

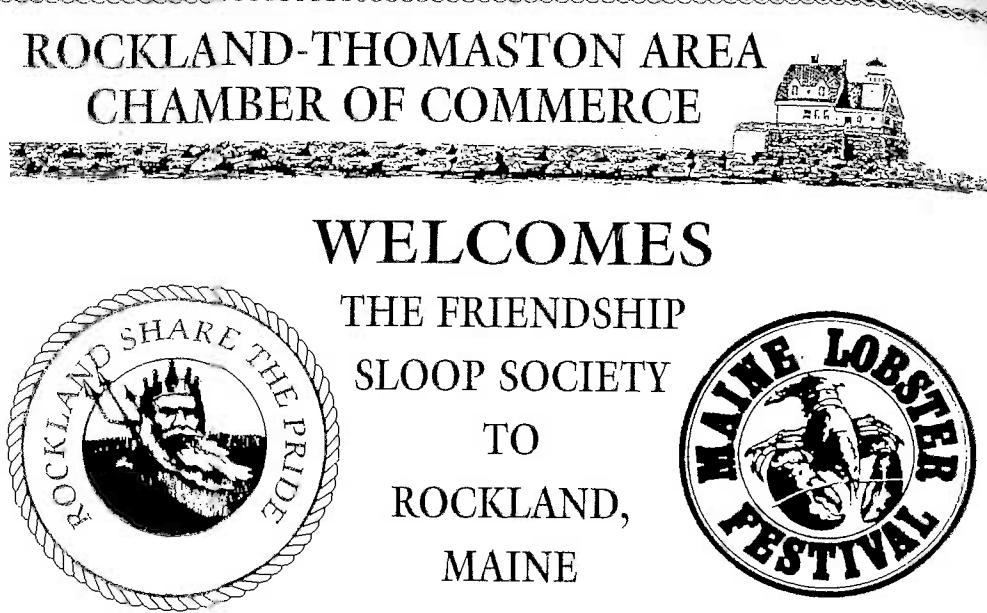
# FRIENDSHIP SLOOP DAYS



Content, the flagship

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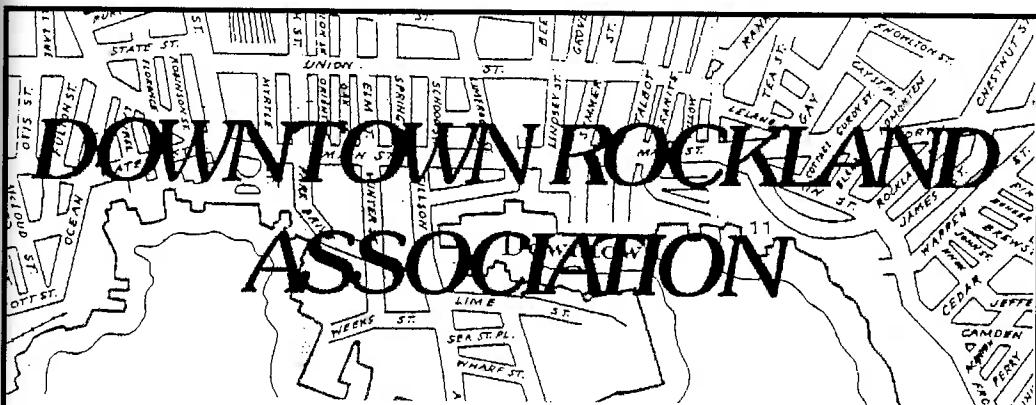
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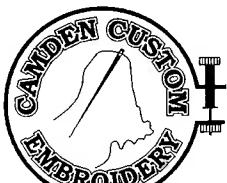
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## We Dedicate This Yearbook To **Bruce Noble Morang**

Bruce's wife, Marcia, tells of his first connection with our Society:

"The summer he inherited the farm in Nobleboro, we drove into Waldoboro to pick up some groceries, and in the store there was a small notice on the bulletin board telling of the Friendship races. Bruce said, "Oh, great — Marcia, these are the most beautiful sloops in the world. Let's take the kids and go watch the races tomorrow." On Al and Betty's wharf was a notice that anyone interested in racing could leave his name and he would be called if he were needed, and Ern's helmsman's cow went into labor on Friday morning, and Bruce was tracked down, and that was the start of a 31-year love affair Bruce had with the Friendships."

Bruce raced with Ernie Wiegble aboard *Chrissy*, where we came to respect his skill as a helmsman. From 1978 through 1982 he applied his skills as writer and editor to our yearbook, and in 1982 followed Bill Danforth as chairman of the Race Committee. With stopwatch, cannon and flags, not only did he manage the races but he arranged the whole regatta program year after year through 1992. In his last two years with us, his presence at the Boothbay regatta and at annual meetings was a strong link with our tradition.

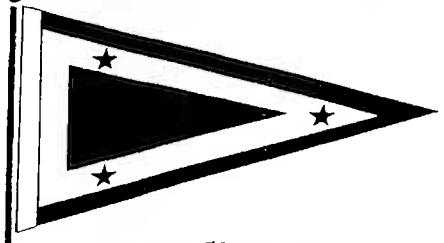
Bruce was a master of the written language. As a writer and newspaper editor, words were his business. He used them skillfully, affectionately, sometimes sharply, as a carpenter uses good tools.

As a memorial to Bruce, his family has established an award to be given at the annual meeting for the best article submitted for publication in the yearbook.

The editor of the yearbook sometimes must blue-pencil articles heavily to squeeze them into narrow spaces, so the original manuscripts, whatever their lengths, will be judged by the committee, and the winner will be asked to read the piece as written at the annual meeting.



Bruce N. Morang



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## **JOURNEY'S END MARINA**

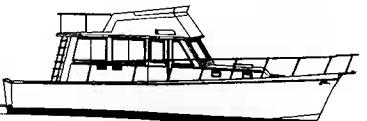
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## **Sharing a Secret — by Penny Morang Richards**

Shortly after the death of my father, Bruce Morang, a member of the Society contacted my mother, Marcia, and told her that the Society wanted to dedicate a trophy in my father's memory. She was asked to think about the idea, talk it over with her family. When she mentioned the idea to me, I asked her to list the trophies the Society currently presents each year. She listed the traditional first-, second-, third-place trophies, the middle-of-the-fleet and sloop-that-traveled-the-farthest-distance awards. Then she told me about the Chrissy Award, given each year to the wife of a sloop owner who is always on hand to provide support and encouragement. She said that this award had been dad's idea. He selected Bette Monk of *Secret* to be the first recipient of the award. "Monk?" I said. "There is a family here in town by the same last name." "Yes, it's the same family," my mother replied. "You went to high school with their daughter-in-law Christine, and they've got a son that is your daughter's age."

The next time my daughter PJ went to school, she talked with Christine's son about Friendship sloops. Bobby went back to Christine with the news that PJ's grandfather owned *Tannis*. She tried to link *Tannis* and Cronin with Morang and North Reading and found that the pieces did not quite fit together. Eventually we worked through the misunderstanding.

It's a small world. Yes, Christine and I went to Wakefield High School together. Now our children are classmates and good friends.

On a warm spring Saturday, Christine and Bobby and PJ and I spent an afternoon together. When we arrived at their home to pick them up, I saw a boat in their garage. Christine told me it was the sloop *Secret*. I could not resist the temptation to walk into the garage and reach over to touch *Secret*. At first touch, the wood felt cool beneath my hand. Then, within a few quick seconds, the wood warmed to my touch. My father was with me, watching, and through my hand could feel the sloop's helm, the roll of the water, the wind in her sails. The sensation was gone as quickly as it had come. But for just a moment, my father and I were together, sharing a secret. A special secret.



## **The Bill Hadlock Memorial Award**

This award is given in memory of our past Commodore and skipper of *Heritage*, Bill Hadlock. It is given for:

1. Safe sailing and sound seamanship	2. Family participation
3. Sharing knowledge and helping others	4. Supporting the aims of the Society
5. Appreciation of the beauty, charm and splendor of the Maine coast.	

At the annual meeting, Barbara Hadlock presented this year's award to Carole and John Wojcik. John and Carole served as Commodores in 1989 and 1990, and since 1989 have edited the Newsletter, bringing us news and comments three times a year. Their sloop *Banshee* has made the cruise to Maine every year since we can remember, and often led and convoyed a fleet from Massachusetts.

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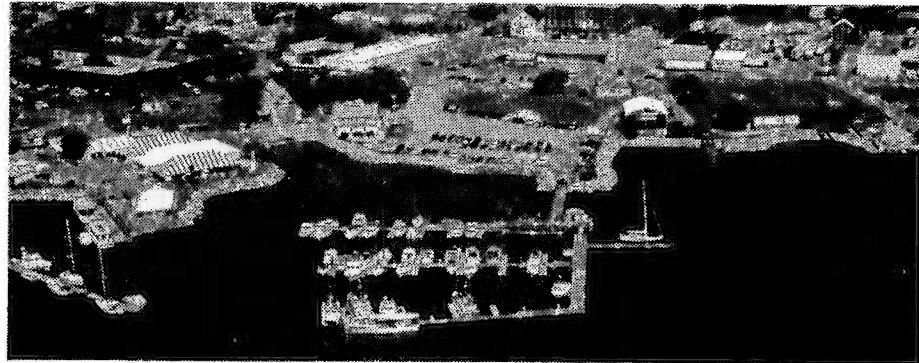


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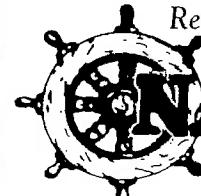
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## Commodore's Message

Friendship has many meanings. To members of the Friendship Sloop Society, it is sharing an interest in a particular style of boat as well as camaraderie and personal friendships that bring us together each year. This year, rendezvous are being held in New London, Connecticut; Southwest Harbor and Rockland, Maine; and Marblehead, Massachusetts.

Over the past 35 years, the premier annual gathering has moved from Friendship, to Boothbay Harbor, and this year, to Rockland, Maine. During the 23 years in Friendship, the races grew from a small gathering of sloops to a proper town celebration. Unfortunately, that growth forced the Society to look for another harbor; Friendship could no longer meet the physical needs of such a gathering. The move to Boothbay Harbor in 1984, with the hospitality of the Boothbay Harbor Yacht Club and the many hotels in town, was a good solution.

We purchased *Content* the same year the races moved to Boothbay Harbor. There was no question that we would join the Sloop Society – we wanted to race! What we found, however, was not a group of people dedicated to out-maneuvering the next boat at all costs (although that does happen on occasion), but a Society that was more interested in celebrating the homecoming of these classic Maine fishing vessels.

The move to Rockland this summer is primarily a result of the desire by Sloop Society members to rekindle the homecoming spirit and to expand the Society's friendships. The town of Rockland promises a unique combination of circumstances to build this spirit. Our center of operations will be in a large tent at Rockland's public landing. We will have boats rafted up at the town dock, with an open invitation to all those who want to see, and talk, sloops. The sloops can also be viewed under sail from the breakwater. Thanks to the enthusiasm of Rockland's "Share the Pride" organization and the Chamber of Commerce, the Friendship sloop is indeed coming home to a port where the public can share in the Society's celebration of the heritage of this unique sailing vessel.

We hope you will join us.

*Commodores Richard and Beth Langton*

## The Bancroft Award

The Bancroft Award is given in memory of Winthrop Bancroft, owner of *Elicia III* and an early and enthusiastic supporter of the Society. It is awarded to celebrate an unusual contribution to the Friendship tradition. It might recognize an outstanding voyage, the launching of a new sloop or the restoration of an old one. It might recognize the work of a poet, a painter or a model maker. This year's award went to Larry and Debbie Plumer for their years of dedicated work to finish out, launch and sail to Boothbay the 31-foot sloop *Desiree*.

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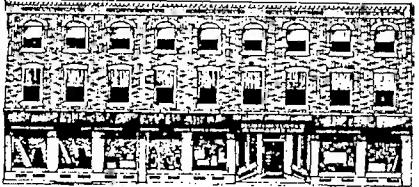
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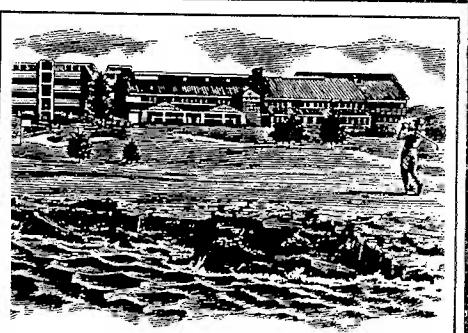
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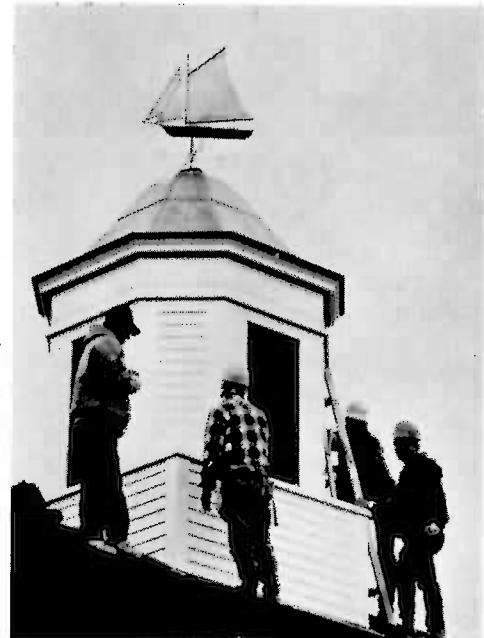
William Danforth, Dorothy Gould, John Gould, David Graham, Cyrus Hamilin,  
Marcia Morang, Bernard MacKenzie, Albert Roberts, Betty Roberts, and Carlton Simmons.

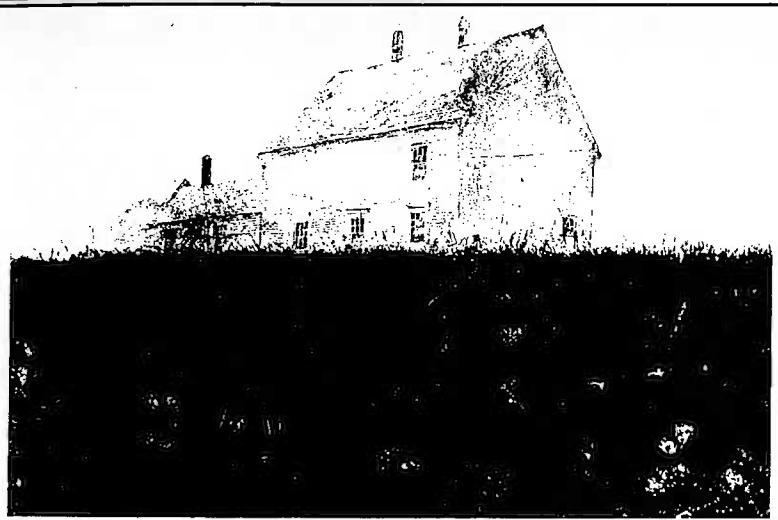
## Weathervane for Brooklin School

by John R. Wiggins  
from the *Ellsworth American*

The 12-foot cupola for the new Brooklin school will be topped by a 36-inch copper model of a Friendship sloop made by Bill McElvain of Bar Harbor Weathervanes in Trenton.

The cupola was made and donated by Jim Steele of Brooklin. The sloop was donated by James Russell Wiggins of Brooklin after Steele complained that he needed something to cap his creation. Wiggins is the owner of the *Amity*, one of the oldest Friendships afloat. He chose the boat to represent Brooklin's traditional economic reliance on the sea, evidenced by its boatbuilders and fishermen, and even *Woodenboat* magazine.





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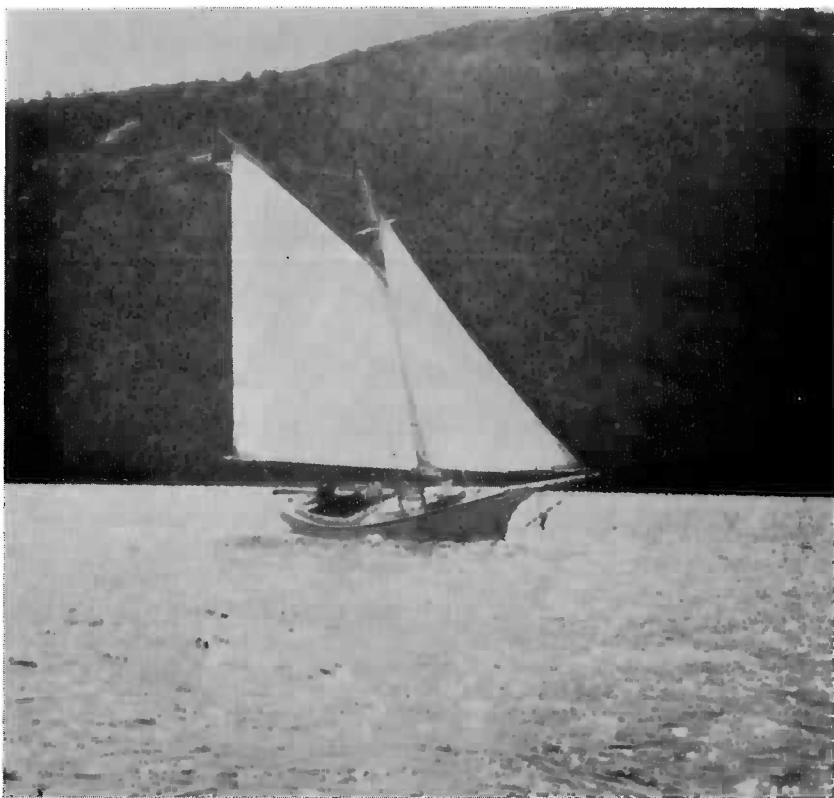
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## No Motor? Not Yet!

by Lucy Bell and Peter Sellers



*Lucy Bell*

*Lucy Bell* is a 38-foot Friendship sloop constructed in a barn in Doylestown, Pennsylvania by her owner, Peter Sellers. She was begun in 1971 and launched in 1983 at the Brooklin Boatyard, where she was rigged.

### No Motor?

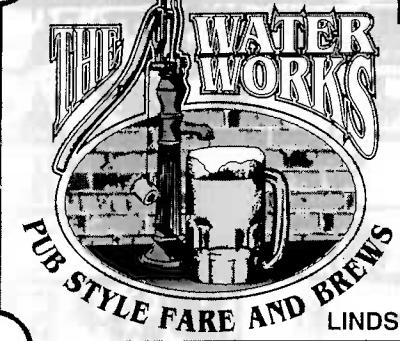
by Lucy Bell Sellers

From the beginning we decided *Lucy Bell* should have no motor. The reason for this was quite simple. We liked sailing; we didn't like motoring. Peter and I had both come from a tradition of day-sailing, mostly in a motorless 28-foot knockabout. We knew that if we had a motor in our new boat, we would feel compelled to use it. So we set things up so that sailing was all we could do. Now, in our eleventh summer afloat, are we still pleased with our decision?

Having no motor certainly has had a major influence on every aspect of our cruising. It has greatly altered the rules of the game. The rules we play by are not the same for us as for everyone. Sometimes we wonder if we are not playing a different game altogether.

Our cardinal rule is to avoid deadlines. There is nothing worse than having to be somewhere when you can't get there. Our solution is to avoid having to be somewhere. If we have a week clear for cruising, we plan a trip that ought to take four days. If we have three weeks, we plan a two-week cruise. With a motor, we could cover more distance. But

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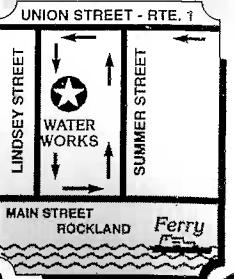


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*continued from page 11*

we've been as far east as Cutler and as far west as Boothbay, and if we ever have the free time, as we always think we're going to, we will go even farther.

Another of our rules is to start looking for our anchorage about 3 p.m. We break this rule from time to time when we have a good wind and an appealing harbor still ahead. Still, we do try to anchor early, as the prospect of being caught without a refuge when the wind drops is an uninviting one. Once, when calm and fog set in at midday, we spent the night anchored in eighty feet of water off Schooner Head. It wasn't a bad night, but we're not eager to do it again. Getting in early has many compensations, however. It means you have plenty of time for exploring, reading, writing, fishing, etc.

Yet another practice we have adopted to suit our motorless estate is to anchor always on three anchors. If you can't motor your way out of trouble in the middle of the night, it's better not to drag out of position in the first place. With three anchors set at roughly 120° angles, we can sleep soundly. Once the main anchor is down, I row out to the other two, 25-pound Danforths, in the inflatable dinghy. It's a satisfying task.

We do not land at docks. We are deterred from doing so by visions of our 30-foot boom sweeping innocent bystanders into the sea. In fact, we give docks and other boats as wide a berth as possible. We rely on our tender, *Therese*, for quick transportation to and from the thick of things. *Therese*, by the way, is an essential feature of our whole cruising style. Built by David Leather of Essex, England and modeled on a North Sea fishing boat, she is a 15-foot lugger who tows beautifully and who rows as well as she sails. She is perfect not only for ferrying gear and people but also for negotiating crowded harbors and narrow rivers. She is too heavy to beach, however, which is why we have the inflatable *Sea Dog* as well.

At this point we must admit that we do have some auxiliary power, a large sculling oar or "yuloh," with which Peter can do very well in a calm if the current is not overwhelming. No wind combined with excessive current means anchoring.

Don't we sometimes get becalmed? And doesn't it drive us crazy? Of course we get becalmed. And it can drive us a little mad. Mostly, though, we find ways to amuse ourselves until the wind comes up, which in these waters it almost always does, and when it does come up, we feel a joy far beyond what we would have felt if we had turned on a motor – or even known that we could have.

After 11 years, do we wish we had a motor? We wish we had more wind every once in a while, but a motor? Not yet!

## Not Yet!

*by Peter Sellers*

When Lucy Bell says "Not yet," she is choosing her words carefully. We enjoy sailing our sloop as she is and never have any intention of putting an engine in her, but my wife is not one to tempt fate.

The majority of coastal cruising boats take to their motors when the conditions are the least bit adverse. Will they remain compatible with those who are depending on sail and oar?

On our last cruise, when we let go our anchor in Pulpit Harbor and snubbed it after we had gained some sternway, it did not set properly. By the time we had let out more scope and set the anchor securely, we found ourselves closer than we liked to another yacht anchored astern. Rather than sail again, we decided to kedge ourselves cautiously over to another position. While we were conducting this operation, the owners of the yacht astern were returning aboard with a worried look. When we explained to them that we were kedging, they got up their anchor as fast as they could, and, when they had motored to a new anchorage, we heard them saying to an arriving yacht, "Don't anchor next to those people!"

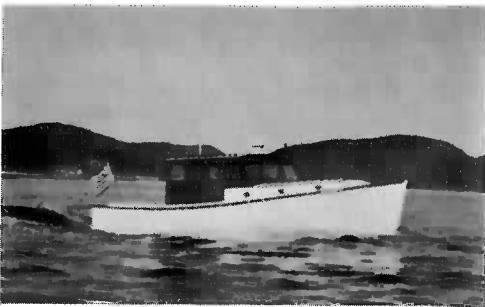
The next morning as we were tacking out the narrow entrance of the harbor in a light air, using our sculling oar to help us along, the people we had disturbed the night before

*continued on page 15*

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*continued from page 13*

motored by with a look of silent puzzlement in their faces.

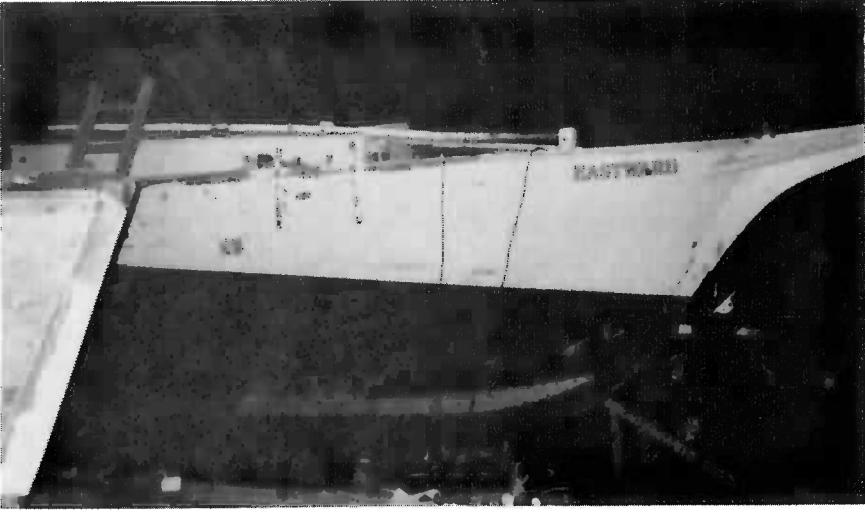
Out in the open water, we seldom have close encounters with motorboats, except for lobster boats at work. In or out of harbor, the lobstermen are invariably friendly and understanding. Could it be that they recognize kinship between themselves and the boats that used to do the lobstering? Mainly, I think, they are very experienced at boat handling and, unlike many who are new to cruising, have a complete understanding of what we are up to. They are traditionalists and seem to appreciate the boats that say, "Not yet" to high-tech sailing. For whatever reason, a common greeting we get from lobstermen is a thumbs-up.

Long-time cruising sailors in Maine know a Friendship sloop when they see one. They understand what we are doing, even if they think we are crazy.

When other boats pass by close enough to speak, they generally say, "What a beautiful boat!" They do not say what would be the highest praise of all, "Doesn't she sail well!" We think she does, and that is what we like about Friendship sloops more than how they look. That is our message; they are sailboats, not museum pieces. Not yet!

## Eastward Restored

by Ralph Stanley



*Eastward*

After nearly 40 years of service, *Eastward* came to Ralph W. Stanley, Inc. this winter for extensive repairs. On April 25 she was on her way back to have her interior, which Roger had taken out previously, replaced.

Repairs included a number of new planks, new butt blocks, 36 new frames, repair to the rudder step and a major repair to the keel. Topsides work included repair to the bulkhead, new cockpit coamings, toe rails, cap rails and quarter bitts. Guard rails and chain plates were also removed, rebedded and refastened.

In order to do this work, space was rented from the Ocean House Co., owned by Dan Chalmers of Manset. The work was done by Timothy Goodwin and Jeff Gold, employees of Ralph W. Stanley, Inc.

It gives us great satisfaction to know that through our efforts *Eastward* will again be sailing this summer.



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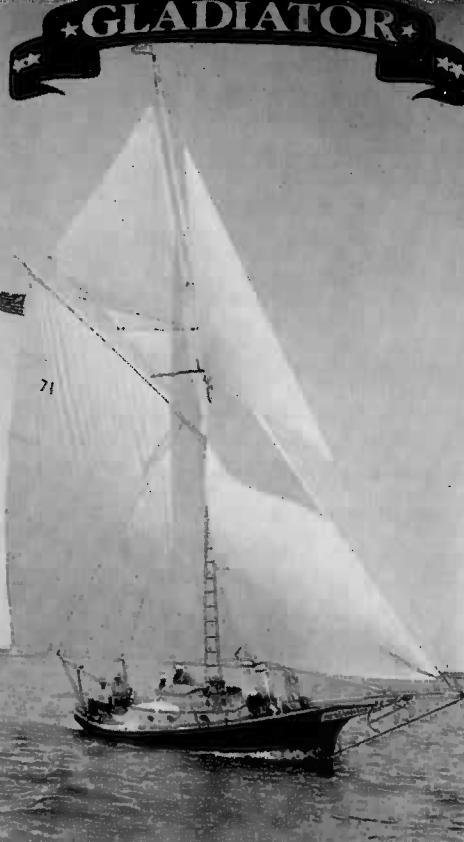
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Kids should not grow up thinking that a boat is a giant wooden yard ornament that Daddy swears at. With this in mind, last year I reached the point where it was time to stop working on *Chrissy* and start sailing her.

I had spent much of the late winter, spring and early summer taking "*Chrissy* breaks" from my other jobs to restore *Chrissy*'s shape, replace her deadwood, and rebuild her bottom. I also had patched her deck enough to hold the boat together. Nevertheless, there was still much work to be done, the major portion of which would be shortening *Chrissy*'s cabin and extending her cockpit.

Mike Ginn, builder of the sloop *Chebacco*, advised me that "all it takes to get a sloop in the water is a deadline." I told him that I intended to launch in a little over a week, and he gasped and got me his sawzall and a new blade. He said, "In that case, I think you'll also need these."

My friend John Drake had dropped off a pile of wood left over from a Chinese junk

## The Sawzall

by Harold Burnham



*Chrissy* on her way home

*continued on page 19*



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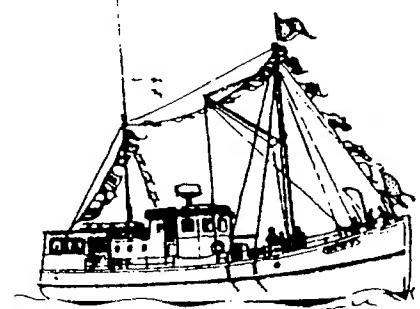
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continued from page 17

he had destroyed the year before. Using the sawzall, 16-penny spikes and John's wood, I shortened *Chrissy*'s cabin, put in bulkheads, extended her cockpit seats to a new bridge deck, built a cockpit sole, and even installed the pump, all by the next day. Even though she had been literally thrown together with old junk, *Chrissy* looked good.

But before *Chrissy* could launch, she needed some planking, a lot of cosmetics, paint, a steering gear, not to mention her spars and rigging. Ernie Wiegble, *Chrissy*'s former owner, was known for his skills as a rigger. In his 50 years of ownership, Ernie managed to put more wires, ropes, halyards, blocks and lines on *Chrissy*'s spars than are found on the average clipper ship. What made matters worse, over the past 12 years these had been flooded in Ernie's cellar and shifted from place to place so that the whole pile of rigging looked like a colander full of spaghetti with a few blocks and winches thrown in.

How all this work got done on time is hard to explain. I like to think that a lot of people were happy to see someone giving an old lady a new chance and were willing to help. My wife, on the other hand, says that *Chrissy* is a seductive witch and that she used her powers to suck people in and make them work, and that I was the biggest sucker of them all. I would show up early in the morning or after a charter, and people would be there working and others would have come and gone. There were literally two shifts going until *Chrissy*'s launch seven days later.

One person I must mention is Bruce Morang. Bruce, who had served as *Chrissy*'s helmsman for 17 years, showed up religiously, although at that time he probably had a lot more on his mind. He brought photographs and agonized over them, but eventually somehow managed to put together the puzzle of *Chrissy*'s rigging. As important as the work he did was the enthusiasm he provided. It fueled the project and inspired us all.

Our deadline was reached, and we launched *Chrissy* into the tide at 6 a.m. on the 17th of July. What I am proudest of, however, is that with the help of friends, family and Mother Nature, exactly one year to the day from having sunk there, *Chrissy* returned to her home in Friendship with every sail set.

## *Friend Ship*

by Gail Eberhardt

Frank Stefanone and I decided in 1993 to start a charter business, conducting historical sailboat tours of the Buffalo, New York harbor at the western end of Lake Erie. We wanted to offer people an opportunity to learn more about what was once the greatest inland port in the world, and to learn from the deck of a ship that suited the history. That desire, coupled with Frank's long-time interest in Friendship sloops, led us to Cape Cod, where we found *Friend Ship*, a 31' Newman Dictator model Friendship sloop, built in 1981.

*Friend Ship* was tired when we found her. She had served well as a charter vessel, first in the Caribbean, then in Hyannisport. Times change, and she had been set aside. She needed attention, but she was everything we had hoped to find.

continued on page 21

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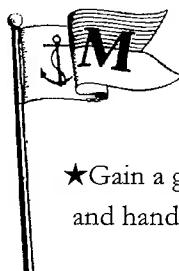
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*continued from page 19*

She arrived at her new home on December 7, 1993, in the center of the harbor, surrounded by the tall buildings of downtown Buffalo, the grain mills lining the freighter channels, and the World War II destroyer of the Naval and Servicemen's Park. We spent the next six months as all boat owners do, sanding, painting, varnishing. In that process, we got to know her form, her parts and her structure. We had yet to sail her.



*Friend Ship in Buffalo*

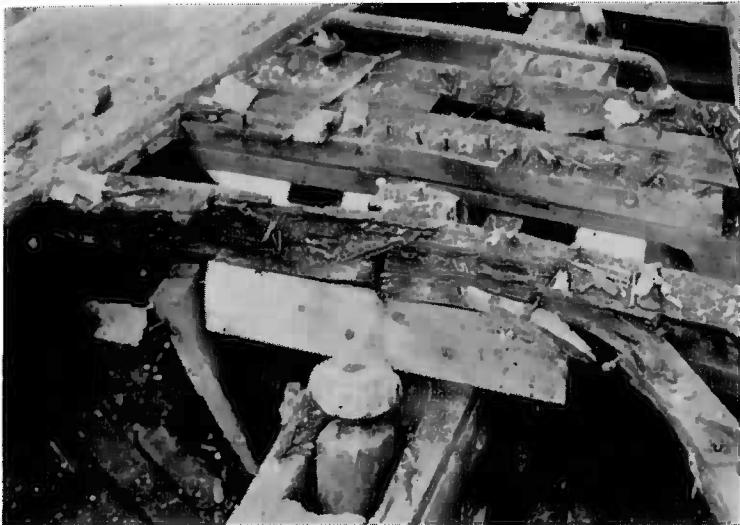
The *Friend Ship* was launched again in June, 1994. She sits low and solid, and it is readily apparent that she is stable and kin with the water. Under sail, she requires little guidance, and she's been especially patient with me and tolerant of my mistakes as Frank has taught me to sail her. Learning her ability as a sailing vessel has brought joy to us both, and more than fulfilled our hopes.

Our first year chartering was a very slow one. We carried only six passengers per trip in the *Friend Ship's* ample cockpit, but it was a learning year for us and we felt it best to be modest in our reach. All of our passengers enjoyed the sail and the history, and several returned with additional friends and relatives. Frank and I enjoyed the opportunity to make new friends and renew old acquaintances. Our customers included birthday and anniversary celebrants, the nostalgic return of a 1950's Buffalo Sea Scout with his family, and visiting salmon fishermen from Alaska. On the days without customers, we invited friends and family to join us, or we went out alone. Evenings, we would leave a baited line over the stern when sailing off the breakwall, causing many stares from the bass fishermen trolling the waters, and we often caught our share.

We are looking forward to the 1995 season, two months away as I write this. We miss sailing the *Friend Ship*, miss the smiles and waves from those on shore or in passing boats, miss hearing "She's a beauty." We look forward to once again sharing our pleasure in sailing our Friendship. It just seems like the thing to do.

# Rebirth of the Maine Sloop *Gannet*

by Tom Miller



In the late summer of 1991, a local boating magazine ran the following ad: "27' Friendship sloop, Free! Registry #97. Is one of the oldest Class A sloops still in existence. Built 1903. Call or write if interested in rebuilding and preserving this boat."

I called and arranged to look her over, and on first sight the word "free" told the whole story. *Gannet* was trucked home on August 15, 1991 with numerous plywood patches to hold the old boat together. The truck driver said he would be surprised if the hull would stand a three-hour trip without falling apart. A wooden boat is said to have a soul, and that spirit must have held her together, as she arrived intact at her new home in New Hampshire. The welcoming committee asked what I intended to do with the newly-arrived pile of junk.

"Just restore it," I said.

*Gannet* is a piece of history not intended to be messed with, and people years from now should know how these fishing boats were constructed at the turn of the 19th century. My philosophy about restoration is that old things should be kept the way they were built, so the ground rules were set:

1. Do not fool around with the existing shape, and accept the fact that the hull is not that of a racing yacht.

2. Wherever possible, duplicate the original woodworking.

3. Do not alter the rudder box, the concept of internal ballast, or the fisherman's large cockpit and basic cabin.

4. Use only original materials – lead paint, tar, oak, cedar, pine, bronze, iron and canvas.

I know some modern materials such as epoxy, fiberglass, plywood and all types of goo in theory could make reconstruction easier and possibly easier to maintain, but the fact that she has lasted this long without this technology must mean something! So I kept to my rules.

At my first Friendship Sloop Society meeting I met Ralph Stanley, and after picking his brains on how to approach the building, we were off on the great endeavor. To begin with, all the lines were taken off the old hull and a work log established. A neighbor's white oak trees were felled for ribs, white pine came from a road construction site, and cedar from

Maine. All sawing was done on my small circular saw in the back yard.

A temporary building was constructed over the hull to allow year-round work. The first step was to screw ribbons of 1.5 x 1.5 strips to every other plank. Then bracing was installed along each ribbon to hold the boat's shape. Props were put under the hull wherever they were considered necessary and, looking underneath, it took on the appearance of a young forest. Planks that did not have ribbons were removed, and the deck was cut loose and lifted off.

New ribs, cut from my neighbor's white oak trees on a cold winter's day, were steamed and set in place by a team of volunteers. The ceiling was cut out just before the new rib was ready for fitting and the old one removed. This was not difficult, as they had all rotted to dust! How did the old boat stay together? Maybe that old spirit thing again? The remaining old planks, having served their purpose, were stripped off, and the new *Gannet* began to emerge from the remains.

The cedar was planed to the right thickness, and after reading Bud Macintosh's book *How to Build a Wooden Boat*, and again with Mr. Stanley's advice, planking commenced. *Gannet* immediately began to take shape, and I thought, "A few more weeks and I will be done." How wrong! For it has taken another two years, and to date I have logged over 3,000 hours, replacing everything except the keel, rudder post, mast and spars. The keel was replaced in the '70s and is still sound. Once again I called Mr. Stanley to ask what size floor timbers I should use. He told me the larger the better, so I used 2x14s. Hot tar was then poured into the bilge to seal the gap between the keelson and the garboard. The deck was planked with cedar and covered with canvas. Trimming her out will be varnished oak. All original hardware will be used, both galvanized iron and bronze. I tracked down a local blacksmith to do the iron work and made patterns to be cast at a nearby foundry. A rigger from Maine did the wire work in the traditional manner. Nothing like the smell of pine tar! The sails some day will be replaced by canvas look-alikes.

*Gannet* has led me to many helpful and interesting people whose advice was invaluable and who, with a genuine interest in the project, directed me to other untapped resources.

*Gannet* is now nearing completion, and this is a sweet sorrow. Her re-launching will be planned as soon as my wallet has recovered from the bottomless pit... *Gannet* by name, *Gannet* by nature! This will hopefully be in the spring of 1995.

My thanks go to many people who assisted me in the project and whose help made it all possible. These include Ralph Stanley, Mike Hinsley, Maloney Rigging, Authentic Forgery, Gram Pendlebury, John Kallfelz, Dave Cassidy, Spalding Foundry, Frank Durham, Ken Cogswell, Jim Smith, Jim Levitt, Alan Taylor and all the other unnamed people who gave me moral support.

I must not forget the cat Snoops... but that is another story.

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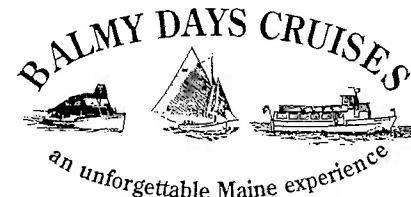
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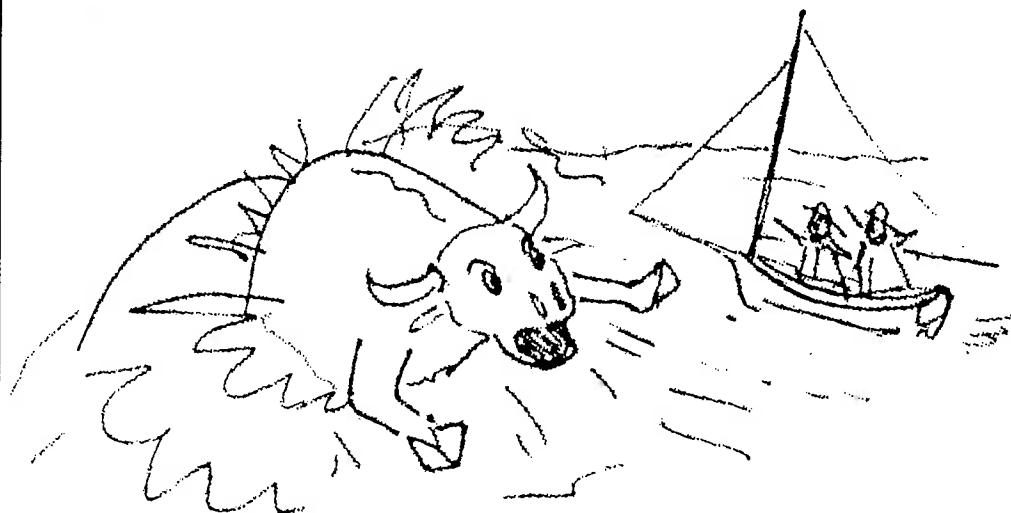
# Sailing With Maggie

(Maggie is a Magellan Geographic Position System)

from "Freedom's Cruise to Boothbay and Back"

by Tom Halsted

About a mile south of Isle au Haut, thrusting up from 15 fathoms of water, looms a bare rock with the forbidding name of Roaring Bull Ledge. It's marked by bell buoy "R2," 500 yards to the south, a tall red and white steel tower anchored to the rocky seabed at 43° 59' 22" N, 68° 37' 55" W. In a heavy sea, the buoy clangs incessantly, and the seas crash hard on the steep rock sides of Roaring Bull, sending spray high in the air.



I had marked the Roaring Bull bell as a waypoint for our navigation. There we would turn northeast toward Swan's or Long Island after 35 miles of slogging east-northeast from Old Man Ledge, north of Monhegan. As I had been doing all day, I pricked off the geographic coordinates for the buoy on the chart and entered them in Maggie's data bank.

We motored through the fog, hour after hour, taking turns at the tiller or as lookout, blowing the fog horn every two minutes, trying to keep warm and dry. We talked, as we always do, about everything: the bird-life around us, *Freedom's* performance, whether to get a steering wheel next year (no), roller furling for the jib (yes, decidedly), the Friendship sloop races, Bill Clinton's troubles, Joy's art, Helen's busy public-affairs schedule, our children, my efforts to get back to Washington, the state of the world, Helen and Dick's upcoming trip to South Africa, the fog and rain and cold.

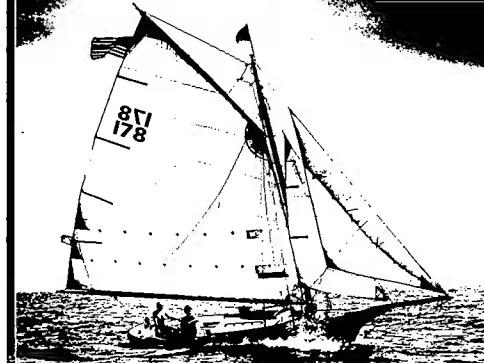
About 4:00 in the afternoon we were approaching Roaring Bull. A heavy sea was running, and the fog was still fairly thick. Maggie was telling us we were fast closing in on the buoy: .1 miles to go; .09 mi., .08, .07, .06, .05. At .04 miles, she said "close," and we began to watch for the bell. .03, .02, and .01 miles showed up on the screen. "Arrived," it proudly announced. But no bell was in sight. We turned off the engine and listened. Nothing but the sound of waves lapping on the hull and the rain dripping off the boom.

Well, our chart was old and tattered, and maybe the bell had been moved since the chart

*continued on page 27*

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*continued from page 25*

was printed. In any case, Maggie never failed, did she? So we started up the engine again and changed course to the northeast.

Half an hour later, we came upon a big raft of eiders, skittering away from us, rising up the face of a great swell and kicking up a wide fan of spray behind them. Just as I was turning to point this out to Dick, we both were aware of another, more pronounced froth of white spray flying up, about 100 feet ahead of us, just at the edge of the fog. A green hill of water loomed up below the spray, white barnacled rock glinting through it. At the same time, Dick eyed the fathometer and saw that it read 12 feet. "Shit!" said Dick, who never says "shit" unless sorely provoked. He pushed the helm down hard, we swung off to starboard, and were soon in deeper water. There, dead ahead, was the reassuring shape of a bellbuoy, clearly marked "R2." A chastened navigator read the coordinates off Maggie's screen. Sure enough, the buoy was just where it was supposed to be, and we had not been. Dick generously shared the blame for the too-exciting moment, but I knew who had blown it.

I had written in the correct latitude when I laid out the course, but when I moved the dividers to the point on the top of the chart where a detailed section of the neatline is divided into seconds of longitude to determine the precise east-west position of the buoy, I inadvertently wrote down — and punched into the GPS — a longitude of  $68^{\circ} 38' 55''$  W, instead of  $68^{\circ} 37' 55''$ , a difference of a full minute. At  $44^{\circ}$  north latitude, a minute of longitude is equivalent to  $\frac{3}{4}$  of a mile. Our course change to the northeast, made  $\frac{3}{4}$  of a mile west of the rock, put us on a direct heading for it.

## #23 Depression

This oldest registered sloop sailed in many regattas. Dr. Hahn and two cronies were crew. Total ages of the three men: 243.

All during the race each year they fished for mackerel. A 30-mackerel race was a good race.

They always came in last. One year Dr. Hahn bought a "Last One In" trophy so he could be assured of a trophy. That year he came in next to last.

*Depression* was not a state of mind, but an era. Dr. Hahn purchased the boat during the Depression for \$15.



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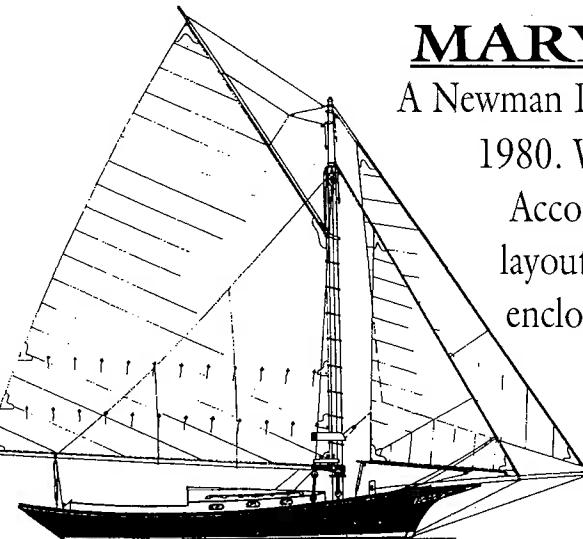
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Lady Jeanne,

## A Small Friendship Sloop

by Raymond J. Dupere

I was introduced to sailing in Okinawa while I was in the Army. I got hooked and bought my first sailboat. This brought to mind Joe Richards and *Princess* and, re-reading some of his articles in *Rudder*, I became enthusiastic about someday owning a Friendship.

In 1985, my wife Jeanne and I were on a trip through Maine and found in Belfast a copy of the Friendship Sloop Society's 1984 yearbook. After reading it from cover to cover, I was hooked on Friendship sloops. I thought the Friendship sloop was the most beautiful boat ever built.

In 1988, we sailed out of Camden on the sloop *Dirigo*. The captain let me handle the sloop for quite a while. That's when I decided I wanted to join the Society and someday sail my own sloop in the Boothbay races.

We started looking at Friendships. We saw *Charity* in Robinhood, but she needed more work than I could handle. We saw others, and all needed work. I realized that I would have to stay smaller, if possible.

In the summer of 1990, Jack Vibber, who had bought *Charity*, renamed *Muscongus*, took me out in New London harbor, and that put another notch on my "hooked" scale.

In July of 1991, I crewed for Dick Willis on *Noahsark* in New London and later with Phil Smith on *Rights of Man* in Boothbay Harbor. These were my first experiences as a Society member, and they were most enjoyable ones, but I realized that I would have to go to a small sloop I could tow on a trailer if I was going to do it at all.

In 1992 I saw *Lady Jane* #222 listed for sale in the fall Newsletter. She was built by Richard L. MacInnes in Belpre, Ohio, in 1982. *Lady Jane*, now *Lady Jeanne*, is built of wood, glass-covered, is 16' on deck, 21' overall, 6' beam with gaff main and large club-footed jib. She is registered as a "near replica." In July of 1994, Jeanne and I drove to Cape Cod to look at her. When I uncovered her, that's all it took. I knew then that I would finally be sailing my own Friendship sloop in the Boothbay races.

*continued on page 31*



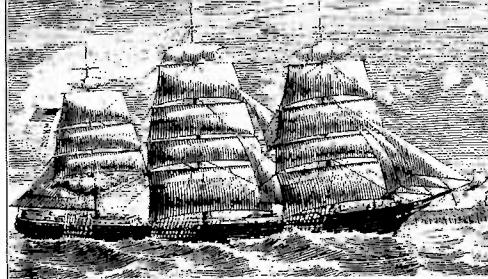
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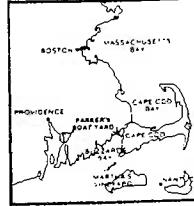
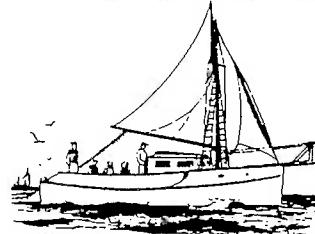
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continued from page 29

We trailed her to Hampden, Maine, to the home of one of my sons, and together we spruced her up and raced her in Boothbay in July. I should say I tried to race her, but the Maine fog got the best of me, and we didn't do well at all.

If there's one thing I learned about racing *Lady Jeanne*, it's this: Be sure you stay up wind of all the bigger boats if you ever want to cross the starting line without being stopped dead in the water by a bigger sloop taking all – and I mean all – of the wind. It was a lot of fun, and I really enjoyed meeting the wonderful people mentioned in the yearbooks.

I received many comments about *Lady Jeanne*. They ranged from, "She sure is a pretty thing. I'm glad you brought her up here to race. I'm glad she's going to stay in the Society" to "She's not a true Friendship." Heh, she's registered. That's good enough for me. One man asked my son if I was going to race her in the model sloop races.

God willing, *Lady Jeanne* will be racing in New London and Rockland this year, and maybe in Southwest Harbor, if Jeanne lets me.

*Lady Jeanne* has also sailed on Lake Waccamaw, N.C., as part of the Indian Summer Regatta. Again she drew many favorable comments; "What a pretty boat. What is it?"

## The Pendleton Memorial Scholarship Fund

by Elbert S. Pratt, President

For the people of Friendship, the primary local employment is fishing: lobstering, clamping, dragging, seining, and diving for sea urchins. The assiduous fisherman may enjoy a comfortable living, but usually this income does not provide for sending several children to college.

In 1966, recognizing this need and wanting to do something for the community which was so hospitable to the Friendship Sloop Society each summer, the Society established the Scholarship Fund to help the town's young people continue their educations beyond secondary school. The first presentation was made in 1967, and 104 scholarships have been awarded since then.

Among the college graduates we find nurses and other hospital staff, teachers, a clergyman, a radio announcer, a restaurant owner, a young lady studying for her doctorate in statistics, a young man with a management consulting firm, engineers, one of the 100 most prominent women in Arkansas, and last but by no means least, housewives and fishermen who have returned to Friendship and are using what they have learned to better their community.

The Fund principal is now about \$48,000 and the interest is used to provide scholarships. Usually the award is only a few hundred dollars, because of the number who apply each year. That is why we continue to ask the people of Friendship and especially members and friends of the Sloop Society to help build the principal. Make your check to the Pendleton Scholarship Fund and mail it to the Fund treasurer:

Reverend David Bell  
HC 61, Box 321  
New Harbor, ME 04554

The Fund trustees and the people of Friendship will thank you.

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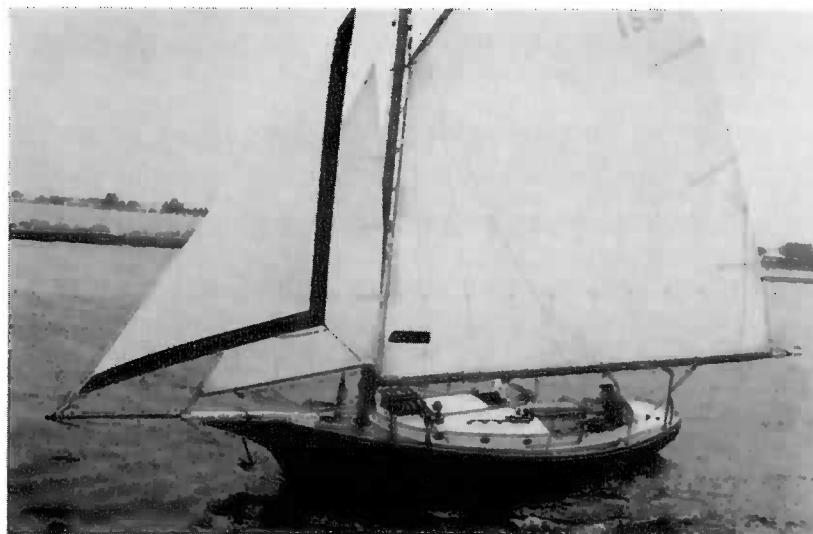
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## Friendship Sloops – One Design?

by Bob Rex

Friendship sloops are the antithesis of one-design sloops. A recent article written by a Class A owner pronounced that Friendship sloops are boats of character, developed for hard, honest work, built to bring their skippers home from fishing off the rugged coast of Maine. These sloops were built by individuals who put their own ideas into the hull and rig. Even the glass sloops popped out of molds, but finished by several different builders and many different owners, show a remarkable diversity.

Given this fact, we must go to a handicap system to institute some degree of fairness when racing. Several approaches have been used: straight handicapping, staggered starts, "handicap alley." All have levelled the playing field between big 'uns and little 'uns. Therefore, the adage "a good big boat will beat a good little boat" only holds true if the "good big boat" is as well sailed as the "good little boat."

There are three main factors that determine the outcome of most races. They are boat speed, the skill with which she is sailed, and the vagaries of nature: wind, tide and fog. We can't do much about the latter except keep a weather-eye out for change, but we can do something about the other factors.

Nothing is more important than thorough preparation of boat and skipper. A prudent skipper should study the chart of the waters where the race will occur, look at tide charts of the area, and refresh his memory of the racing rules.

Sailing your boat as much as possible pays off in more skillful boat handling. Practice rounding marks from different points of sail. Superior boat handling can mean making substantial gains on your closest rivals and may give you a dominant position for the next leg.

Prepare your boat by seeing that safety equipment is aboard and in shipshape condition, that the bottom is clean, and that all unnecessary weight has been left ashore. The standing and running rigging and sails deserve close scrutiny for wear and weak spots.

One of the toughest things to do when racing is to stay loose but alert. A tense skipper is likely to pinch when going to weather. Friendships in particular dislike being pinched. Never give up on a race. The rest of the fleet may run into a hole, a disastrous wind shift, or be carried out to sea by the tide. There's always hope!

While our sloops are not as fast as America's Cup boats, we may take comfort in the knowledge that no Friendship cracked in half or lost her keel. She'll get you back to port from off the rugged, beautiful coast of Maine.

Friendship owners, come sail with us at Rockland this year. It takes surprisingly few races to feel at home with the fleet. Think of racing as sailing in company. As my dearest mate has often reminded me, it's only a boat race..

### On The Boat

I always look forward to going on *Content*.

If you are wondering why,  
here is the reason.

I look forward to rocking from side to side  
and having the wind blowing in my face.

But best of all I like being with my whole family.

By Ruth Langton, age 7



## A Celebration of Watercraft Treasures

The Maine Watercraft Museum and its members salute the Friendship Sloop Society membership and other wooden boat enthusiasts. We hope you'll take the time to enjoy some of our boats on display at the regatta and then cruise on over to Thomaston to see our extensive collection of antique wooden watercraft.

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## Brendan Sails Solo

by Thomas L. Berry

July 4, 1994. Independence Day. Freedom. What a day to spread wings and venture forth into new horizons. Brendan, my nine-year-old son, did just that.

This saga actually begins over a year earlier. He and his older sister, Mariel, had taken sailing lessons together in Annapolis. Near the end of the summer, Brendan asked if he could take the dinghy for a sail. I told him I'd be happy to rig it for him, but that I wanted to be with him when he took it out for the first time. His youth reared itself and he rebelled. He wanted to sail solo! I told him that he could steer and trim sails by himself; I just wanted to be there as an observer. He listened to little of this and announced that he wasn't going to go for a sail. So much for sailing lessons, I thought.

The next year they had another great week at sailing school and picked up on water skills: canoeing, knots, weather, rules of the road... On July 3, Brendan said he wanted to sail the dinghy. I gave him the same criteria as the previous year. He agreed I could go along. What a difference a year makes! Without giving him a chance to change his mind, we rigged the dink, clambered aboard and set sail down Cockey's Creek, Brendan minding the tiller with one hand, the sheet with the other, a determined look on his face, and his father stretched out, happily watching a budding master exercise his new-found knowledge.

Back on the dock, I gave Brendan a high-five and announced, “Congratulations, Bren, you've passed the test. You can take *Little Wenonah* out by yourself.” He rightfully beamed with pride.

“Wanna take her out?”

“No, not today, Dad,” he responded with assurance.

Then came Independence Day. I was lounging on the dock when I heard the dink rattling in the water behind me. I turned around to see Brendan climbing aboard and loosening sheets.

“Wanna go for a sail by yourself?” I asked.

His nonchalant reply was a simple, confident “Yea.” I helped him get the boat ready, and off he went, again in light winds, but this time alone. I rushed up to the house to grab the video camera and returned to catch him sailing down the creek. My wife was right behind me, watching him as only a mother is capable and firing questions to which only a father can respond.

“Is he okay? Is he wearing a lifejacket? Does he know what he's doing? Did you tell him how far out he could go? What if he capsizes? Look, he's tacking!”

Brendan sailed on down the creek. Part of me was filled with pride. Another part wondered how far he would go. To the totem pole? Around the corner into the river? Five miles to the bay? To the Caribbean? He sailed to just where anxiety arranged itself in his dad's stomach, then casually tacked about and headed for home.

July 4 may be Independence Day for America, but a lad gained his nautical independence on the same date. He expanded his own horizon. The open sea is his only limit, and, as sailors know, there's really no boundary there, either. So sail on, Brendan, sail on.

# 1995 Program

## NEW LONDON WINDEZVOUS – JULY 8 & 9

Races both days – Brilliant fireworks – Picnic ashore Saturday  
Call or write Jack Vibber, 5 Soljer Drive, Waterford, CT 06385  
(203) 442-7376

## SOUTHWEST HARBOR RACE – JULY 22

Call or write Miff and Marge Lauriat,  
20 East Ridge Road, Southwest Harbor, ME 04679 • (207) 244-4313

## ROCKLAND HOMECOMING – JULY 24-27

Free berths alongside the City float  
Moorings available and plenty of room to anchor  
Monday: Bring-your-own cookout 5-6 p.m.  
Tuesday:  
8:00 Breakfast under the tent  
9:00 Skippers' meeting  
11:00 Race  
4:00 Rowboat races and Atlantic Challenge demonstration  
5-6 Bring-your-own cookout  
Wednesday:  
8:00 Breakfast under the tent  
9:00 Skippers' meeting  
10:00 Parade of Sloops  
11:00 Race  
4:00 Public tour of sloops at City float  
5-6 Chicken barbecue and jug band concert  
Thursday:  
8:00 Breakfast under the tent  
9:00 Skippers' meeting  
11:00 Race  
5:00 Award Ceremony and bring-your-own cookout

## MARBLEHEAD REGATTA – AUGUST 12 & 13

Races both days, with dinner Saturday night at the Corinthian Yacht Club and  
Awards Ceremony Sunday. Call or write David Graham, 7 Batchelder Drive,  
Marblehead, MA 01945 • (617) 631-6680

## GLOUCESTER SCHOONER FESTIVAL – SEPT. 2 & 3

Moorings and anchorage space in Gloucester. Races for small boats, with  
a special race for Friendship sloops on Saturday  
Mayor's Race for big schooners Sunday – Fish fry – Awards ceremony

## ANNUAL MEETING – NOVEMBER 18

New England Center, Durham, New Hampshire

# 1994 Winners

## NEW LONDON REGATTA

1st: *Fiddlehead* 2nd: *Finest Kind*

## BOOTHBAY REGATTA

**State of Maine Trophy:**

*Tannis*

### Division I

Herald Jones Trophy, *Salatia*  
Bruno-Stillman Trophy, *William Rand*  
Lash Brothers Trophy, *Banshee*

### Division II

Commodore's Trophy, *Phoenix*  
Winslow Trophy, *Anna B.*  
Homecoming Trophy, *Toddy B*

### Class A

Wilbur Morse Trophy, *Gladiator*  
Charles Morse Trophy, *Chance*  
Alexander McLain Trophy, *Sazerac*

Danforth Trophy, *Chance*

R.W. Stanley Cup, *Sazerac*  
Liberty Trophy, *Sarah Meade*  
Jarvis Newman Trophy, *Salatia*  
*Chrissy* Trophy, Mary Lanning  
Spirit of Friendship, Bill Cronin  
*Gladiator* Trophy, *Banshee*  
Nickerson Trophy, Robert Langton  
Owner/Builder Trophy, Harold Burnham  
Post Office Trophy, Race Committee

## MARBLEHEAD REGATTA

**Ridgeway Cup:** Undetermined

### Division I

1st Runner-Up *Kim*  
2nd Runner-Up *Defiance*  
3rd Runner-Up

### Division II

Undetermined  
*Chrissy*  
*Tannis*

## SOUTHWEST HARBOR

*Phoenix*

## GLOUCESTER SCHOONER FESTIVAL

1st: *Tannis*  
2nd: *Resolute*  
3rd: *At Last*

*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 WW II; c = circa*  
*Builder names separated by "&" built together; separated by "/" built sequentially*  
*Alphanumeric in "Builder(s)" column is builder's model & hull number (if known)*

175. EDELWEISS	15' David Major	1975 David Major, Putney VT	Friendship ME	Sail Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Residence	Homeport
177. LIBERTY	19' Ahern (B5)/Hoffman	1994 Tim Hoffman, Camden ME	Camden ME	253. IOLAR	25'	W. McCarthy & G. Richards	1989	William L. McCarthy, Riegelsville PA	Georgetown MD
178. ESSENTIAL	25' Newman (P13)/C. Chase	1977 Robert M. Stein, Huntington NY	Huntington NY	254. CHAOS	22'	Passamaquoddy (02)/Corea	c1972	Howard & Jeanne Haskins, Chester CT	Essex CT
180. BANSHEE	25' Newman (P12)/Wojcik	1978 John & Carole Wojcik, Norwell MA	Mattapoisett MA	255. GENEVIEVE	25'	Emmet Jones	1982	Robert E. Edmiston, Boulder Creek CA	Alameda CA
181. AURORA	19' Ahern (B3)/Brownlie	1975 Bill Finch & Carol Rose, Beverly MA	Beverly MA	257. TODDY B.	28'	Dave Westphal	1992	Dave & Lorretta Westphal, Key Largo FL	Key Largo FL
182. MUSCONGUS	22' Apprenticeshop	1977 Harry Oakley Jr., Old Lyme CT	Sheriff Is. NY	258. KIM	22'	Harold Burnham	1992	Harold & Kim Burnham, Essex MA	Essex MA
183. SILVER HEELS	25' Newman (P14)/Morris	1978 Jack A. Sanders, Jefferson City MO	The Lake of the Ozarks MO	259. SPARTAN	28'	Steve Merrill/Roland Shepard	1992	Roland Shepard, Brunswick ME	Harpowell ME
184. PERSEVERANCE	27' Simms Yachts	1963 Denis & Kathie Paluch, Chicago IL	Chicago IL	260. NIMBLE	25'	Nelson Cutler/Kim Smith	1994	Christopher Zimmer, Halifax, Nova Scotia	Hallifax N.S.
185. SINE DIE	27' J. Philip Ham	1978 Christopher J. Dodd, East Haddam CT	North Cove CT						
186. RAGTIME ANNIE	27' Nick Apollonio	1975 Bartlett H. Stodley Jr., Unity ME	Camden ME						
187. PEGREINE	27' Ralph W. Stanley	1977 Peter P. Blanchard III, Mount Desert ME	Somesville ME						
189. TRADITION	31' Newman (D09)/Nehrbass	1981 Roger Nehrbass, Port Washington WI	Port Washington W I						
191. ANNABELLE	22' Apprenticeshop	1978 South Street Seaport, New York City NY	Museum Display						
192. KERVIN RIGGS	22' Williams & Bouchard	1977 John Chase, Friendship ME	Friendship ME						
193. LADY	32' Harvey Gamage	1978 Linwood Gamage, South Bristol ME	South Bristol ME						
194. HUCKLEBERRY BELLE	25' Clifford G. Niederer	1977 Brian & Mary Clare, Gloucester VA	Gloucester VA						
195. PRINCESS	26' Wilbur A. Morse	1908 Joe Dubois & John Harror, Sarasota FL	Rebuilding						
196. ENDEAVOR	25' Ralph W. Stanley	1979 Betsey Holtzmann, Southwest Harbor ME	Southwest Harbor ME						
197. NATANYA	31' Newman (D11)/Davis	1978 Joe & Miriam Hliva, Greenwich CT	Greenwich CT						
198. BAY LADY	31' Newman (D12)/Lanning	1978 Captain Bill Campbell, Boothbay Harbor ME	Boothbay Hbr. ME						
199. WILD ROSE	31' Newman (D13)/Liberation	1979 James Peck, Waverly PA	Sargentville ME						
200. ESTELLA A.	34' Robert E. McLain	1904 Mystic Seaport Museum, Mystic CT	Mystic Seaport CT						
201. ENDEAVOR	31' Newman (D08)/Genthner	1979 James Gentner, Fairhaven MA	Nantucket MA						
202. ARRIVAL	31' Newman (D14)/Niedrach	1981 John & Carole Wojcik, Norwell MA	Rebuilding						
204. MARIE-ANNE	27' Jason Davidson	1977 Diana Echeverria, Seattle WA	Severn River MD						
205. DAYSTAR	28' Richard E. Mosher*	1989 Rich & Sally Mosher, Kalamazoo MI	Kalamazoo M I						
206. MARY ELIZA	31' Newman (D15)/Clarke	1979 Wyndham Clarke, Washington DC	Annapolis MD						
208. LADYSHIP	31' Newman (D16)/Lanning	1981 Bruce Witt, West Southport ME	Boothbay Harbor ME						
209. FRIEND SHIP	31' Newman (D17)/Pettegrew	1981 Captain Frank S. Stefanone, West Seneca NY	Buffalo NY						
210. THE SLOOP JOHN B.	22' Passamaquoddy/Oliva	1974 Al Perrin, Canandaigua NY	Canandaigua Lake NY						
211. ANSA	22' James D. Hamilton	1982 James D. Hamilton, Andover MA	Islesboro ME						
212. ACHATES	22' McKie W. Roth Jr.	1980 Richard C. Leigh, Nashville TN	Charleston SC						
213. AMIE	25' Bob Holcomb [Alaska]	1978 The Center for Wooden Boats, Seattle WA	Seattle WA						
214. GAIVOTA	31' Newman (D19)/Pettegrew	1982 Bill & Kathy Whitney, Newton MA	Cataumet MA						
215. ELLEN ANNE	22' Passamaquoddy Yachts	1968 David Colinan, Lincoln RI	East Greenwich R I						
216. AMITY	39' W. Scott Carter	1941 John F. Nichols, Takely by Stortford, Herts., Eng.	Ipswich UK						
217. ODYSSEY	33' Shoreline Boats	1972 Dr. Peter Haynicz, East Stroudsburg PA	Georgetown MD						
218. WILLIAM M. RAND	22' John B. Rand	1982 John B. Rand, Raymond ME	Cundys Harbor ME						
219. YANKEE BELLE	23' Paul G. Edwards	1983 Paul & Carolyn Edwards, Mattituck NY	Mattituck NY						
220. AIKANE II	31' Newman (D20)/Pettegrew	1984 Hal C. Marden, Wilmington DE	Boothbay Harbor ME						
221. SEAL	22' Ahern (01)/Zink	1984 Bill & Ollie Davison, Methuen MA	Great Bay NH						
222. LADY JEANNE	16' Richard L. McInnes	1982 Jeanne & Raymond Dupree, Fayetteville NC	Fayetteville NC						
223. CORREGIDOR	25' Newman (P17)/P. Chase	1981 Brian Flynn & Mary Clay, Brooklyn Heights NY	Salem Bay MA						
224. TRUE LOVE	19' James Eyre Wainwright	1983 Jim Wainwright, Gig Harbor WA	Gig Harbor WA						
225. PHILIP J. NICHOLS	28' Philip J. Nichols	1981 Sigurd A. Knudsen Jr., Freeport ME	South Freeport ME						
226. DESIRÉE	31' Chris Sparrow/Larry Plumer	1993 Larry Plumer, Newbury MA	Newburyport MA						
227. CELEBRATION	25' Newman (P15)/Hodgdon	1980 Greg & Annette Merrill, Southbury CT	Bayville ME						
228. CAIRDEAS	22' Ahern (10)/Fitzgerald	1990 John F. Fitzgerald, East Walpole MA	Fairhaven MA						
229. CAPT'N GEORGE	30' Bruno & Stillman (09)	1970 Walter & Joan Durant, Mystic CT	Mystic CT						
230. HEGIRA	25' McKie W. Roth Jr.	1980 David MacClain, Marlborough CT	Stonington CT						
231. SOLOMON GUNDY	22' M. W. Roth Jr/W.C. Butcher	1984 William C. Butcher, Suffield CT	Branford CT						
232. COMPROMISE	22' Ahern (08)/White	1979 Peter & Nancy Toppan, Scituate MA	Scituate MA						
233. PRINCESS PAT	22' Harry Armstrong	1987 Harry & Pat Armstrong, Winter Park FL	Titusville FL						
234. ELIZABETH JANE	22' M.W. Roth Jr/D.W. Owens	1985 D. William Owens III, Branford CT	Stony Creek CT						
235. FINEST KIND	22' Sam Guild & Geoff Heath	1981 Mike & Karen Looram, East Haddam CT	Noank CT						
236. AUNTY POOLE	25' Harry Bryant	1970 Ken & Judy Hayes, York ME	Kittery ME						
237. CHRISTINE	19' Ahern (B1)/Patten	1975 Robert D. Hamilton, Greenfield MA	Center Harbor ME						
238. VIKING	22' Ahern/Ulwick	1980 Steve Ulwick, Wakefield MA	Lynn MA						
239. CHEBACCO	30' Bruno & Stillman (22)/Ginn	1987 Mike & Jayne Ginn, Jupiter FL	Jupiter FL						
240. RAVEN	26' Rodney Reed	1965 Philip L. Holt, Brunswick ME	Orrs Island ME						
241. BLUE SANDS	34' Boston Boat Company	TBL D. Gould, P. Rice & D. Beeman, Charlestown MA	Building						
242. TECUMSEH	36' Charles A. Morse	1902 Dan Traylor, Ft. Lauderdale FL	Hollywood FL						
243. JOHN PATRICK	22' Ahern (05)/Hersey	1979 John P. Donohue, Upper Darby PA	Sorrento ME						
244. WEST INDIAMAN	30' Bruno & Stillman (18)	1971 David R. Branch, Boca Raton FL	Boca Raton FL						
245. LA PALOMA	25' Unknown [BC, Canada]	1969 John J. Caldbick, Seattle WA	Seattle WA						
246. DAME-MARISCOTTA	19' Ahern (B6)/Shelley	1983 Rose & Hans-Peter Sinn, Huntington NY	East Boothbay ME						
247. RITA	35' Apprenticeshop	1989 Frank V. Snyder, Greenwich CT	Rockport ME						
248. TIMBER	22' Rick Conant/Greg Fisher	1979 Greg Hickey, West Hartford CT	South Lyme CT						
249. BABY BLUE	25' Newman (P18)/Pettegrew	1983 Dorothy & Bob Reuman, Waterville ME	Cape Split ME						
250. Belford Gray	29' WoodenBoat School	1992 WoodenBoat School, Brooklin ME	WoodenBoat ME						
251. BUCEPHALUS	19' Ralph W. Stanley	1986 Alex Forbes, Greenings Island ME	Greenings Island ME						
252. - NONE -	30' Harry Quick/J.R. Sherman	TBL J. Robert & Eff Sherman, Corea ME	Building						

**"LOST" REGISTERED SLOOPS (UNKNOWN STATUS AND/OR LOCATION)**  
*If the 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 c1968
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'	Philip J. Nichols	1942	Owned by North Kingston RI parties in 1983
38. ELEAZAR (Gold Ivy)	38'	W. Scott Carter	1938	Advertized for sale 1977, then located on Hudson River
51. - NONE - (Khanum?)	32'	Wilbur A. Morse	c1915	No information since NJ registration with the Society in 1965
56. IOCASTE	33'	Charles A. Morse	c1907	Sold 1992 to unidentified parties
65. GALLANT LADY	33'	Morse	1970	Last know to be at Toronto c1980
77. BEAGLE (Sea Queen)	28'	Charles A. Morse	1905	Sold May 1970 to an unnamed Staten Island NY party
81. REGARDLESS (Friendship)	39'	Fred Dion	1963	Repairs 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 Bay TX area c1979 to unknown parties
121. CLARA (Etta May)	27'	Elmer Collemer	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 the mid-1970's	
163. REWARD	25'	William A. Greene	1975	Last known at 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

### 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 (Queeqeg)	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 (Myrtle E.)	45'	Eugene McLain	1906	Sunk 1972 at Melbourne FL, destroyed 1973
20. MURRE (Moses Swann)	30'	Morse	c1910	Wrecked Oct. 1974 at Guilford CT, destroyed c1978
26. VIRGINIA M. (Swan)	28'	Morse	1917	Destroyed c1982 at Waterford CT
28. BOUNTY	22'	W. Prescott Gannett	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. Provenier	1939	Destroyed Oct. 1985 at Rockport ME
72. TEMPTRESS (Result)	33'	Philip 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 Hur. Camille & Betsy
108. LOON	35'	Charles A. Morse	c1907	Destroyed c1972 at Stamford CT
111. AMOS SWAN (Amos Swann)	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
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 c1982/3 at Marshall CA
188. MAUDE	32'	Harvey Gamage	1939	Burned in barn fire at Salisbury MA while being rebuilt
190. AIKANE	31'	John F. Fitzgerald	1978	Burned in Feb. 1983 boatyard fire at Stonington ME
203. AURORA (Lucy S.)	26'	Unknown	c1989	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

### FISHING SLOOPS BUILT IN 1905 & LICENSED IN THE DISTRICT OF WALDOBORO

DocNo	Sloop Name	Where Built	Builder	Length	Width	Depth	Gross	Net	Sole/Managing Owner	Homeport
201687	MAYNARD B.	Bremen Long Is.	R.E. McLain	31.4'	10.6'	5.4'	8	6	W. W. Nash	Bremen
201758	TEDDY ROOSEVELT	Friendship	C.A. Morse	36.5'	13.5'	6.0'	13	8	John Burgess	Rockland
201770	CUBANOLA	Bremen Long Is.	N. Carter	35.4'	12.6'	6.0'	12	8	Norris Carter	Bremen
201771	HIAWATHA	Bremen Long Is.	C.E. Carter	35.4'	12.6'	5.8'	10	7	Charles E. Carter	Bremen
201798	LIZZIE E. LESLIE	Friendship	C.A. Morse	30.5'	11.2'	6.0'	8	5	Charles A. Morse	Friendship
202352	CELESTA MAY	Building	C.A. Morse	30.5'	11.2'	6.0'	8	5	W. H. Winchenbach	Friendship



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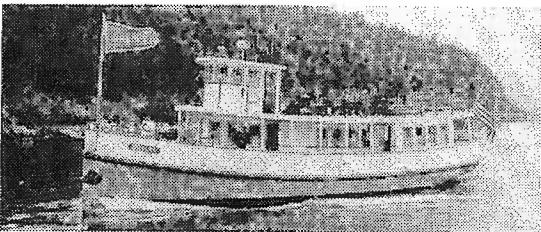
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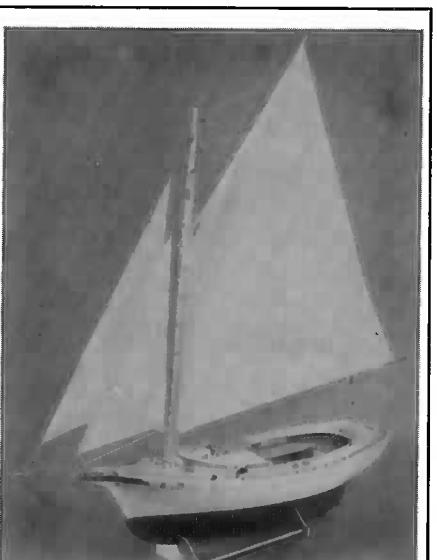


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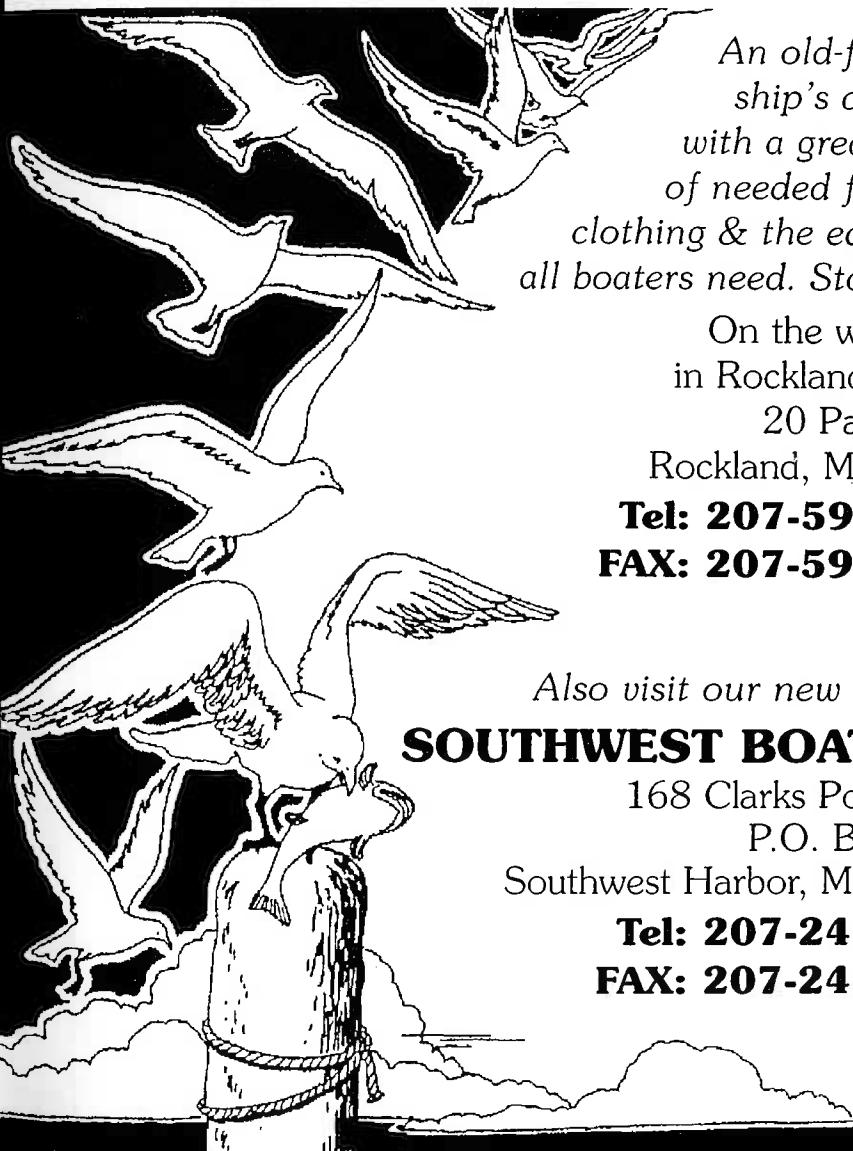
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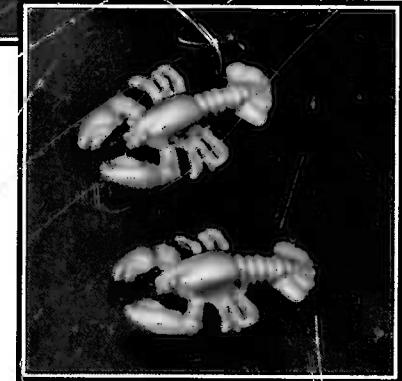
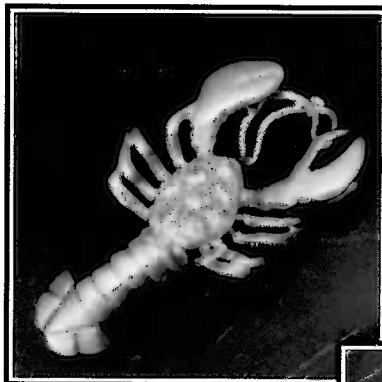
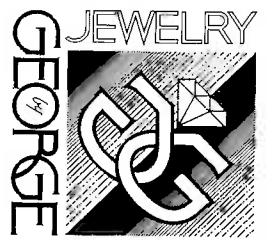
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