vernell Smith	1967	John Bundza & Peter Keefe, Barrington NH	Great Bay NH
70.	WINGS MORNING	30'	Roger Morse	1967	Rodney Flora & Jill Schoof, Georgetown MA	Buck Harbor ME
71.	GLADIATOR	32'	Alexander McLain	1902	Bill & Caroline Zuber, Friendship ME	Friendship ME
73.	WEST INDIAN	26'	Pamet Harbor Boat	1951	Christoff Skoczylas, Kenora Ontario	Kenora Ont
74.	PATIENCE	30'	Malcom Brewer	1965	Rev. John Arens, Needham MA	Cataumet MA
75.	OMAHA	35'	Norris Carter	1901	Adrian Hooydonk, S. Thomaston ME	Spruce Head Island ME
80.	DOWN EAST	35'	Fred Buck & "Skip" Adams	1941	Jay Thiese, Newton Centre MA	Edgartown MA
82.	MORNING STAR	28'	Albion F. Morse	1912	Judy A. Oneal-Brooks, Sandy Point ME	Sandy Point ME
83.	PERSEVERANCE	30'	Bruno & Stillman (01)	1969	David Niebuhr, Gloucester Point VA	Gloucester Point VA
84.	PHILIA	22'	McKie W. Roth Jr.	1969	Betty & Al Whritenour, St. Augustine FL	Cotuit MA
85.	HEIDI LEE	28'	Jeremy D. Maxwell	1974	Matthew & Heidi Gabrilowitz, Cranston RI	Wickford RI
86.	ALLEGIANCE	24'	Albert M. Harding	1970	Hale Whitehouse, Cape Porpoise 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	Paul & Libby Collet, Freeport ME	South Freeport ME
89.	ERDA	22'	McKie W. Roth Jr.	1970	Francis "Pat" West, Vineyard Haven MA	Vineyard Haven MA
90.	SALATIA	25'	Newman (P02)/Newman	1969	Miff Lauriat, Southwest Harbor ME	Southwest Harbor ME



	Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport		Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport
91.		PHOENIX	30'	Bruno & Stillman (04)	1970	Tad Beck, New York NY	Carvers Harbor ME		175.	EDEL WEISS	15'	David Major	1975	David Major, Putney VT	Friendship ME
92.		PRISCILLA	25'	James Rockefeller/Basil Day	1975	Norman M. Sulock, Baldwinville NY	Oneida Lake NY		176.	LIBERTY	19'	Ahern (B5) Hoffman	1974	Tim Hoffman, Camden ME	Camden ME
93.		ANNA R.	25'	Kenneth Rich	1970	Stuart L. Rich, Tenants Harbor ME	Rebuilding		177.	ESSENTIAL	25'	Newman (P13)/C. Chase	1977	Allan Robbins, East Falmouth, MA	Falmouth MA
94.		DIANA	25'	Newman (P03)/Rockefeller	1971	Ebenezer & Diana R. Gay, Rockland ME	Vinalhaven ME		178.	BANSHEE	25'	Newman (P12)/Wojcik	1978	John & Carole Wojcik, Norwell MA	Mattapoisett MA
95.		WESTWIND	40'	Charles A. Morse	1902	John & Diane Fassak, Mansfield MA	Rebuilding		180.	AURORA	19'	Ahern (B3)/Brownie	1975	Dale Young, Deer Isle ME	Deer Isle ME
96.		VOYAGER	32'	Lash Brothers	1965	Bernard W. MacKenzie, Scituate MA	Scituate MA		182.	MUSCONGUS	22'	Apprenticeshop	1977	Harry Oakley Jr., Old Lyme CT	Shelter Is. NY
97.		GANNET	27'	Unknown	1903	Tom Miller, New Boston NH	Potts Harbor ME		183.	SILVER HEELS	25'	Newman (P14)/ Morris	1978	Robert Horn, Allschwill, Switzerland	Jamestown RI
99.		BUCCANEER	29'	Wilbur A. Morse	c1911	Tirocchi Family, Johnston RI	Johnston RI		184.	PERSEVERANCE	27'	Simms Yachts	1963	Denis & Kathy Paluch, Chicago IL	Chicago IL
100.		CAPTAIN TOM	26'	Bernard Backman	1970	Dan Stevens, Mystic CT	Mystic CT		185.	SIN DIE	27'	J. Philip Ham	1978	Christopher J. Dodd, East Haddam CT	North Cove CT
101.		GOOD HOPE	30'	Bruno & Stillman (07)	1971	Barta & Lee Hathaway, Newburyport MA	Salem MA		186.	RAGTIME ANNIE	27'	Nick Apollonio	1975	Bartlett H. Stoodley Jr., Unity ME	Camden ME
102.		TODDY	35'	Lubbe Vob (Germany)	1972	Mary L. Morden, Bad Axe MI	Lake Huron MI		187.	PEREGRINE	27'	Ralph W. Stanley	1977	Peter P. Blanchard III, Mount Desert ME	Somesville ME
103.		SOLASTER	25'	Newman (P04)/Newman	1970	Marshall Janoff, Baltimore MD	Baltimore MD		189.	TRADITION	31'	Newman (D09)/Nehrbass	1981	Roger Nehrbass, Port Washington WI	Port Washington WI
104.		COCKLE	28'	Elmer Collemer	1950	Rupert & Regina Hopkins, Miller Place NY	Mt. Sinai Harbor NY		191.	ANNABELLE	22'	Apprenticeshop	1978	South Street Seaport, New York City NY	Museum Display
105.		AT LAST	30'	Bruno & Stillman (05)	1971	George Kwass & Steve Bloom, Andover MA	Manchester MA		192.	KERVIN RIGGS	22'	Williams & Bouchard	1977	Bill & Dori Mebane, Woods Hole MA	Woods Hole MA
106.		LINCOLN D.	25'	Newman (P05)/Newman	1970	John Herron, New York NY	Somesville ME		193.	LADY M.	32'	Harvey Gamage	1978	Thomas Martin, South Bristol ME	South Bristol ME
107.		MAGIC	22'	Passamaquoddy(01)Johnston	1970	Paul Moorhead & Rebecca Otter, Clairborne MD	Clairborne MD		194.	HUCKLEBERRY BEL	25'	Clifford G. Niederer	1977	Brian & Mary Clare, Gloucester VA	Gloucester VA
109.		PETREL	31'	G. Cooper	1933	Colin D. Pears, Kennebunkport ME	Rebuilding		195.	PRINCESS	26'	Wilbur A. Morse	1908	Joe Dubois & John Horror, Sarasota FL	Rebuilding
112.		SECRET	27'	Philip J. Nichols	1971	Edward Good, Townsend MA	Salem Willows MA		196.	ENDEAVOR	25'	Ralph W. Stanley	1979	Betsey Holtzman, Southwest Harbor ME	Southwest Harbor ME
113.		YANKEE PRIDE	30'	Bruno & Stillman (14)	1971	James J. & Margaret E. Graig, Keyport NJ	Keyport NJ		197.	NATANYA	31'	Newman (D11)/Davis	1978	Joe & Miriam Hliva, Greenwich CT	Greenwich CT
114.		BANSCHERT	30'	Bruno & Stillman (08)	1971	Bill & Carol Schunemann, Braintree MA	Weymouth MA		198.	BAY LADY	31'	Newman (D12)/Lanning	1978	Captain Bill Campbell, Boothbay Harbor ME	Boothbay Harbor ME
115.		GOOD FRIEND	30'	Bruno & Stillman (12)	1971	Harvey & Lee Goodfriend, Simsbury CT	Groton CT		199.	WILL ROSE	31'	Newman (D13)/Liberation	1979	James Peck, Waverly PA	Sargentville ME
117.		LEADING LIGHT	30'	Bruno & Stillman (10)	1971	John & Eve Crumpton , Oxford ME	South Freeport ME		200.	ESTELLA A.	34'	Robert E. McLain	1904	Mystic Seaport Museum, Mystic CT	Mystic Seaport CT
118.		WENONAH	30'	Bruno & Stillman (16)	1971	Thomas L. Berry, Pasadena MD	Pasadena MD		201.	ENDEAVOR	31'	Newman (D08)/Genthner	1979	James Genthner, Fairhaven MA	Nantucket MA
119.		VALHALLA	30'	Bruno & Stillman (15)	1971	Paul & Sally Wolfe, Pittsburg PA	Ben Avon PA		202.	ARRIVAL	31'	Newman (D14)/Niedrach	1981	John & Carole Wojcik, Norwell MA	Rebuilding
120.		PERSISTENCE	30'	C. Simmons/J. Lichtman	TBL	John Lichtman, Friendship ME	Building		204.	MARIE ANNE	27'	Jason Davidson	1977	Diana Echeverria, Seattle WA	Severn River MD
122.		EDEN	25'	Francis Nash & Ed Coffin	1971	Scott Martin, Bar Harbor ME	Bar Harbor ME		205.	DAYSTAR	28'	Richard E. Mosher	1989	Rich & Sally Mosher, Kalamazoo MI	Kalamazoo MI
123.		RESOLUTE	28'	Charles A. Burnham	1973	Charles A. Burnham, Essex MA	Essex MA		206.	LEGACY	31'	Newman (D15)/ Clarke	1979	Craig Collemer & Gary Lapar	Salem MA
124.		CALLIPYGOS	30'	Bruno & Stillman (17)	1971	Richard & Tina Sharabara, Toronto Ontario	Toronto Ont		208.	LISA K	31'	Newman (D16)/Lanning	1981	Jeff Cohen, Mamaroneck, NY	Mamaroneck NY
125.		BILLY BUDD	25'	Al Paquette	1969	Holbrook Family, Rochester MA	Mattapoisett MA		209.	FRIEND SHIP	31'	Newman (D17)/Pettegrow	1981	Whistling Man Schoner Co. Burlington, VT	Burlington, VT
126.		WHIM	20'	Chester Spear	1939	Jack Manley Northville NY	Rebuilding		210.	THE SLOOP JOHN B	22'	Passamaquoddy/Oliva	1974	Al Perrin, Canandaigua NY	Canandaigua Lake NY
127.		MARIA	21'	Charles A. Burnham	1971	Frank Friend, Essex MA	Rebuilding		211.	ANSA	22'	James D. Hamilton	1982	Stephen & Julie Sell, Landenberg PA	Earlville MD
128.		SCHOODIC	31'	E. Collemer/B. Lanning	1973	Allen & Madonna Browne, Cape Elizabeth ME	S. Portland, ME		212.	ACHATES	22'	McKie W. Roth Jr.	1980	Richard C. Leigh, Nashville TN	Charleston SC
129.		GISELA R.	25'	Andrew P. Schafer	1969	James O'Hear, Sag Harbor NY	Noyack NY		213.	AMIE	25'	Bob Holcomb (Alaska)	1978	Harvey & C.R. Nobe, Newcastle WA	Seattle WA
130.		NARWHAL	25'	Newman (P06)/Newman	1972	James Rosenbaum, Milwaukee WI	Milwaukee WI		214.	GAIVOTA	31'	Newman/(D19)/Pettegrow	1982	Bill & Kathy Whitney, Needham MA	Cataumet MA
131.		NOAHSARK	29'	John Chase	1972	Paul Werner, Old Orchard Beach ME	Unknown ME		215.	ELLEN ANNE	22'	Passamaquoddy Yachts	1968	David Colinan, Lincoln RI	East Greenwich RI
133.		INDEPENDENCE	30'	Bruno & Stillman (21)	1973	Frederick G. Schwarzmann, Bernardsville NJ	Oxford MD		216.	AMITY	39'	W. Scott Carter	1941	John F. Nichols, Takely by Stortford, Herts., Eng.	Ipswich UK
134.		BEAR	22'	Passamaquoddy/Collins	1973	Jim Horigan, Reading MA	Swampscott MA		217.	OPHELIA'S ODYSSEY33'		Shoreline Boats	1972	Thomas Searles, So Portland ME	So. Portland, ME
136.		SQUIRREL	28'	Charles A. Morse	1920	Larry & Stephanie Moxon, Mystic CT	Mystic CT		218.	WILLIAM M. RAND	22'	John B. Rand	1982	John B. Rand, Raymond ME	Cundys Harbor ME
137.		AYSEHA	35'	McLain?	OLD	Larry Thomas, New Orleans LA	Lake Ponchartrain LA		219.	YANKEE BELLE	23'	Paul G. Edwards	1983	Paul & Carolyn Edwards, Mattituck NY	Mattituck NY
138.		PUA NOA II	28'	Robert P. Gardner	1973	Francis L. Higginson, Islesboro ME	Islesboro ME		220.	SORCERESS	31'	Newman (D20)/ Pettegrow	1984	Ruy Gutierrez, Auburn ME	South Freeport, ME
139.		SANTA MARIA	25'	Newman (P08)/ Morris	1973	Paramount Studios, Hollywood CA	Ashore		221.	SEAL	22'	Ahern (01)/Zink	1984	Bill & Ollie Davison, Methuen MA	Great Bay NH
141.		SEA DOG	25'	James H. Hall	1974	Greg Grundtisch, Lancaster NY	Buffalo, NY		222.	LADY JEANNE	16'	Richard L. McInnes	1982	Jeanne & Raymond Dupere, Fayetteville NC	Fayetteville NC
142.		AUDREY II	21'	Peter Archibold	1976	Ronald Shaw, Peaks Island, ME	Peaks Island, ME		223.	CORREGIDOR	25'	Newman (P17)/P. Chase	1981	Brian Flynn & Mary Clay, Brooklyn Heights NY	Salem Bay MA
143.		FAIR AMERICAN	25'	Newman (P10)/Morris	1974	Francis P. McIntire, Santa Maria CA	Port St. Louis CA		224.	TRUE LOVE	19'	James Eyre Wainwright	1983	Jim Wainwright, Gig Harbor WA	Gig Harbor WA
144.		JOSIE	25'	Newman (P09)/Morris	1974	John Burke, Gloucester MAA	Gloucester MA		225.	ISLANDIA	28'	Philip J. Nichols	1981	Noel & Susan March, Friendship ME	Friendship Harbor ME
145.		YANKEE LADY	31'	Newman (D02)/Lanning	1974	Horst Beyer, Emden, German	Emden Germany		226.	DESIREE	31'	Chris Sparrow/Larry Plumer	1993	Larry Plumer, Newbury MA	Newburyport MA
146.		FIDDLEHEAD	25'	Newman (P01)/C.Chase	1970	Harry Jackson, Groton CT	Groton CT		227.	CELEBRATION	25'	Newman (P15)/Hodgdon	1980	Greg & Annette Merrill, Southbury CT	Bayville ME
147.		MARA E.	31'	Newman (D01)/Jones	1974	Barrie Abrams, Mamaroneck NY	Satan's Toe, Mamaroneck NY		228.	MERMAID	22'	Ahern(10)/Fitzgerald	1990	Al & Louise Doucette, Mattapoisett MA	Mattapoisett MA
148.		SLOOP OUT OF WATER38'	Norris Carter	1905	Joe Vinciguerra, Andover MA	Patio Gazebo			229.	CAPT'N GEORGE	30'	Bruno & Stillman (09)	1970	Robb Darula Richmond RI	Mystic CT
149.		FIDDLER'S GREEN	25'	Roy O. Jenkins	1978	Dick Leighton, Bowdoinham ME	Yarmouth ME		230.	HEGIRA	25'	McKie W. Roth Jr.	1980	David MacClain, Marlboro CT	Stonington CT
150.		WOODCHIPS	25'	Deschenes & Willet/et al	TBL	Neil Allen, Orleans MA	Unfinished		231.	SOLOMON GUNDY	22'	M.W. Roth Jr./W.C. Butcher	1984	William C. Butcher, Suffield CT	Branford CT
151.		DEPARTURE	15'	W. Prescott Gannett	1936	Dr. Llewellyn Bigelow, Alexandria VA	Alexandria VA		232.	COMPROMISE	22'	Ahern (08)/White	1979	Peter & Nancy Toppan, Scituate MA	Scituate MA
152.		OLLIE M.	32'	Kent F. Murphy	1977	Kent F. Murphy, Swampscott MA	Swampscott MA		233.	PRINCESS PAT	22'	Harry Armstrong	1987	Harry & Pat Armstrong, Winter Park FL	Titusville FL
153.		ANGELUS	22'	Passamaquoddy/Collins	1975	Jim & Elaine Carter, Everett MA	Bass River MA		234.	BEATRICE MORSE	22'	M.W. Roth Jr./D.W. Owens	1985	D. William Owens III, Branford CT	Stony Creek CT
154.		MUSCONGUS	28'	Albion F. Morse	1909	Captain's Cove Seaport, Bridgeport CT	Bridgeport CT		235.	FINEST KIND	22'	Sam Guild & Geoff Heath	1981	Mike & Karen Loomam, East Haddam CT	Noank CT
155.		QUEEQUEG	25'	Newman (P11)/Morris	1975	Marc Roman, Riviera Beach FL	Riviera Beach FL		237.	CHRISTINE	19'	Ahern (B1)/Patten	1975	Robert D. Hamilton, Greenfield MA	Center Harbor ME
156.		DEPARTURE	31'	Newman (D03)/Morris	1975	Jerry & Penny Kriegle, Duxsbury, MA	Marion MA		238.	VIKING	22'	Ahern/Ulwick	1980	Steve Ulwick, Wakefield MA	Lynn MA
157.		LIBERTY	31'	Newman (D04)/Salter	1980	Peter Carter, York ME	York Harbor ME		239.	CHEBACCO	30'	Bruno & Stillman(22)/Ginn	1987	Mike & Jayne Ginn, Jupiter FL	Jupiter FL
159.		PACIFIC CHILD	30'	Bruno & Stillman (03)	1969	Fox/ Irwin/ Scott, Parker AZ	San Diego, CA		240.	RAVEN	26'	Rodney Reed	1965	Jeffrey C. Richards, Rockland ME	Rockland ME
160.		DEFIANCE	22'	McKie W. Roth Jr.	1973	Morgan L. Hendry, Wilmington DE	Round Pond ME		241.	BLUE SANDS	34'	Boston Boat Company	TBL	Walt Disney Studios	Building
161.		SUMMERWIND	22'	Sam Guild & Bill Cannell	1976	Norman E. MacNeil, Woods Hill MA	Falmouth MA		242.	TECUMSEH	36'	Charles A. Morse	1902	David Frid, Oakville Ontario Canada	Oakville, Ontario Canada
162.		IRENE	38'	Charles A. Morse	1917	Bob Wakefield, Falmouth ME	Rockland ME		243.	JOHN PATRICK	22'	Ahern (05)/ Hersey	1979	Martha Campbell, Belfast ME	Belfast Harbor, ME
164.		VERA JEAN	30'	Charles A. Morse	1906	Dennis Mayhew, Niceville FL	Choctawhatchee Bay FL		244.	WEST INDIAMAN	30'	Bruno & Stillman (18)	1971	David R. Branch, Boca Raton FL	Boca Raton FL
165.		REUNION	25'	Clifford G. Niederer	1975	Mason E. "Ric" Stober III, Concord CA	Oakland CA		245.	LA PALOMA	25'	Unknown (BC, Canada)	1969	John J. Caldbick, Seattle WA	Seattle WA
166.		SCHOODIC	25'	Concordia Company	1967	Elton "Toby" Hall, South Dartmouth MA	South Dartmouth MA		246.	DAME-MARISCOTTA19'		Ahern (B6)/Shelley	1983	Rose & Hans-Peter Sinn, Huntington NY	East Boothbay ME
167.		FREEDOM	28'	Ralph W. Stanley	1976	Richard Dudman, Ellsworth ME	Isleford ME		247.	RITA	35'	Apprenticeshop	1989	Vaughan Hawley (Rockport Schooner Co) Rockport MA	Rockport MA
168.		LOON	30'	Newbert & Wallace/Jacob	1974	Edward Brennan, Newcastle ME	Round Pond ME		248.	TIMBER	22'	Kick Conant/Greg Fisher	1979	Greg Hickey, West Hartford CT	South Lyme CT
169.		DEFIANCE	22'	Eric Dow	1976	Jonathan & Vivi Leavy, Newton MA	Winthrop MA		249.	BABY BLUE	25'	Newman (P18)/Pettegrow	1983	Wesley & Carol John, Wayne NJ	Charlotte VT
170.		LADY OF THE WIND	31'	Newman (D05)/Morris	1976	James Halbkat Jr., Hilton Head Island SC	Hilton Head Island SC		250.	BELFORD GRAY	29'	WoodenBoat School	1992	WoodenBoat School, Brooklin ME	WoodenBoat ME
171.		RESOLUTE	31'	Newman (D06)/Morris	1976	Allen Waldman, Marblehead MA	Marblehead MA		251.	BUCEPHALUS	19'	Ralph W. Stanley	1986	Alex Forbes, Tahoma, CA	Rubicon Bay CA
172.		ANMESTY	25'	Jim Drake	1982	Jim Drake, Carlisle PA	Baltimore MD		252.	-NONE-	30'	Harry Quick/J.R. Sherman	TBL	J. Robert & Eff Sherman, Corea ME	Building
174.		-NONE-	31'	Newman (D07)/unfinished	TBL	Amie & Jill Standish, Brunswick ME	Unfinished		253.	IOLAR	25'	W. McCarthy & G. Richards	1989	William L. McCarthy, Riegelsville PA	Georgetown MD
									254.	QUINTESSENCE	22'	Passamaquoddy (02)/Core	1972	Gary & Debbie Crowel, Summit NJ	Toms River NJ

	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport
255.	GENEVIEVE	25'	Emmet Jones	1982	Robert E. Edmiston, Boulder Creek CA	Alameda CA
257.	TODDY B.	25'	Dave Westphal	1992	Dave & Lorretta Westphal, Key Largo FL	Key Largo FL
258.	KIM	22'	Harold Burnham	1992	Judith Nast & Paul Cole, Wayland MA	Gloucester MA
259.	SPARTAN	28'	Steve Merrill/R. Shepard	1992	Roland Shepard, Brunswick ME	Harpwell ME
260.	NIMBLE	25'	Nelson Cutler/Kim Smith	1994	Christopher Zimer, Halifax, Nova Scotia	Halifax N.S.
261.	BLUENOSE	19'	David Holmes	1974	David & Charley Holmes, Annapolis MD	Annapolis MD
262.	GYPSY	22'	Ahern (04)/Almedia	1980	James "Binnacle" Wright, Preston CT	Stonnington, CT
263.	RALPH W. STANLEY	19'	Ralph Stanley	1995	Anne Franchetti, Seal Cove ME	Olbia, Sardinia Italy
264.	MARGRET F	24'	Dave & Loretta Westphal	1998	Dave & Loretta Westphal, Key Largo FL	Key Largo FL
265.	MARIA EMILIA	25'	Rafael Prohens	2000	Rafael Prohens, Ovalle Chile	Launched Unknown
266.	MALISA'ANN	22'	Ahern/Hilburn	c1992	Steve & Melisa Blessington, Bangor ME	Winterport ME
267.	TRISTAN	25'	Joeseeph Bernier	1980	David & Anny Cain, Fayston VT	Shelburn, VT
268.	PRYDWYN OF Lamorna	25'	Unknown	1977	Brian & Judy Cross, Lemming Australia	Fremantle Australia
269.	ACADIA	28'	Ralph Stanley	1998	Adrian Edmondson, Richmond, Surrey, England	Dartmouth England
270.	JOSEPHINE	25'	Nelson Cutter	1985	Ron Wisner, Marion MA	Marion MA

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

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

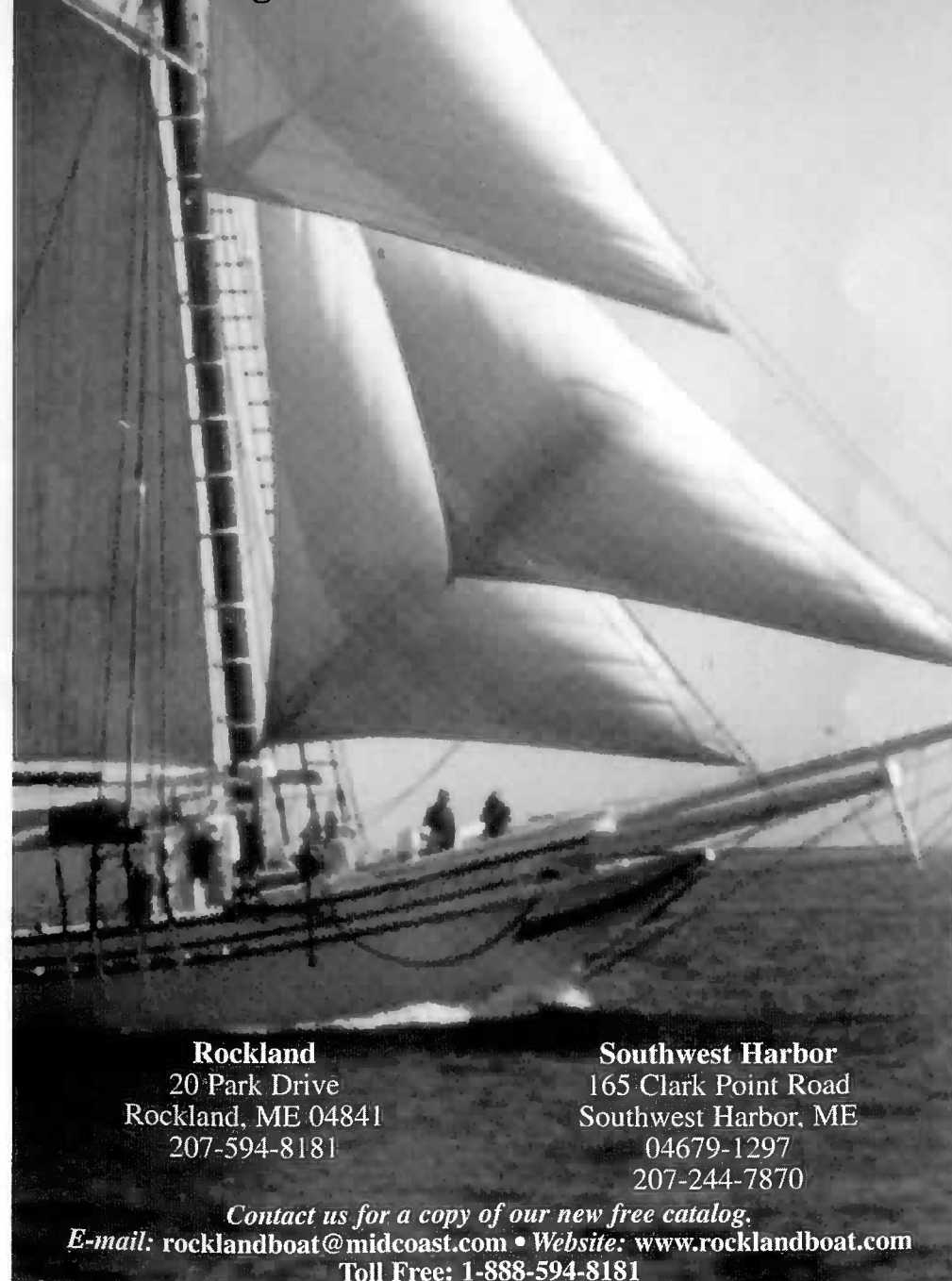
Sail	Name(Former Name)	L.O.D.	Builder(s)	Launched	Comments
12.	FRIENDSHIP	29'	Wilbur A. Morse	1902	Last Seen c1983 at Little Compton RI, ashore since 1968
25.	SEA DUCK (FREYA)	36'	Charles A. Morse?	c1901	Ketch rigged 1951, sold to unnamed parties c1970, taken to ME
30.	KIDNAPPED (Fly-A-Way)	21'	Unknown	1921	Sunk off Hull MA in August 1965 squall, salvage confirmed
33.	SMUGGLER (PRESSURE)	28'	Phillip J. Nichols	1942	Owned by North Kingston RI parties in 1983
38.	ELEAZAR (GOLD IVY)	38'	W. Scott Carter	1938	Advertised for sale in 1977, then located on Hudson River
51.	-NONE- (KHANUM)	32'	Wilbur A. Morse	c1915	No information since NJ registration with Society in 1965
56.	IOCASTE	33'	Charles A. Morse	c1907	Sold in 1992 to unidentified parties
63.	KHOCHAB	28'	Speers	1953	Sold to Unknown Parties c1998
77.	BEAGLE (SEA QUEEN)	28'	Charles A. Morse	1905	Sold May 1970 to an unnamed Staten Island party
81.	REGARDLESS (Friendship)	39'	Fred Dion	1963	Repaired 1979 at Manatee Pocket FL enroute to Caribbean
98.	DOWN EAST	30'	Bruno & Stillman	1970	Last known to be cruising the Caribbean Feb. 1987
110.	AMISTEAD	25'	R.T. White/R.E. Lee	1977	Sold in Galveston Bat TX area c1979 to unknown parties
121.	CLARA (ETTA MAY)	27'	Elmer Collemmer	1960	Sold March 1988 to unidentified Anacortes WA parties
132.	VOGEL FREI	30'	Wilbur A. Morse	c1910	In Mediterranean in 1977, rumored as wrecked in West Africa
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 (You & I)	28'	Charles A. Morse	OLD	Last known to be in the Galveston Bay TX area in 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

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

Sail	Name(Former Name)	L.O.D.	Builder(s)	Launched	Comments
3.	FINNETTE (RIGHT BOWER)	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
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
26.	VIRGINNA M. (SWAN)	28'	Morse	1917	Destroyed c1982 at Waterford CT
27.	SARAH E.	25'	Bob McKean & Sid Carter	1939	Lost in roof cave-in at Havre de Grace MD
28.	BOUNTY	22'	W. Prescott 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
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 at 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
135.	HATSEY	25'	Newman(P07)Morris	1973	Demolished while filming The Truman Show in Hollywood CA
158.	EVA R.	33'	Edward Robinson	1906	Sunk Hur. David 1979; destroyed c1983 at Port Chester NY
173.	MEDUSA	25'	Ron Nowell	1979	Blown ashore in 45 knot gale c 1982/83 at Marshall CA
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
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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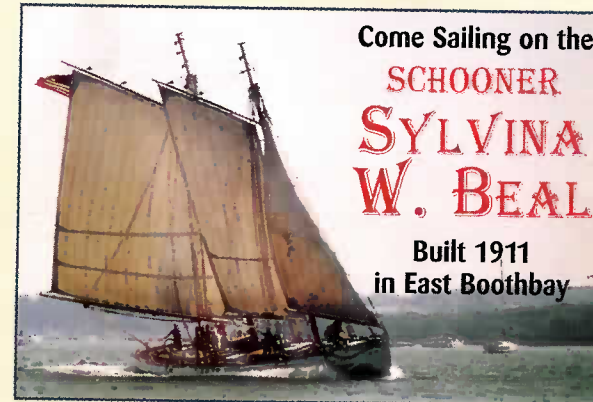
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