

# Friendship Sloop Days 2009



Rockland, Maine • July 16<sup>th</sup> ~ 18<sup>th</sup>



## WELCOME THE FRIENDSHIP SLOOP SOCIETY TO ROCKLAND, MAINE **July 16-18**

Join the Friendship Sloop Society members for their 49th annual homecoming. The public is 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 Saturday just off the Rockland Breakwater (see next page for full schedule).

### **OTHER SUMMER EVENTS**

**July 4**

Thomaston 4th of July

[www.thomaston4thofjuly.com](http://www.thomaston4thofjuly.com)

**July 11-12**

North Atlantic Blues Festival

[www.northatlanticbluesfestival.com](http://www.northatlanticbluesfestival.com)

**July 29 - August 2**

Maine Lobster Festival

[www.mainelobsterfestival.com](http://www.mainelobsterfestival.com)

*For more information on the area, contact the  
Penobscot Bay Regional Chamber of Commerce  
P.O. Box 508 • One Park Drive • Rockland, ME 04841*

**1-800-562-2529 or 207-596-0376**

[info@therealmaine.com](mailto:info@therealmaine.com) • [www.therealmaine.com](http://www.therealmaine.com)

# **2009 Homecoming and Rendezvous**

## **Schedule of Events in Rockland**

### **Wednesday July 15**

Sloops arrive in Rockland Harbor and tie up at the Public Landing (no charge). Moorings will probably be available on Tuesday afternoon at \$20 per night. Call the Harbormaster on Channel 9. Tent, chairs and barbecue will be set up. Safety briefing and welcome at 5:30.

### **Thursday July 16**

9:00 AM	Skippers' Meeting, with coffee and donuts under the tent
Noon	Race starts off the breakwater
4:30 PM	Rowboat races - all ages welcome to participate
5:00 PM	BYO Barbecue under the tent

### **Friday July 17**

9:00 AM	Skippers' Meeting, with coffee and donuts under the tent
Noon	Races starts off the breakwater
4:00 PM	Sloops on public display at the dock
5:00 PM	Dinner on your own, but grills will be available for BBQ

### **Saturday July 18**

9:00 AM	Skippers' Meeting, with coffee and donuts under the tent
11:30 AM	Parade of Sloops
Noon	Race starts off breakwater
5:30 PM	Awards Ceremony and Public Dinner under the tent

**Cover:** *Rights of Man* Friendship Sloop built by Lash Brothers Boatyard, Friendship, Maine, in 1965, and currently owned by Commodore Wayne and Kirsten Cronin. See the articles by Kirsten Cronin and Philip Cronin about *Rights of Man*....two family adventures by unrelated Cronin families.



*Come join us at the Saturday evening dinner.*

# Friendship Sloop Society Officers 2009

(Also on the web at [www.FSS.org](http://www.FSS.org))

Commodore	Wayne & Kirsten Cronin	525 Main St, Thomaston, ME 04861
Vice-Commodore	Peter & Nancy Toppen	26 Thomas Clapp Rd, Scituate, MA 02066
Secretary	Caroline Phillips	164 Sturbridge Rd. Charlton, MA 01507
Treasurer	Greg Merrill	P.O. Box 166, Butler, MD 21023
Newsletter Editor & Webmaster	John Wojcik	347 Lincoln St., Norwell, MA 02061
Registrar	John Wojcik	347 Lincoln St., Norwell, MA 02061
Yearbook Editor	Rich & Beth Langton	868 Cross Pt. Rd., Edgecomb, ME 04556
Yearbook Editor Emeritus	Roger Duncan	P.O. Box 66, East Boothbay, ME 04554
Membership Chairman	Penny Richards	15 Leland Road, North Reading MA 01864
Scholarship Chairman	Bill Zuber	P.O. Box 279, Friendship, ME 04547
Race Committee Chairman & Marblehead Regatta Chairman	David Graham	7 Batchelder Rd., Marblehead, MA 01945
New London Race Chairman	Greg Roth	510 Montauk Ave., New London, CT 06320
Southwest Harbor Race Chairman	Miff Lauriat	47 East Ridge Rd., Southwest Hbr, ME 04679
Chandlery Chairpersons	Bill & Kathy Whitney	75 Kingsbury St., Needham, MA 02492
Rockland Trophy Chairman	Marcia Morang	18 Commodore Drive, Sanford, ME 04073
Original Sloops Chairman	Harold Burnham	141 Main St., Essex, MA 01929
Measurer	Dick Salter	151 Bridge St., Manchester, MA 01944
Inspector of Mast Wedges	Bill Whitney	75 Kingsbury St., Needham, MA 02492
Cannoneer	Richard Campbell	
Piper	Donald Duncan	Southport, ME 04576
Commodore, Motor Boat Squadron	Jack Cronin	164 Sturbridge Rd., Charlton, MA 01507
Honorary Members: Roger and Mary Duncan, David Graham, Cyrus Hamlin, Marcia Morang		



*A day at the races*

## *Commodore's Message*

Did you notice the color in the yearbook yet? We hope that you are enjoying this change. We'd like to thank those advertisers who requested a color ad and for pushing us to include color throughout our publication. We are very excited to see all the color and anticipate that this will set a new standard for our annual publication! Please take the time to show your support to all of our wonderful advertisers for making this yearbook possible. Aside from their ads, they are also listed in the back of the yearbook and on our website, [www.fss.org](http://www.fss.org)

We know how busy summer is for everyone as we all try to get as much in as possible. Hopefully you will be able to include one or more of our events in your schedule. This year the Homecoming in Rockland is on July 16, 17 and 18<sup>th</sup>. Friday the 17<sup>th</sup> is looking like an incredibly exciting day as the Maine Windjammer Association is hosting their Parade of Sail off of the breakwater while we are racing. We have been busy coordinating timing with them to make sure it is not just exciting for the passengers, Captains, Skippers and those ashore but also a safe event for all.

The big focus is on the Homecoming Regatta in Rockland each year as this is the primary event of the Friendship Sloop Society. However, there are many other events as well, which are all listed in the yearbook and on the website. So, if you can't get to Rockland take a look at the schedule of events and come see the beauty and history of these classic sloops first hand in Southwest Harbor, Marblehead, Gloucester or New London, or even join us for the Pulpit Harbor Rendezvous!

A special thank you to Rich and Beth Langton, our yearbook editors; Laurie McBurnie from Lincoln County News, our yearbook publisher; and Kirsten Cronin for selling the ads and designing a number of them. We'd also like to thank all of the executive committee for the hard work and dedication to the Friendship Sloop Society and all of the many events that take place each year. Many thanks also go to the City of Rockland for hosting our Homecoming. Shari Closter, Roxanne Jobe and the Penobscot Bay Regional Chamber of Commerce have been a huge help in planning our Homecoming. Having said that, without Rockland Harbor Master, Ed Glaser, Assistant Harbor Master, Nathan Dinces and all the dockhands the Rockland Homecoming would not be what it is. They do a wonderful job of making each and everyone of us feel welcome.

Hope you enjoy the new yearbook and have a wonderful summer.

Wayne and Kirsten Cronin

# **2009 Events of the Friendship Sloop Society**

## **June 20<sup>th</sup> – 24<sup>th</sup> New London Rendezvous**

**New London, CT**

Contact: Greg Roth, 510 Montauk Ave, New London, CT 06320 – 860-442-2747

## **July 11<sup>th</sup> Southwest Harbor Regatta**

**Southwest Harbor, ME**

### **Followed by a 4-day cruise to Rockland**

Contact: Miff Lauriat, 47 East Ridge Rd., Southwest Harbor, ME 04679 – 207-244-4313

## **July 14<sup>th</sup> Pulpit Harbor Rendezvous**

## **July 16<sup>th</sup> – 18<sup>th</sup> Homecoming Rendezvous and Regatta**

**Rockland, ME**

Contact: Wayne Cronin, 525 Main Street, Thomaston, ME 04861 – 207-354-0467

## **August 9<sup>th</sup> Marblehead Regatta**

**Marblehead, MA**

Contact: David Graham, 7 Batchelder Rd., Marblehead, MA 01945 – 781-631-6680

## **September 5<sup>th</sup> Gloucester Schooner Festival**

**Gloucester, MA**

Contact: Gloucester Harbormaster

## **November 14<sup>th</sup> Annual Meeting**

**Best Western Merry Manor Inn**

**700 Main Street, South Portland, Maine**

Contact: Caroline Phillips, Secretary

164 Sturbridge Rd., Charlton, MA 01507

508-867-0503

***Sloop Society Webpage:***

***www.FSS.org***

# *- - - We Dedicate This Yearbook - - -*

## *- - - The Morang Influence - - -*

As with many an organization, there are certain individuals - or groups of individuals - who really make a difference in how a given organization functions - - - and so it is with the Friendship Sloop Society. We have witnessed this over the 49 years of our existence, with both the first and second generation of many of our families coming forward in one way or another to serve as stewards of the Society. The Cronins, the Becks, the Burnhams, to name but a few, come to mind.

Quietly, in the background, another two-generation family has continued to pour its heart and soul into the well-being of the Friendship Sloop Society. They, like many of the other families in our Society, work to make sure that each summer our gathering of sloops is a seamlessly casual success. They represent the ideals of the Friendship Sloop Society and are “part of the family” that gathers annually in Rockland and elsewhere along the coast of New England to celebrate our sailing heritage.

I suppose one can claim that it all began back in the days when Bruce Morang was serving on the Society’s Race Committee, long before he became its chairman. However, it was during Bruce’s chairmanship when things started to gel for the Morang family. Bruce’s enthusiasm for the Sloop Society was contagious and his family’s commitment to the Society has remained in place long after we lost Bruce.

Marcia, Bruce’s wife, and Penny, his daughter, have devoted countless hours – each and every year – to the betterment of the Society - - - and it doesn’t conclude each season with the awarding of trophies as the race program winds down at Rockland. If anything, it just begins at that moment in time. In reality, the trophy effort starts early in the season when all of us, except Marcia and Penny, are “light-years” away from thoughts of trophies for winning a race or awards for each skipper that sails to Rockland to participate in the Homecoming events. By the time we even begin to think of sailing to Rockland, it’s already a done-deal with both Marcia and Penny.

Then, there’s the annual Parade-of-Sloops, for which Penny serves as both organizer and MC as the sloops sail by the Rockland lighthouse. And, if that is not enough, Penny has taken on the ominous task of Membership Chairman for the Society, recruiting new members, tracking down sloops and insuring that our records are accurate and up to date.

*Continued p. 6*

Trophies – awards – parades – membership - - - These are the all-important items which none of us have to give any thought too- - - or have to worry about, for they are all “just done” by you-know-who.

For these very valid reasons, we are delighted to dedicate this yearbook to - - -

## Marcia and Penny Morang



**Penobscot Marine Museum**  
The Museum of Penobscot Bay

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traditions, images, artifacts,  
and architecture of this  
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[www.PenobscotMarineMuseum.org](http://www.PenobscotMarineMuseum.org)  
5 Church Street Searsport, Maine (207) 548-2529

# **Presenting the 2008 Winners...**

## **Southwest Harbor Rendezvous July 12<sup>th</sup>**

First of 13 to Finish: *Surprise*

## **Rockland Homecoming Rendezvous and Regatta July 17<sup>th</sup>– 19<sup>th</sup>**

1<sup>st</sup> All Divisions - State of Maine Trophy – *Lady M*

### Division I (<25')

1<sup>st</sup> Place-Herald Jones Trophy – *William Rand*

2<sup>nd</sup> Place-Bruno & Stillman Trophy – *Banshee*

3<sup>rd</sup> Place-Lash Brothers Trophy – *Salatia*

1<sup>st</sup> Pemaquid Sloop-Jarvis Newman Trophy - *Banshee*

### Division II (>25")

1<sup>st</sup> Place-Commodore's Trophy – *Lady M*

2<sup>nd</sup> Place-Gordon Winslow Trophy – *Tannis*

3<sup>rd</sup> Place - Rockland Trophy – *Rights of Man*

Liberty Trophy - *Gladiator*

### Class A (Original Sloops Built before 1920)

1<sup>st</sup> Place - Wilbur Morse Trophy – *Gladiator*

2<sup>nd</sup> Place - Charles Morse Trophy - *Sazerac*

3<sup>rd</sup> Place - Alex McLain Trophy – Not Awarded

Rum Line Trophy- Not Awarded

### Special Homecoming Trophies

Nickerson Trophy - youngest crew member – Ashleigh Cronin (2 years old)

Chrissy Trophy - woman who keeps sloop, crew, and family together – Gail O'Donnell

Cy Hamlin Award - Skipper's homecoming – John Rand

Gladiator Trophy - Sloop sailed the furthest – *Gaivota*

Danforth Trophy - Sloop that finishes in the middle of the fleet – *Resolute*

Stanley Cup – *Peregrine*

Owner/Builder/Restorer of Sloop – William Whitney – *Gaivota*

Tannis Award - 7<sup>th</sup> overall in fleet – *Celebration*

Spirit of Friendship Award – in the spirit of friendship – Cindy Pendleton

## **Marblehead Regatta - August 10<sup>th</sup>**

Friendship Sloop Division Winner

Lincoln Ridgeway Trophy – *Margaret F*

## Pendleton Memorial Scholarship Fund

Named in memory of Commodore Bill Pendleton and his wife Beatrice, the Fund was established in 1967 when Friendship sloops were racing in the town Friendship. In 1983 the Friendship Sloop Society turned the fund into a trust, with townspeople being named as trustees. The income of the trust is to be used for the "residents of the Town of Friendship, Maine, in the form of a scholarship for those who are seeking to further their post high school education." It has provided scholarship assistance for 39 years to over 120 individuals, several of whom have received multiple year scholarships. The young people of the town of Friendship need your support. Tax deductible donations in any amount should be sent to the Pendleton Memorial Scholarship Fund, P.O. Box 279, Friendship, ME 04547.

## Hadlock Award

In 2008 this award was presented to Harold Burnham, in memory of Bill Hadlock, skipper of *Heritage* and Past Commodore, the award is presented at the Annual Meeting to a member of the Society who has promoted safe sailing by evidence of sound seamanship in conjunction with an abiding love and respect for the sea, nurtured and promoted family participation in the Society's activities, shown a strong willingness to share knowledge and help others, has enthusiastically promoted the goals and aims of the Society, and has been a strong advocate of the beauty, charm and splendor of the Maine Coast.

*Best Wishes for Great Racing During 2009*

*at*

*Rockland, Southwest Harbor, New London,  
Marblehead and Gloucester*

*Your FSS Race Committee*

*Dave Graham, Chairman*

*Dick Campbell*

*Leo Campbell*

*Roger Duncan, Member Emeritus*

*Marcia Morang*

*Rod Pierce*

*Bob Rex, Chairman Emeritus*

*Penny Richards*

*Jerry Ross*

*Dick Salter*

*Oddvar Solstad*

*Hugh Verry*

*Bill Zuber*

# MEMBERSHIP APPLICATION

Please Return with Remittance to:

Penny Richards  
Friendship Sloop Society  
15 Leland Road  
North Reading, MA 01864

I/We Hereby apply for Membership:

Name(s) \_\_\_\_\_

Street \_\_\_\_\_  
\_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone (Home) (\_\_\_\_) \_\_\_\_\_

Phone (Work) (\_\_\_\_) \_\_\_\_\_

## Seasonal Address:

Dates mail to be sent: \_\_\_\_\_

Street \_\_\_\_\_  
\_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone (Home) (\_\_\_\_) \_\_\_\_\_

Date of Application: \_\_\_\_\_

E-Mail Address: \_\_\_\_\_

## A FULL MEMBERSHIP SUPPORTS YOUR SOCIETY

Each Membership Receives:  
all Society Mailings, the Annual  
Yearbook, a Membership Card, one  
Membership Decal, and entry rights  
for participation in the Society Regattas  
and functions.

### FULL MEMBERSHIP - \$30

Sloop owners and other interested  
parties and/or persons. A family-type  
membership. Full voting privileges,  
including husbands and wives.

### COOPERATIVE MEMBER - \$20

Trades people, interested people, etc.  
No voting privileges. Names carried  
on the mailing list.

Extra Membership Decals are available  
at \$2 each.

Society Burgees are available at \$20  
for the small size and \$25 for the large  
size.

## Affiliation with Friendship Sloops:

Owner(s)  Former Owners  Crew  Family

Friend(s) of Friendship Sloops  Other (list) \_\_\_\_\_

Affiliated Friendship Sloop (if applicable) \_\_\_\_\_ Sail No. \_\_\_\_\_

Optional Contribution to the FSS General Fund: \$ \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Total Amount Enclosed:\$ \_\_\_\_\_

### **Bancroft Award**

This year the Bancroft award goes to Rich and Beth Langton. It is made in memory of Winthrop Bancroft, owner of *Elicia III* and an early and enthusiastic member of our Society. The award might also recognize an unusual voyage, the building of a sloop, a model, a poem, a painting - some contribution to the Friendship tradition. In this case it was awarded for Rich and Beth Langton's contribution as yearbook editors.

### **Morang Award**

Mary Cronin was presented this year's Morang Award for her contribution *Tannis & Family* that was published in the 2008 yearbook. This award is given in memory of Bruce Morang, helmsman, yearbook editor and Race Committee Chairman. Ashore, he was editor of the Reading, Mass. Newspaper and a discriminating writer. The award is given for the best article submitted for publication in the yearbook.

### **Omaha Award**

Gail O'Donnell received this award in 2007, from David Graham who was the recipient in 2007. The award is made in recognition of the sloop *Omaha*, built in 1901 by Norris Carter.

### **Messing About Trophy**

John and Carole Wojcik were presented this trophy by Dick Salter, Captain of *Messing About*, in honor of their contribution to the Friendship Sloop Society and the New England world of sailing.

*Come Join Us at the . . .*



Museum Hours:

June 27th through Labor Day:

Monday-Saturday 1-4 p.m. and Sunday 2-4 p.m.

Labor Day through Columbus Day: Saturday 1-4 p.m., Sunday 2-4 p.m.

Learn more about the rich history of village of Friendship, the birthplace of the Friendship Sloop and explore the Islands of Friendship this summer!

Located in the red brick school house at the corner of Martin Point Road and the Waldoboro Road (Route 220),  $\frac{1}{2}$  mile from the center of Friendship village.

*[www.friendshipmuseum.org](http://www.friendshipmuseum.org)*



*Rowboat races start at 4:30 on Thursday at the Rockland Town Dock.*

## GOOD READING FOR A FOGGY DAY

By Roger Duncan

- ❖ **EASTWARD**  
Down East in a Friendship Sloop
- ❖ **COASTAL MAINE**  
A maritime history
- ❖ **DOROTHY ELIZABETH**  
The joys of building a wooden schooner
- ❖ **AFLOAT AND ASHORE** - A miscellany
- ❖ **THE RELUCTANT PATRIOT**  
A Maine novel of the Revolution

# The "test" of the first summer . . .

By Kirsten Cronin

As you recall, we left off in the 2008 yearbook with Wayne and I forgetting to exchange information. I know it is with baited breath that you have all waited to find out what happened next.

Fast forward to October of 1998, and the Lebow family has their 2<sup>nd</sup> Annual Gathering. Alec was then 3 ½ and my divorce from his father was final. Wayne and I again spent the entire weekend talking and both felt even more connected than we had the year before. And yet, at the end of an exhausting weekend, when Alec was more than ready to go home – we forgot to exchange information yet again!

Alec and I were home for a few hours when the phone rang and imagine my surprise to find that it was Wayne! He had gone to my aunt and asked her for my number. Later that evening he came for supper (nothing special pasta and canned sauce). One of the stories we like to tell (mostly to embarrass Alec) is of that night. Alec had had me pretty much to himself since he was born and as a result he was not so interested in sharing me. He REFUSED to eat with Wayne, going as far as to say “I’m not eating supper with that man in this house!” Wayne took it in stride and sat in the living room while Alec and I ate our supper. We had an interesting few months of transition, but we made it to the summer without any major problems. I guess that is when you can say Wayne (or maybe it was *Rights of Man*) started to test me.

It used to be that *Rights* went in the water (along with Tannis) in Mid-May. Being my first time on the boat I wasn’t really good at getting her stocked for the summer – truth be told, I’m not that much better today! So, there we were in the Salem Willows Harbor in Salem, Mass, Mid-May 1999. It was the first weekend on the boat; Alec and I were below deck putting things away. Wayne and his brother Jeff were putting the Jib on. We had worked out a pretty good system with Alec and his life jacket (he hated it). When he was below with me he didn’t need to wear it. When he went top side he did. So the life jacket was at the top of the ladder and it had been working well for us.

At one point Alec and I were standing on the ladder, I put my head down to store something away and when I picked my head up Alec was gone. GONE! Looking into the cockpit I fully expected to see Alec standing there struggling to put his life jacket on – instead I saw the life jacket, but NO Alec! In a panic I yelled his name. Jeff heard me and turned towards me. At that exact moment I saw what everyone reading this is fearing – Alec just below the surface of the water! Without thinking, Jeff (forever called “our hero” by my family) jumped into the frigid Atlantic Ocean to rescue Alec. When we were able to pull them both out they were numb and had blue lips, but otherwise ok. When we asked Alec what happened he said “I jumped in over my head”. I think that was one of, if not the scariest moment of my life. Now you know why I’m so strict about lifejackets....

A little later in the summer we were sitting at the mooring. There was lots of commotion from all the other boats around. Wake was rocking us, not so gently, back

*Continued p. 13*

and forth and if you have ever spent time in Salem you know exactly what I'm talking about! Wayne and I were sitting in the cockpit and Alec was playing below. Before going any further let me describe the interior of Rights. She has a bunk along each side. Just in front of Wayne's bunk there is a coal stove, then the V-birth where Alec slept. Just in front of my bunk is a wall, with the head behind it, then another wall and the V-birth. In order to give some privacy to anyone in the head we have a curtain that can be drawn across. It essentially splits the boat in two.

Well, Alec decided that the curtain should be drawn. The problem was he couldn't reach it, and he wasn't supposed to stand on the bunks. Duh, he's three! He proceeded to stand up on his bunk and grab hold of the curtain to pull it across. Of course you all know what happened next – he fell and started to scream. Down I went to a vision of blood – by his head. He had the grace to fall on the one square pointed part of the boat – the base of the head. Wayne and I got him into the dory and rode ashore with me holding him telling him it was going to be ok, and him saying "Mom, its ok. I'm ok". Fortunately our car was right there and off to the ER we went. My poor boy needed two stitches in his ear!

What else could go wrong? Well, there's more! We all know that there are always the little things, like sea sickness, not sleeping well at first etc...But it definitely seemed as though this first summer was a test to see if I could handle life with the boat, because man was it rough!

Sometime in the middle of the summer Wayne and I had a weekend just the two of us and we were really looking forward to it. We headed up to Salem after work on a rainy Friday afternoon, finally getting in around 10 pm – shortly after launch service was done for the night. Wayne borrowed a club boat to get our dory, which of course needed bailing after all the rain. Meanwhile, I was standing on the dock, cold, wet, tired and starting to get a little cranky. We finally headed out to *Rights* and as we got closer noticed something didn't look quite right, but we weren't able to put a finger on exactly what it was. When we got to *Rights*, Wayne passed the bags up to me and I proceeded to toss them down below to get them out of the rain. Fortunately I tossed them onto the bunks so there would be room for us to stand. Unfortunately, while Wayne was securing the dory I hopped down below to put things away, ankle deep in cold, cold sea water. The bilge pump had stopped working. What a miserable, damp weekend away without a child!

*Continued p. 14*



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Saturday 8-noon

I wish I could say that was it, I had passed my test. But no, that would be too easy. You see, a few weeks later one of my cousins came out with us for the day. It had been lovely, no problems, all was going well. Wayne and I worked pretty well together on the boat and knew what to expect (and what not to) from each other. When we came in for the day I would pick up the mooring and hand it back to Wayne to secure (I did NOT want to touch all the slimy stuff). I always knew exactly where he would be standing and could get the lines to him without thinking twice. Well, that particular time my cousin wanted to be helpful and came up to get the mooring line from me. I turned to hand it to Wayne not realizing Greg was there – in the “wrong” spot. Startled – I fell backwards over the side. Do you think however, I had the good fortune to land in the water? No I did not! Into the dory I went – landing on my back with my head hitting the oak railing of the dory. Needless to say I had a large bump on the back of my head.

The rest of the summer was fairly seamless, maybe that's because it was almost over! The following year, Memorial Day weekend, Wayne and I took *Rights of Man* out while Alec stayed behind with his grandmother. We had a lovely sail to Rockport, Mass, still one of my favorite places. It was here that Wayne poured me a glass of wine while sitting on *Rights* and proposed to me. If it wasn't for her, Wayne and I would not be together today. She is a part of our family.



Sailing by the Rockland Harbor Light



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## *Rights of Man*

By Philip M. Cronin

“The *Rights-of-Man*. That was the merchant ship’s name; though by her master and crew abbreviated in sailor fashion to the *Rights*. The hard-headed Dundee owner was a staunch admirer of Thomas Paine, whose book in rejoinder to Burke’s arraignment of the French Revolution had then been published for some time and gone everywhere. In christening his vessel after the title of Paine’s volume, the man of Dundee was something like his contemporary shipowner, Stephen Girard of Philadelphia, whose sympathies alike with his native land and its liberal philosophies he evinced by naming his ships after Voltaire, Diderot, and so forth.”

So begins Herman Melville’s *Billy Bud, Foretopman*, and so the origin of the name of the Friendship sloop *Rights of Man*.

I first saw a Friendship sloop as a young child on her mooring in Bremen Harbor. She was one of the last working Friendships. I remember her graceful sheer, long bowsprit and massive boom overhanging the transom. Her topsides were a deep green.

Paula and I sailed a gaff-rigged sloop from New Harbor and later from Christmas Cove. She was everything we needed at the time but had an inadequate cabin and no engine. There were days at sea, perhaps too many, that we locked in the fifteen-foot dory oars and began rowing.

After the birth of our two sons, Tom and Philip, Paula and I decided we needed a larger boat, one that our sons could grow up on. My memory of the green Friendship in Bremen caused us to drive to Friendship on a very cold winter day in February 1964.

The Lash Brothers boatyard was at the head of Hatchet Cove in Friendship. It included a long, narrow boathouse large enough to build a vessel up to about 45 feet, a small white office building, and the home of Winfield and Barbara Lash.

We walked into the shop and there met Winfield and Douglas Lash and started a relationship with the Lashes that lasts to this day. I told Winfield that we wanted a Friendship to replace our present sloop. Winfield told us that as soon as he finished a fishing vessel for someone on Matinicus, he would get to work on our Friendship. He

*Continued p. 16*

asked me what her name would be. I told him *Rights of Man*. Winfield did not comment. Our relationship was one of trust and respect; we had no contract.

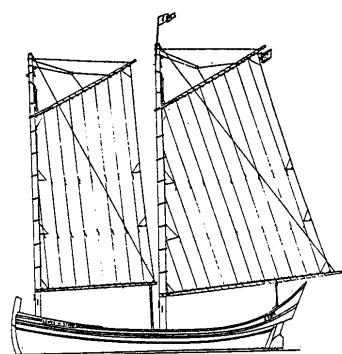
I told Winfield that we wanted topsails but that our sons were not then old enough to handle them, so he placed the topmast bracket on the bald-headed rig. I also observed that newer Friendships did not have the dramatic sheer of the Friendship I fondly remembered at Bremen. Together, Winfield and I drew the sheer line. That became *Rights of Man's* most striking and beautiful feature.

From the summer of 1964 until her launching in April 1965, Winfield, Doug, Harold, Wesley, and Irving Lash created not just a great sloop but a work of art. *Rights of Man* served our family from 1965 until 1988. At the end of our ownership, she was in as good condition as she was when launched. She had her original Gray Marine engine. She was a tribute to the skill, craftsmanship, and integrity of Lash brothers.

By 1969, she had her topmast and topsails. Our son Tom, then nearly ten years old, loved being a foretopman. Hand over hand he would climb up the topsail halyard to the truck of the topmast. The two of us cruised to every small harbor way down East. At the Friendship sloop races, he won the award for youngest skipper. He later went on to become Maine State Sailing Champion.

*Rights of Man's* homeport between 1965 and 1970 was Christmas Cove. In 1970, we moved our summer base to North Haven but changed *Rights of Man's* sailport to Friendship. Over the years *Rights of Man* sailed the New England coast from Grand Manan to Martha's Vineyard. Some summers she had other homeports; Gloucester, Marion, Hyannis.

*Continued p. 17*



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*Rights of Man* sailed with only charts and compass under variable weather conditions. Once, when Philip was eight years old and in the third grade at Shady Hill School in Cambridge, MA, we were at a mooring in New Harbor bound at the start of the season for Christmas Cove. The weather forecast was odd: light southwest wind until late afternoon, then an almost gale-force southwesterly. We decided to leave early. The forecast was wrong. The near-gale force wind arrived much earlier than predicted. When we were abeam of Pemaquid Point, *Rights of Man* was battling a southwesterly gusting well over thirty knots. Finally we entered the calm waters of the Thread of Life. At that point, Philip saw Boothbay tour boats whose passengers were taking in the wild water of John's Bay. He ordered me below. He then took the helm and sailed by the tourists (all with cameras) startled by the sight of an eight-year-old who had managed all by himself to cross the turbulent sea. Later Philip sketched *Rights of Man* battling the wind and sea. His Shady Hill teacher was so impressed that the sketch became the cover of the school magazine.

*Rights of Man* won many of the Friendship Sloop races in which she participated. Credit for her performance goes not only to the boat itself, well-designed and built, but also to Irving Lash, who crewed in most of the successful races, and to our sons who did grow up on her.

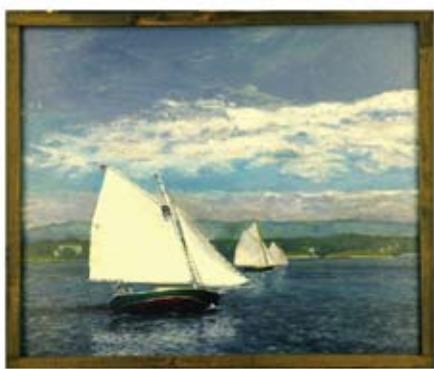
We have always needed to sail beyond the next point of land, over the most distant horizon, and to places far away. We realized we required a larger sailing vessel. With great sadness, we donated *Rights of Man* to a charity and acquired an ocean racer-cruiser that

*Continued p. 18*

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we named *Common Sense* for Thomas Paine's second tract. Irving Lash has continued to sail with us from the Canadian Maritimes to Bermuda.

I lost track of *Rights of Man* during those ocean sailing days on *Common Sense*. One day several years ago, when Paula and I were working in the cockpit of *Common Sense* at her mooring at North Haven, we were startled to see a beautiful Friendship sailing by that looked a lot like *Rights of Man*. It was. Wayne Cronin was sailing her in the Thoroughfare bound east. I had two regrets. One was that I still did not own her. The other was that at some point after we had donated her to charity, she had lost the dramatic sweep of her sheer to the bowsprit.

Melville's words gave us *Rights of Man*. Thomas Paine's tract in 1776 is the origin of *Common Sense*. To end with Paine's own words in *Common Sense*: "Let each of us hold out to his neighbors the hearty hand of Friendship . . . let none others be heard among us, than those of a good citizen; an open and resolute friend; and a virtuous supporter of the Rights of Mankind."

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# Coeles Harbor Cruise

By Daneen Roth

Forecast: A perfect summer's day to be followed by a Nor'easter followed by a perfect summer's day. Why waste two perfect sailing days just because they're separated by predictions of 24 hours of nasty weather? That's what we thought. So Greg and I decided to sail our 25' Friendship Sloop *Fiddlehead* over to Coeles Harbor in Shelter Island, New York, a distance of about 23 nautical miles from our homeport of New London, Connecticut.

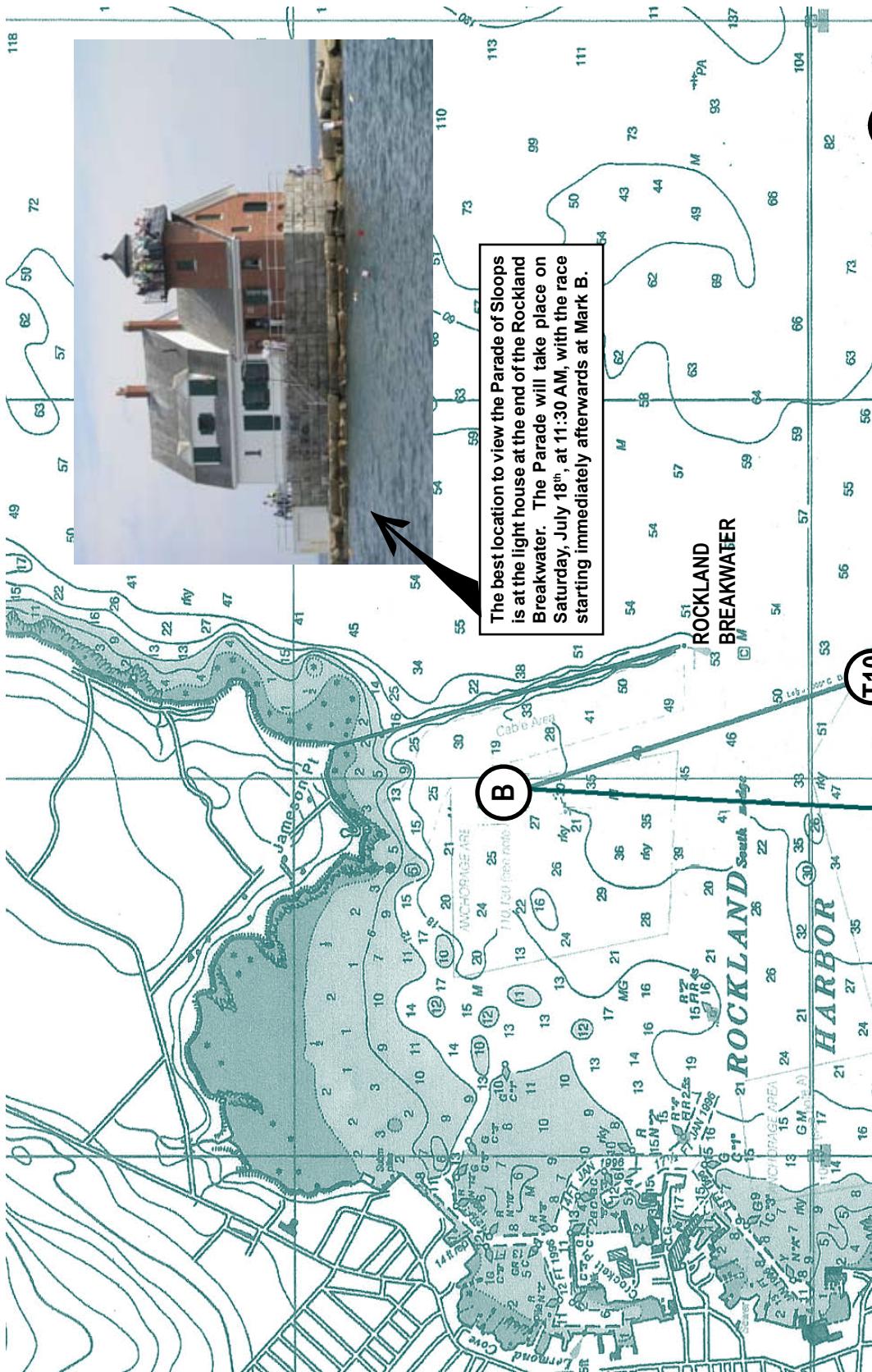
Knowing we'd probably be holed up on board the next day, we made sure we had provisions enough for at least one good on-board dinner. But, we were looking forward to an evening meal that night at one of our favorite Shelter Island restaurants if everything went well—and why wouldn't it? The sky was clear and the gentle southwesterly breeze was just right for a reach across Long Island Sound and into Gardiner's Bay. So we left our berth at Crocker's Boat Yard in Shaw's Cove, New London.

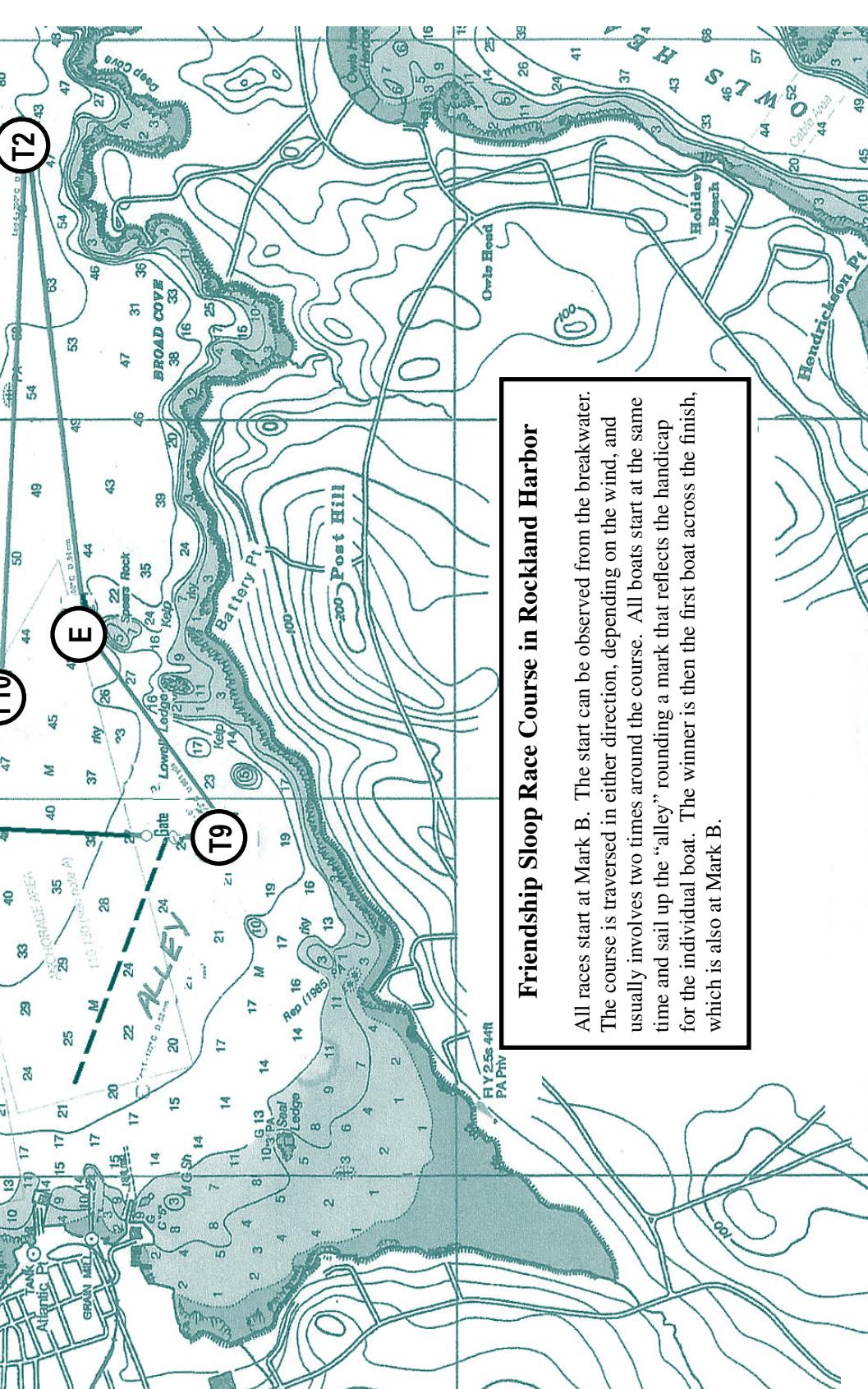
Picture-perfect conditions, unlimited visibility, and *Fiddlehead*'s easy settling into the groove combined to give us that indescribable feeling of being at harmony with all the forces of nature. We could easily navigate by eye, picking out the tower at Little Gull Island that would mark where we'd make our southwesterly turn into Gardiner's Bay. We ate a leisurely lunch as we reached past The Ruins, the remains of a WWII target range that presents a puzzling profile to the uninitiated eye. Today we could see it pretty well, even without the binoculars, and we could imagine how busy the surrounding waters had been in the not-so-distant past of UBoats, subchasers, chains stretched across the harbors to catch any surreptitious underwater traffic, and coast artillery batteries ready to fire away at surface or aircraft.

Even with the crisp visibility, Coeles' Harbor entrance is a little tricky to find, with smaller-than-average buoys, and the narrow entrance easily blends in with the shoreline until you get close enough to pick out the passage. Time came to strike the sails and fire up the iron jib so that we could make dependable passage through the narrow channel and power on to our reserved mooring.

Secured to the mooring, we tidied up the sails and savored the late afternoon warmth. We figured we'd row into the marina and grab a ride on their van into Dering Harbor, but we'd miscalculated. The van drivers had gone off duty at 5 PM. Dering Harbor was within "walking distance" when we'd been on the island some twenty years ago. The distance hadn't changed, but our notion of it certainly had! After a perfect day's sail, we were tired—and growing hungrier. We called one of the island cabs and waited about fifteen minutes, then were whisked into Dering Harbor for the princely sum of \$14 plus tip. (We hadn't known that the Coeles Harbor Marina also had electric golf carts that we could have reserved and rented for our foray into town, but it was too late now—everyone had gone home for the day.) Our dinner at The Hot Tomato was worth all the effort, and by the time we had sampled some its best offerings, the \$14 return trip to the marina seemed a good enough value—especially in light of the prospect of spending the entire next day in *Fiddlehead*'s very snug cabin.

*Continued p. 22*





### Friendship Sloop Race Course in Rockland Harbor

All races start at Mark B. The start can be observed from the breakwater. The course is traversed in either direction, depending on the wind, and usually involves two times around the course. All boats start at the same time and sail up the "alley" rounding a mark that reflects the handicap for the individual boat. The winner is then the first boat across the finish, which is also at Mark B.

Back on board, we hunkered down for the night and prepared for what we knew was coming. We were in our bunks, listening to the transistor radio as we drifted off to sleep. About 2 am the wind clocked around to northeasterly and started kicking up; *Fiddlehead* began bucking slightly on the mooring. Soon after, the rain started pelting the deck in earnest and small but insistent streams curled down the bulkhead from the through-deck cable connectors. A couple of wadded-up paper towels (Bounty really is as good as they say) helped stem the tide and we were able to get some decent sleep in between the more active bursts of wind and rain.

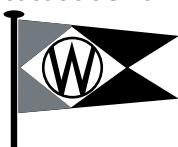
Understandably, we weren't in a hurry to shake ourselves out in the morning, when we could see in the gray daylight what we could only hear and imagine during the night. Coecles' is well-protected against northeasterly winds, but even so, there were small whitecaps in the harbor, and the flag on shore stood out straight in the 25-30 mph sustained winds. The brilliant colors of the previous day had turned to gray halftones in the day's stormy light. But *Fiddlehead* securely and steadily rode the mooring as we breakfasted on yogurt, fruit, nuts, muffins, and unaccustomedly welcomed hot coffee. We were quite comfortable—even cozy—as we took advantage of the cabin time to read the parts of the Sunday New York Times that we hadn't had the chance to even look at the day before. There's a certain deliciousness to lying snug in your bunk reading while the wind and rain fight it out on the other side of the portholes—and it wasn't long before both Greg and I were both napping in between digesting breakfast and the Times Book Review.

*Continued p. 23*

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After forty or eighty winks, it was time to brave the elements and check lines and conditions. Then lunch—and cribbage. I needed a little refresher course, but there was plenty of time, and the cards themselves seemed determined not to favor one of us over the other. We joked about stepping out on deck to take a nature shower, and Greg even made some noise about wanting to row into the dock in our 7'9" dinghy, but the vociferous protestations of the first mate made the adventure ultimately lose its appeal, and the skipper resigned himself to remaining on board for the duration. I breathed a not-so-silent sigh of relief as the radio let us know that the storm was winding down and would be gone some time in the late night or early morning.

The morning sun streamed into the cabin through the portholes, promising a day just like the one we'd enjoyed on Sunday. The wind had turned, once again, southwesterly and benign. After breakfast we bailed the dinghy, and then rowed in to the dock to shower and settle our bill. Refreshed in body, mind and soul, we rowed back out to *Fiddlehead* and were met by a very shipshape mascot perched on our mooring ball—a herring gull that wasn't phased in the least by our attempts to photograph him. Back on board *Fiddlehead*, Greg hoisted our burgees, set the staysail, fired up the iron jib, and we once again were off, retracing our course from the day before yesterday. Once we entered Gardiner's Bay, we hoisted main and jib and were reaching off, with the tide in our favor, toward The Race, Ledge Light, the Thames River, Shaw's Cove, and our berth at Crocker's Boat Yard.



*Coecles' Harbor mascot ready to bid us bon voyage.*

# Finding Tools

By Ted Walsh

Anyone who takes on the care of an older boat will face certain mysteries. Some are benign curiosities; for instance, there is an alarm bell in our boat that is not wired to anything. It is not doing any harm, and it is a conversation piece, but its original function remains a mystery.

Other mysteries need to be resolved immediately. When we took on the stewardship of the *BLACK STAR*, one such mystery had had to do with the steering. We noticed on our first trip from Gloucester, Massachusetts to Kittery, Maine, that there was a lot of resistance when turning the wheel. While we could steer the boat, it was clear there was a problem and that it needed to be addressed sooner rather than later.

Almost the first thing I did after the boat was delivered to her winter boatshed, was to take out the Edson steering gear, break it down, clean all the parts, grease all the parts, and re-assemble it. I was very pleased with myself; I had done my first real job of boat maintenance on our new boat. As you might imagine, I was very disappointed and puzzled when, after I reconnected the steering gear to the rudder head, I found that there was no improvement in the steering. I still encountered strong resistance turning the wheel. When he did the survey, Paul Haley had suggested that there might

*Continued p. 25*

  
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be something caught at the pin at the bottom of the rudder where it sat in a socket at the aft end of the keel. To get to this I would have to unship the steering gear again, and then unship the rudder.

On the *BLACK STAR* the rudder shaft runs up the deadwood at the aft end of the keel, and continues up through a hole into the front end of a rudder well. The rudder well allows water to find its own level inside the well around the rudderpost, without getting into the boat. As well as being high enough to keep water out of the hull, the well, in this case, is also long, almost like a centerboard well. The idea is that to unship the rudder you remove the bottom boards that cover the bottom of the rudder well aft of the rudderpost, the resulting long opening makes it possible to pick the rudder up so that the pin at the bottom clears the socket. While holding the rudder you back up and you can lower the rudder out of the well and out of the boat.

I set about removing the covering boards at the bottom of the rudder well. The bungs were well and truly set, but I got them out, and backed out the bronze fastenings. The boards remained firmly in place. I pulled on them, gently at first, then with more force. Finally, I was pulling downward with all my might, making all the appropriate groaning-straining noises. All at once, the boards came away in my hands and I was immediately hit on the head by a cascade of metal objects. The next thing I knew I was sitting on the ground surrounded by tools. The tools were not tools I had been using, but tools that had fallen out of the rudder well onto my head. A socket wrench, several different sized sockets, two different sized extensions for the socket wrench, and a screwdriver.



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For several moments I could not figure out what had happened. Slowly, as my vision cleared, it occurred to me that some previous owner had attempted to work on the steering gear and had dropped tools into

*Continued p. 26*

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the rudder well (it had almost happened to me). However, where I am known to go to rather extreme lengths to recover a dropped tool, the previous owner had chosen a more Zen-like path—if tools fall into the rudder well, it is because they are meant to be there. Of course, by extension, that means that they were also meant to hit me on the head.

As I sat and contemplated the differing philosophic approaches to boat maintenance, it also occurred to me what the problem had been with the steering. The dropped tools had been jammed against the rudderpost in the rudder well and acted like a primitive break whenever we tried to turn the rudder. Sure enough, with the tools removed from the rudder well, and the rudder reshipped, the steering functioned smoothly.

The rudder resistance mystery had been solved, and when I say that this job was a headache, I mean it literally.



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# The "French Connection"

By Mary Cronin

In 2008 a contingent of 26 French citizens from the Defi du Trait (sister program to Station Maine) and their young children came to Rockland to participate in a rowing regatta.

Many of them sailed on *Tannis* that day, and most had not sailed before. None of them spoke English (with the exception of one lady who spoke broken English and therefore was the translator) and none of the *Tannis* crew could speak French.

Seven of the children (American and French) aboard *Tannis* were three to twelve years old and five were thirteen to sixteen years old. The rest of the crew did not wish to reveal their ages.

Jack and I were aboard *Effie M* as part of the Race Committee and could watch the chaos on *Tannis* and were both more than happy to be on our little lobster boat as *Tannis* left the dock for the race.

Later that evening the crew on *Tannis* joined us on *Effie M* and their stories of the day's cruise were hilarious. The French crew understood "yes" and "no" but did not understand "in" and out" or "up" and "down". They could not coil lines and did not know the difference between main sail, jib, flying jib or stay sail. THEY TRIED SO HARD! They wanted to participate and the *Tannis* crew did their best to be very patient. The *Tannis* crew tried to help them via hand signals and gestures. That did not work! Nicely coiled lines became globs of rope. The French adults were charming and fun, but when the *Tannis* crew shouted "jib in" they might find the stay sail pulled in or the jib let out. Needless to say, none of the French people handled the running back stays!!

Cindy had cleaned up the *Tannis* cabin and was shocked when she looked down the ladder and saw the mess the little ones had made---water bottles, potato chips, flip flops, games, books, toys, uneaten portions of sandwiches, candy and delighted happy kids amidst the clutter. Cindy does not know what she said or in what language she said it in, but they all understood and the cabin was spotless again.

The day ended at the Rockland Town Pier and the young ones hustled ashore anxious to show the young French children how to make water balloons. It was amazing to see how the children communicated so well even with the language barrier.

I felt tears coming to my eyes as I watched the *Tannis* crew and their French visitors tearfully exchanging hugs, kisses and thank you in several languages!

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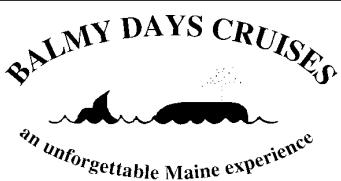
# Uncle Stu

By Bob Zuber

Many of you may remember Stu Hancock, who was the major instigator of the *Gladiator* trophy. He was also the reason a bottle of Tanqueray gin accompanies it. As he passed away last fall, I was moved to share my memories of him with you.

Uncle Stu liked having a story to tell. He was an adventurer, but you wouldn't know this by looking at him. In fact, he was complacent most of the time. He simply loved being on *Gladiator*. It didn't matter the weather or whether or not you were under way. In his mind, either way, you were on the boat. So he was always whistling, humming or singing parts and pieces of things that took years to figure out were parts and pieces of things, not actual songs. Stu performed his concerts standing in the companionway. This was his station, literally. Uncle Stu was the navigator, and his maritime mission

*Continued p. 29*



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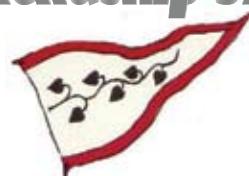
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in life was getting my father into trouble. This in turn gave Dot something to complain about, and complain she did. In fact Dot was so tired of hearing Stu say,

"This is terrific, Dot!" whenever he was on the boat, she decided to charge him ten cents. When you were nine, this was hysterical:

Stu: "Terrific, Dot!"

Dot: "Ten cents please."

Immediately following Uncle Stu would jostle the change he always had in his pocket and manage to come up with a dime, further annoying his wife. Then he would wink at us while we giggled. But Uncle Stu could be something of a worrywart when it came to safety equipment. He was the consummate Boy Scout. In later years, when my parents took full responsibility for the boat, I charged my father with becoming 'Safety Stu'. It was Stu who always made sure the batteries in the flashlights actually worked. He checked to see if the flairs in the bilge weren't too rusty, and that the life jackets worked. Really, one sunny afternoon, while sitting on the mooring on Hurricane Island, we tested them. And it goes without saying that Stu had a love affair with the porta-pottie and subsequent heads that was unparalleled.

Once these things were in good working order Stu would relax and get back to bothering Dad. In the middle a sloop race, I remember him taking off the steering wheel. Now I believe it was true my father had asked him to take the wheel. Nonetheless, Stu unscrewed the wheel and took it below with him. I also think Cold Duck was involved, and it really didn't seem like the wind was going to come up and bear *Gladiator* down within inches of Harbor Island before the wheel could be screwed back on and steerage could be restored to avoid disaster.

Of course Stu was also on the historic voyage to Maine, living through the eye-teeth of the tail-end of a hurricane. But again, he really wasn't responsible for the weather, that was my father's job. Stu's duties included navigating and protecting his interest – whichever half of the boat was in the least danger. Now during the hurricane protecting his half put Stu in conundrum. All through the night, coasting through the thirty-foot waves of the mysterious hurricane that came out of nowhere, Stu kept hearing heavy

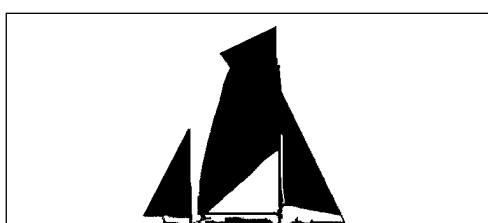
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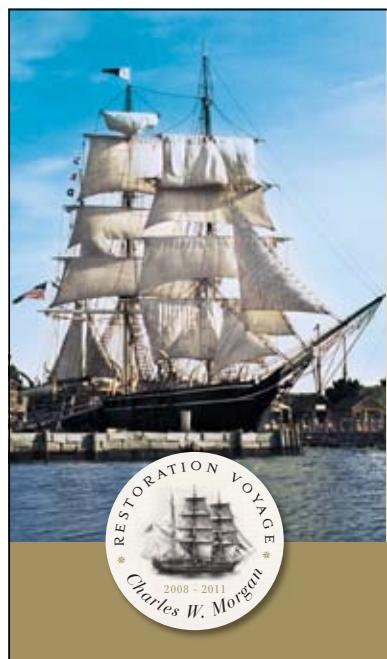
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breathing. As they were in the vicinity of Stellwagon bank off Cape Cod, my father reasoned it was whales swimming beside the boat. This was not uncommon for *Gladiator*, as she looks like a small whale from underneath. She consistently drew parental concern of whales anywhere within her vicinity, even in broad daylight in a flat calm. But Stu didn't believe my father. More importantly, because of the strange noise, Stu couldn't decide whether he owned the keel or everything topside. So, after an extremely sleepless night, while Uncle Stu was making breakfast he had to tinkle - which is the detail that makes me believe this story is true. You see Uncle Stu taught all of us how to tinkle off the fantail. We had to put on our life jacket, put one arm around the gallows that held up the boom before we could go about our business. Well, you also had to whistle, to hide the fact that you were tinkling. Anyway, after taking standard position for this activity on the fantail, Stu decided to address the accused directly:

"Alright you whales!" Stu shouted, tinkling into the clear morning air, "according to my friend here, you bothered us all night doing who knows what when not invited. So if it was you, taking advantage of my half of the boat in a less than opportune moment, show yourselves!"

According to my father it wasn't more than five minutes that several whales breached, accompanied by a few dozen porpoises, proving the whale-appeal of our boat beyond doubt. And this was what was terrific about Stu Hancock. He was happy all the time. When he sat on the boat on the mooring he enjoyed the day, perfectly content to do nothing but observe the passage of time and sing non-sense syllables to his songs. But if he did find himself in new place, a different situation, or life showed him something else; it was even more of a joy to him. So, don't be surprised if you hear whistling, or for that matter tinkling, in the vicinity of the fantail of *Gladiator*, whether the fog is thick, or the day is bright and shining.



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*Friendship Sloops at the dock in Rockland*



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# THE FRIENDSHIP SLOOP SOCIETY'S BULLETIN BOARD

GLADIATOR is under new management. Good luck, boys!!!	<i>White Eagle Lives</i>
We agreed to WHAT??  See you in Rockland. The new Vice-Commodores, Peter & Nancy and <i>Compromise</i>	Sail .....Always Jeff Cronin
Remember, Friendships add Richness and Worth to Life Crew of Banshee	Fair Winds and Clear Skies! -The <i>Flying Jib</i> crew



*Friendship Sloops ~ Visit us at the dock, Friday, 4 p.m.*

# THE FRIENDSHIP SLOOP SOCIETY'S BULLETIN BOARD

Visit the Essex  
Shipbuilding Museum &  
learn about schooners!

**Fair Winds, My Friend**  
**M, P, T and K**

*May your troubles be less,  
may your blessings be more,  
and may nothing but happiness  
come through your door!*

The best ships  
are  
Friendships  
Fiddlehead – Ellie T.

Best wishes for Good Cruising  
and Racing during the 2009 season  
Corinthian Yacht Club

Broke but still afloat  
Crew of Queequeg



*Which way did they say to go?*

# What is a Friendship Sloop?

Betty Roberts, who served as the honorary secretary for the Friendship Sloop Society until her passing in 2006, wrote the following, which is abstracted from a more complete article that can be found on the Society website at [www.FSS](http://www.FSS).

The Friendship Sloop had no real birth, but was gradually developed around 1880 from the fishing and lobstering needs of the men of Muscongus Bay on the Maine coast. It is certain some of these fishermen had seen a Gloucester fishing boat, and impressed with its lines, had incorporated some of its features into their own hull designs. These men did not build a “class boat” where every hull is the same length. From existing records we find that the original builders constructed sloops varying in length of 21’ - 50’. Probably the average length would be about 30’ - 40’. The basic design was scaled up or down depending on length, and followed a pre-set formula. They all had an elliptical stern, and most of them a clipper bow, and were gaffed rigged. The pre-set formula included such measurements as: the beam equaled one third the overall length, and the length of the mast should equal the length overall plus half the draft, etc.

Boat shops dotted the coastline of Bremen, Bremen Long Island, Morse Island, Cushing, Thomaston, and Friendship. In 1903 there were 22 sloops being built on the shores of Bremen Long Island alone. Many of the men went into the woods to cut their own wood, and hauled it to the saw mill with horses. The island builders floated their sawed planks (25’-36’) suspended over two dories to get it to their offshore boat houses. Each builder had some little secret innovation which in his estimation made his model better than the others.

The usual procedure was for the fisherman to spend his winter building the sloop, fish with it all summer, sell her in the fall and start the process over again come winter. She was sold for what the builder had in it, usually \$350 - \$500. This schedule enabled him to have a boat to work from and something to keep him busy all winter.

There are many names that are remembered as builders: Carters, McLains, Collomores, Winchenbachs, Morses and others, but Wilbur Morse’s name comes up as father of the Friendship Sloop because of the large number that come from his shop. It is said a sloop was launched every two or three months. Because of Wilbur’s mass production and his shop being in Friendship, this great sloop acquired the name of the town he was building in.

The advent of motors and modern equipment around 1915 almost relegated this great craft to extinction, but her fine lines, her seaworthiness, and her great record have added “yachting” to her long list of uses. Many a yachtsman has been awed by the graceful lines of this sloop. Bernard MacKenzie of Scituate was one such sailor. He sailed his beautiful *Voyager* in a Boston Power Squadron race in 1960, and in the strong winds, won the race. This inspired him to have a Homecoming Race in Friendship. In 1961 fourteen Sloops sailed in a regatta, and the Friendship Sloop Society was born.

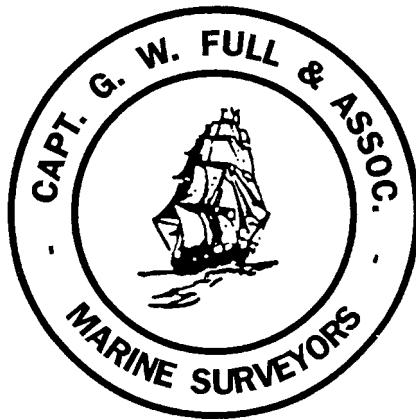
## Navigating the Worldwide Web

Although our sloops are a design from the early 20th century, the Sloop Society has been using the 21st century technology of the Internet to keep our members and the interested public informed about our history, schedule of events, rendezvous results, a sloop registry with pictures, links to our yearbook advertisers and member websites as well as other interesting facts regarding the Sloop Society.

Come visit our site at [www.FSS.ORG](http://www.FSS.ORG).



*At the dock after a day of racing*



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## FRIENDSHIP SLOOPS REGISTERED WITH FRIENDSHIP SLOOP SOCIETY

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

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport	State
1	VOYAGER	30'	Charles A. Morse	1906	Jim Salafia, Warren ME	Rebuilding	ME
2	DICTATOR	31'	Robert E. McLain	1904	Peter M. Chesney, Burbank CA	Deer Isle	ME
5	CONTENT	25'	Stuart M. Ford	1961	Noel March, Hampden ME	Rockland	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	Stephen & Diane O'Connell, Bucksport ME	Belfast	ME
10	MARY ANNE	31'	Lash Brothers	1958	Dr. Joseph Griffin, Damariscotta ME	Damariscotta	ME
13	EASTING	29'	Charles A. Morse	1920	Brian Clogh & Mary Ufutt, Little Deer Isle ME	Rockland Harbor	ME
14	SADIE M.	30'	Wilbur Morse 2nd	1946	Richard Stanley, Southwest Harbor, ME	Southwest Harbor	ME
15	VIDA MIA	30'	Edward L. Stevens	1942	George & Cindy Loos, Cape May Courthouse	Cape May	NJ
16	RETRIEVER	22'	W. Prescott Gannett	1942	Phil Rotondo & Susan Franklin, Scituate MA	Florida Keys	FL
18	CHRISSEY	30'	Charles A. Morse	1912	Harold 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	ALICE E	30'	Unknown	1899	Karl Brunner & Kristen Ramos, SW Hrbr ME	Southwest Harbor	ME
24	TERN	25'	Wilbur A. Morse	c1900	Leo & Kelly Greene, Andover MA	Marblehead	MA
25	SEA DUCK	35'	Charles A. Morse?	c1901	Matinicus Island, July 95'	Matinicus	ME
31	WHITE EAGLE	28'	Wilbur A. Morse	c1914	William A. Cronin, Spencer MA	Rebuilding	MA
32	NOMAD	33'	Wilbur A. Morse	1906	Tom Ash, North Weymouth MA	Rebuilding	MA
33	SMUGGLER	28'	Philip J. Nichols	1942	Mike Mulrooney, West Kingston RI	Rebuilding	
34	PAL O' MINE	27'	W. Prescott Gannett	1947	James B. Lane, West Newbury 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
38	ELEAZAR	38'	W. Scott Carter	1938	David B. Schuler, Rochester NY	Rochester	NY
39	GOBLIN	30'	Lash Brothers	1963	Dr. Brad Wilkinson, Durham, CT	Center Harbor	ME
40	COMESIN	32'	J. Ervin Jones	1962	John & Linda Livingston, Jacksonville FL	Jacksonville	FL
42	SELKIE	26'	C. Simmons & J. Hennings	1963	Russell Stone, Ivoryton CT	Ivoryton	CT
43	GYPSY	23'	Judson Crouse	1939	Holly Taylor-Lash, Orland, ME	Bucks Harbor	ME
44	SAZERAC	35'	Wilbur A. Morse	1913	Roger Lee, Belfast ME	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	Downeast Sailing Adventures, Bar Harbor ME	Bar Harbor	ME
50	HERITAGE	29'	Elmer Collemer	1962	Steve & Dee Dunipace, Brownsburg IN	Friendship	ME
52	RIGHTS OF MAN	30'	Lash Brothers	1965	Wayne Cronin, Thomaston ME	Rockland	ME
53	EAGLE	32'	Wilbur A. Morse	1915	Richard Rapalyea, Thomaston ME	Spruce Head Island	ME
54	ECHO	22'	Lee Boatyard	1965	Stephen Major & Family	DeLand Cove	ME
57	OLD BALDY	25'	James S. Rockefeller	1965	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	Nate & Randy Jones, N. Berwick, ME	Muscongus Harbor	ME
61	WINDWARD	25'	James S. Rockefeller	1966	Tim Sullivan, Gloucester MA	Gloucester	MA
62	COLUMBIA	23'	Lester Chadbourne	c1950	John & Kimberly Bunda, Barrington, NH	Great Bay	NH
64	AMICITA	33'	Lash Brothers	1965	Jeff Pontiff, New Bedford MA	New Bedford	MA
65	GALLANT LADY	33'	Morse	1907	James Smith, Picton Ontario Canada	Prinyer Cove	Ontario
66	VENTURE	26'	Wilber A. Morse	1912	Bill Finch & Carroll Rose, Beverly MA	Beverly	MA
67	HIERONYMUS	33'	Ralph W. Stanley	1962	Albert P. Neilson, Topsham ME	Southwest Harbor	ME
68	ROBIN L	25'	James H Hall	1967	Bill Cummings, Bristol, ME	Rebuilding	
69	COAST O' MAINE	30'	Vernell Smith	1967	William & Shawn Poole, Fulton NY	Fairhaven	NY
70	WINGS OF THE MORNING	30'	Roger Morse	1967	Rodney Flora & Jill Schoof, SW Harbor ME	Southwest 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	Ontario
74	PATIENCE	30'	Malcom Brewer	1965	Rev John Arens, Needham MA	Cataumet	MA
75	OMAHA	35'	Norris Carter	1901	Adrian Hooydonk, Spruce Head ME	Spruce Head Island	ME
80	DOWN EAST	35'	Fred Buck & "Skip" Adams	1941	William Anderson & Donna Grant, Pomfret Ctr CT	Edgewood YC	RI
82	MORNING STAR	28'	Albion F. Morse	1912	Paul Milani, Ashfield MA	Sandy Point	ME
83	PERSEVERANCE	30'	Bruno & Stillman (01)	1969	David & Lauren Niebuhr, Bradenton, FL	Bradenton	FL
84	PHILIA	22'	McKie W. Roth Jr.	1969	Betty & Al Whitenour, St. Augustine FL	Cotuit	MA
85	HEIDI LEE	38'	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	Alexandra West, Vineyard Haven MA	Vineyard Haven	MA
90	SALATIA	25'	Newman (P02)/Newman	1969	Miff Lauriat, Southwest Harbor ME	Southwest Harbor	ME
91	PHOENIX	30'	Bruno & Stillman (04)	1970	Tad Beck, Los Angeles CA	Carvers Harbor	ME
92	PRISCILLA	25'	James Rockefeller/Basil Day	1975	Charles Geis, Perryville, MD	Perryville	MD
93	ANNA R.	25'	Kenneth Rich	1970	Sarah McLean, Ontario, CN	Rockland	ME

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport	State
94	EUPHORIA	25'	Newman (P03)/Rockefeller	1971	Victor Trodella & Rebecca Brown, Freeport ME	S. Freeport	ME
95	WESTWIND	40'	Charles A. Morse	1902	John & Diane Fassak, Mansfield MA	Rebuilding	MA
96	VOYAGER	32'	Lash Brothers	1965	Capt. Fred Perrone, Plymouth MA	Plymouth	MA
97	INTEGRITY	27'	Wilbur A. Morse	1903	Kent & Pauline Mack, Chesapeake, VA	Chesapeake	VA
98	DEFIANCE	30'	Bruno & Stillman (06)	1970	Bob Smith	Rio Dulce	Guatemala
99	BUCCANEER	29'	Wilbur A. Morse	c1911	Tirocchi Family, Johnston RI	Johnston	RI
100	CAPTAIN TOM	26'	Bernard Backman	1970	John Sandusky, Rocky Point NY	Mt. Sinai Harbor	NY
101	GOOD HOPE	30'	Bruno & Stillman (07)	1971	Barta & Lee Hathaway, Ipswich MA	Ipswich	MA
102	TODDY	35'	Lubbe Vob (Germany)	1972	Mary L. Morden, Bad Axe MI	Caseville	MI
103	SOLASTER	25'	Newman (P04)/Newman	1970	Chris Davis, Harborside, ME	Cranberry Isle	ME
104	COCKLE	28'	Elmer Collemer	1950	Rupert & Regina Hopkins, Miller Place NY	Mt. Sinai Harbor	NY
105	LADY E	30'	Bruno & Stillman (05)	1971	Mike Johnson, York, PA	Annapolis	MD
106	HOLD TIGHT	25'	Newman (P05)/Newman	1970	Alan Watkins, Weston MA	Gloucester	MA
107	MAGIC	22'	Passamaquoddy (1)	1970	Eric Applegarth, Clairborne MD	Rebuilding	
109	PETREL	31'	G. Cooper	1933	Colin D. Pears, Kennebunkport ME	Rebuilding	
112	SECRET	27'	Philip J. Nichols	1971	Edward Good, S. Lancaster MA	Salem Willows	MA
113	YANKEE PRIDE	30'	Bruno & Stillman (14)	1971	James J. & Margaret E. Graig, Keyport NJ	Keyport	NJ
114	HELEN BROOKS	30'	Bruno & Stillman (08)	1971	Khristyn Ramos & Karl Brunner, SW Hrbr ME	Southwest Harbor	ME
115	GOOD FRIEND	30'	Bruno & Stillman (12)	1971	Harvey & Lee Goodfriend, Simsbury CT	Groton	CT
117	LEADING LIGHT	30'	Bruno & Stillman (10)	1971	John & Eve Crumpton , Oxford ME	South Freeport	ME
118	WENONAH	30'	Bruno & Stillman (16)	1971	Thomas L. Berry, Pasadena MD	Pasadena	MD
119	VALHALLA	30'	Bruno & Stillman (15)	1971	Paul & Sally Wolfe, Pittsburgh PA	Ben Avon	PA
120	PERSISTENCE	30'	C. Simmons/J. Lichtman	TBL	John Lichtman, Friendship ME	Building	
122	EDEN	25'	Francis Nash & Ed Coffin	1971	Scott Martin, Bar Harbor ME	Bar Harbor	ME
123	RESOLUTE	28'	Charles A. Burnham	1973	Charles A. Burnham, Essex MA	Essex	MA
124	CALLIPYGOUS	30'	Bruno & Stillman (17)	1971	Richard & Tina Sharabura, Toronto Ontario	Toronto	Ontario
125	TIGER LILY	25'	Al Paquette	1969	Holbrook Family, Rochester MA	Mattapoisett	MA
126	WHIM	20'	Chester Spear	1939	Jack Manley Northville NY	Rebuilding	
127	MARIA	21'	Charles A. Burnham	1971	Alden & Perry Burnham, Essex, MA	Essex	MA
128	SCHOOLIC	31'	E. Collemer/B. Lanning	1973	David & Nancy Schandall, Lunnenbrg Nova Scotia	Lunnenberg	NS
129	GISELA R.	25'	Andrew P. Schafer	1969	James O'Hear, Sag Harbor NY	Noyack	NY
130	NARWHAL	25'	Newman (P06)/Newman	1972	Kevin Murphy, Chicago IL	Chicago	IL
131	NOAH'SARK	29'	John Chase	1972	Paul Werner, Old Orchard Beach ME	Unknown	ME
133	INDEPENDENCE	30'	Bruno & Stillman (21)	1973	Frederick G. Schwarzmann, Ponte Verda Beach, FL	Rockport	ME
134	VOYAGER	22'	Passamaquoddy/Collins	1973	Charles Meyer, Hingham, MA	Fine River	MA
136	SQUIRREL	28'	Charles A. Morse	1920	Larry & Stephanie Moxon, Mystic CT	Mystic	CT
137	AYSEHA	35'	McLain?	OLD	Larry Thomas, New Orleans LA	Lake Ponchartrain	LA
138	PUA NOA II	31'	Robert P. Gardner	1973	Francis L. Higginson, Islesboro ME	Islesboro	ME
139	OSPREY	25'	Newman (P08)/ Morris	1973	Steve Hughes, Kansas City MO	Southwest Harbor	ME
141	SEA DOG	25'	James H. Hall	1974	Walter M. Hines	Rebuilding	
142	AUDREY II	21'	Peter Archibald	1976	John Moran, Tiverton RI	Tiverton	RI
143	FAIR AMERICAN	25'	Newman (P10)/Morris	1974	Mike Dulien, Costa Mesa CA	Gloucester	MA
144	DUFFER	25'	Newman (P09)/Morris	1974	Jack & Gerna St. John, Brunswick ME	Boothbay Harbor	ME
145	SABRINA	31'	Newman (D02)/Lanning	1974	Don Zappone, South Portland ME	South Portland	ME
146	FIDDLEHEAD	25'	Newman (P01)/C.Chase	1970	Gregory Roth, New London, CT	New London	CT
147	MARA E.	31'	Newman (D01)/Jones	1974	Barrie Abrams, Mamaroneck NY	Satans Toe	NY
148	SLOOP OUT OF WATER	38'	Norris Carter	1905	Joe Vinciguerra, Andover MA	Patio Gazebo	MA
149	FIDDLER'S GREEN	25'	Roy O. Jenkins	1978	Dick Leighton, Bowdoinham ME	Yarmouth	ME
150	WOODCHIPS	25'	Deschenes & Willet/et al	TBL	Neil Allen, Orleans MA	Unfinished	
151	DEPARTURE	15'	W. Prescott Gannett	1936	Dr. Llewellyn Bigelow, Alexandria VA	Alexandria	VA
152	OLLIE M	32'	Ken F. Murphy	1977	Aaron Snider, Gloucester MA	Gloucester	MA
153	ANGELUS	22'	Passamaquoddy/Collins	1975	Jim & Elaine Carter, Everett MA	Bass River	MA
154	MUSCONGUS	28'	Albion F. Morse	1909	Captain's Cove Seaport, Bridgeport CT	Bridgeport	CT
155	QUEEQUEG	25'	Newman (P11)/Morris	1975	Rich & Beth Langton, Edgecomb ME	Boothbay Harbor	ME
156	NAMASTE	31'	Newman (D03)/Morris	1975	Jerry & Penny Kriegel, Duxbury, MA	South Dartmouth	MA
157	LIBERTY	31'	Newman (D04)/Salter	1980	Inland Seas Education Foundation, Suttons Bay	Suttons Bay	MI
159	PACIFIC CHILD	30'	Bruno & Stillman (03)	1969	The DH Farm	South Colby	WA
160	DEFIANCE	22'	McKie W. Roth Jr.	1973	Morgan L. Hendry, Wilmington DE	Round Pond	ME
161	SUMMERWIND	22'	Sam Guild & Bill Cannell	1976	Laurel MacNeil Mannix, Sherborn MA	Falmouth	MA
162	IRENE	38'	Charles A. Morse	1917	Harold Burnham, Essex MA	Rebuilding	MA
164	VERA JEAN	30'	Charles A. Morse	1906	Dennis Mayhew, Niceville FL	Choctawhatchee Bay	FL
165	REUNION	25'	Clifford G. Niederer	1975	Mason E. "Ric" Stober III, Concord CA	Oakland	CA
166	SCHOODIC	25'	Concordia Company	1967	Phineas & Joanne Sprague, Jr.	Portland	ME
167	FREEDOM	28'	Ralph W. Stanley	1976	Richard Dudman, Ellsworth ME	Isleford	ME
168	LOON	30'	Newbert & Wallace/Jacob	1974	Mark Warner, Newcastle, ME	Rebuilding	
169	DEFIANCE	22'	Eric Dow	1976	Fran Daley, West Newton MA	Winthrop	MA
170	LADY OF THE WIND	31'	Newman (D05)/Morris	1976	Karl Brunner & Kristen Ramos, SW Hrbr ME	Southwest Harbor	ME
171	RESOLUTE	31'	Newman (D06)/Morris	1976	Alan Leibowitz, Bilerica MA	Marblehead	MA
172	AMNESTY	25'	Jim Drake	1982	Jim Lartin-Drake, Carlisle PA	Baltimore	MD
174	JOSIE	31'	Newman (D07)	2004	Mike Dulien, Costa Mesa CA	Gloucester	MA
175	EDEL WEISS	15'	David Major	1975	David Major, Putney VT	Friendship	ME
177	LIBERTY	19'	Ahern (B5) Hoffman	1974	Tom Mehl, Saugus CA	Saugus	CA

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport	State
178	NESARU	25'	Newman (P13)/C. Chase	1977	Arieyeh Austin, Leavenworth KS	Olympia	WA
180	BANSHEE	25'	Newman (P12)/Wojcik	1978	John & Carole Wojcik, Norwell MA	Mattapoisett	MA
181	AURORA	19'	Ahern (B3)/Brownie	1975	Dale Young, Deer Isle ME	Deer Isle	ME
182	MUSCONGUS	22'	Apprenticeshop	1977	Harry Oakley Jr., Old Lyme CT	Shelter Island	NY
183	TARA ANNE	25'	Newman(P14)Morris	1978	Michael Florio, Greenwich CT	unknown	
184	PERSEVERANCE	27'	Simms Yachts	1963	Denis & Kathy Paluch, Chicago IL	Chicago	IL
185	OCEAN ROAR	27'	J. Philip Ham	1978	Les Taylor, Warren ME	Boothbay Harbor	ME
186	RAGTIME ANNIE	27'	Nick Apollonio	1975	Bartlett H. Stoodley Jr., Unity ME	Camden	ME
187	PEREGRINE	27'	Ralph W. Stanley	1977	Paul & Carol Lidstrom, Whitefield NH	Southwest Harbor	ME
189	JABBER WOLKY	31'	Newman (D09)/Nehr bass	1981	Dr. Brad Wilkinson, Center Harbor, ME	Center Harbor	ME
191	ANNABELLE	22'	Apprenticeshop	1978	South Street Seaport, New York City NY	Museum Display	NY
192	KERVIN RIGGS	22'	Williams & Bouchard	1977	Bill Joyner, Nantucket, MA	Nantucket	MA
193	LADY M.	32'	Harvey Gamage	1978	Thomas Martin, South Bristol ME	South Bristol	ME
194	HUCKLEBERRY BEL	25'	Clifford G. Niederer	1977	Brian & Mary Clare, Gloucester VA	Gloucester	VA
196	ENDEAVOR	25'	Ralph W. Stanley	1979	Betsey Holtzman, Southwest Harbor ME	Southwest Harbor	ME
197	NATANYA	31'	Newman (D11)/Davis	1978	Joe Hliva, Greenwich CT	Greenwich	CT
198	BAY LADY	31'	Newman (D12)/Lanning	1978	Captain Bill Campbell, Boothbay Harbor ME	Boothbay Harbor	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 Genthner, Nantucket MA	Nantucket	MA
202	ARRIVAL	31'	Newman (D14)/Niedrach	1981	John & Carole Wojcik, Norwell MA	Rebuilding	MA
204	MARIE ANNE	27'	Jason Davidson	1977	Diana Echeverria, Seattle WA	Severn River	MD
205	DAYSTAR	28'	Richard E. Mosher	1989	Rich & Sally Mosher, The Villages FL	Kalamazoo	MI
206	KUMATAGE	31'	Newman (D15)/ Chase	1979	James Salmon, Center Conway, NH	Falmouth	ME
208	LISA K	31'	Newman (D16)/Lanning	1981	Jeff Cohen, Madison CT	Noank	CT
209	FRIEND SHIP	31'	Newman (D17)/Pettegrow	1981	Whistling Man Schoner Co. Burlington, VT	Burlington	VT
210	THE SLOOP JOHN B	22'	Passamaquoddy/Oliva	1974	Al Perrin, Canandaigua NY	Canandaigua Lake	NY
211	WAKEAG	22'	James D. Hamilton	1982	Dean & Robin Parker, Belfast, ME	Islesboro	ME
212	ACHATES	22'	McKie W. Roth Jr.	1980	Richard C. Leigh, Nashville TN	Charleston	SC
213	AMIE	25'	Bob Holcomb (Alaska)	1978	Harvey & C.R. Nobe, Newcastle WA	Seattle	WA
214	GAIVOTA	31'	Newman/(D19)/Pettegrow	1982	Bill & Kathy Whitney, Needham MA	Cataumet	MA
215	ELLEN ANNE	22'	Passamaquoddy Yachts	1968	David Colinan, Lincoln RI	East Greenwich	RI
216	AMITY	39'	W. Scott Carter	1941	John F. Nichols, Takeley by Stortford, Herts., Eng.	Ipswich	UK
217	OPHELIA'S ODYSSEY	33'	Shoreline Boats	1972	Capt. Thomas Searles, So Portland ME	South Portland	ME
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	Jeffrey Sander, Sag Harbor	Sag Harbor	NY
220	SORCERESS	31'	Newman (D20)/ Pettegrow	1984	Ruy Gutierrez, Auburn ME	Phippsburg	ME
221	SEAL	22'	Ahern (01)/Zink	1984	John & Debby Kerr, Milton MA	Squirrel Island	ME
222	LADY JEANNE	16'	Richard L. McInnes	1982	Joe Dupere, Orono ME	Unknown	
223	CORREGIDOR	25'	Newman (P17)/P. Chase	1981	Brian Flynn, Brooklyn Heights NY		
224	DAYLIGHT	19'	James Eye Wainwright	1983			
225	PHILLIP J. NICHOLS	27'	Philip J. Nichols	1981	Bob & Dave Monk, N Reading MA	Salem	MA
226	DESIREE	31'	Chris Sparrow/Larry Plumer	1993	Larry Plumer, Newbury MA	Newburyport	MA
227	CELEBRATION	25'	Newman (P15)/Hodgdon	1980	Greg & Annette Merrill, Butler MD	Bayville	ME
228	MERMAID	22'	Ahern(10)/Fitzgerald	1990	Al & Louise Doucette, Mattapoisett MA	Mattapoisett	MA
229	CAPT'N GEORGE	30'	Bruno & Stillman (09)	1970	Robb Darula Mystic CT	Mystic	CT
230	HEGIRA	25'	McKie W. Roth Jr.	1980	Laurie Raymond, Falmouth MA	Woods Hole	MA
231	SOLOMON GUNDY	22'	M.W. Roth Jr/W.C. Butcher	1984	William C. Butcher, Suffield CT	Branford	CT
232	COMPROMISE	22'	Ahern (08)/White	1979	Peter & Nancy Toppan, Scituate MA	Scituate	MA
233	PRINCESS PAT	22'	Harry Armstrong	1987	Harry & Pat Armstrong, Winter Park FL	Titusville	FL
234	BEATRICE MORSE	22'	M.W. Roth Jr/D.W. Owens	1985	D. William Owens III, Branford CT	Stony Creek	CT
235	FINEST KIND	22'	Sam Guild & Geoff Heath	1981	Mike & Karen Looram, Langley, WA	Whidbey Island	WA
237	CHRISTINE	19'	Ahern (B1)/Patten	1975	Vance Home, Topsham ME	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	Jeffrey C. Richards, Rockland ME	Rockland	ME
241	BLUE SANDS	34'	Boston Boat Company	TBL	Walt Disney Theme Park, Japan	Ashore	Japan
242	TECUMSEH	36'	Charles A. Morse	1902	David Frid, Oakville Ontario Canada	Oakville	Ontario
243	ERIN	22'	Ahern (05)/ Hersey	1979	Anne Del Borgo, Boothbay Harbor ME	Boothbay Harbor	ME
244	REBECCA AMES	30'	Bruno & Stillman (18)	1971	John & Karla Ayer, Miami FL	Boca Raton	FL
245	LA PALOMA	25'	Unknown (BC, Canada)	1969	John J. Caldick, Seattle WA	Seattle	WA
246	DAME-MARISCOTTA	19'	Ahern (B6)/Shelley	1983	Rose & Hans-Peter Sinn, Huntington NY	East Boothbay	ME
247	BLACK STAR	35'	Apprenticeshop	1989	Ted Walsh & Jeff Wilson-Charles, Conway NH	Portsmouth	NH
248	TIMBER	22'	Rick Conant/Greg Fisher	1979	Greg Hickey, West Hartford CT	South Lyme	CT
249	BABY BLUE	25'	Newman (P18)/Pettegrow	1983	Scott & Sally Johnson, Waterville VT	Burlington	VT
250	BELFORD GRAY	29'	WoodenBoat School	1992	WoodenBoat School, Brooklin ME	Brooklin	ME
251	BUCEPHALUS	19'	Ralph W. Stanley	1986	Alex Forbes, Felton CA	Rubicon Bay	CA
252	-NONE-	30'	Harry Quick/J.R. Sherman	TBL	Jeff Prosser, Gouldsboro, ME	Building	
253	IOLAR	25'	W. McCarthy & G. Richards	1989	William L. McCarthy, Riegelsville PA	Georgetown	MD
254	QUINTESSENCE	22'	Passamaquoddy (02)/Core	1972	Gary & Debbie Crowell, Pine Beach NJ	Toms River	NJ
255	GENEVIEVE	25'	Emmet Jones	1982	LaMonte Krause & Stacy Patterson, La Jolla CA	San Diego	CA
257	TODDY B.	28'	Dave Westphal	1992	Sam Nickerson	Lake Lanier	GA
258	KIM	22'	Harold Burnham	1992	Steve Goldman, Milton, Ontario	Osbourne Harbor	NS
259	SPARTAN	28'	Steve Merrill/R. Shepard	1992	Roland Shepard, Brunswick ME	Harpswell	ME

Sail	Name of Sloop	L.O.D.	Builder(s)	Launched	Owner(s) & Winter Address	Homeport	State
260	NIMBLE	25'	Nelson Cutler/Kim Smith	1994	Christopher Zimmer, Halifax NS	Halifax	NS
261	BLUENOSE	19'	David Holmes	1974	David & Charley Holmes, Annapolis MD	Annapolis	MD
262	I GOT WINGS	22'	Ahern (04)/Almedia	1980	James "Binnacle" Wright, Preston CT	Stoneington	CT
263	RALPH W. STANLEY	21'	Ralph Stanley	1995	Anne Franchetti, Seal Cove ME	Olbia, Sardinia	Italy
264	MARGRET F	24'	Dave & Loretta Westphal	1998	Roy & Shelagh McCaully, Wayland MA	Glocester	MA
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'	Joe Joseph Bernier	1980	David Cain, Jamestown RI	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 Eng.	Dartmouth	GB
270	JOSEPHINE	25'	Nelson Cutter	1985	Ron Wisner, Marion MA	Marion	MA
271	JASMINE	18'6"	Peter Donahoe	1985	Patrick McMahon, Airdrie Alberta Canada	Sylvan Lake	Alberta
272	TAMARA	36'	Ralph Stanley	2003	Sean & Tamara McCarthy, East Hampton NY	Cocles Harbor	NY
273	SUMMERJOY	19'	Ralph Stanley	1989	Bob and Cindy Robertson, Holden MA	Northeast Harbor	ME
274	SELKIE	25'	James Lyons	1977	Brad Clinefelter, Nordland WA	Port Townsend	WA
275	VIKING	28'	Wilbur A. Morse	1908	Cordell Hutchins, Cape Porpoise ME	Cape Porpoise	ME
277	SARALEE	21'	Craig Gleason	2005	Craig & Saralee Gleason, Phoenix AZ	Shalimar	FL
278	CYGNUS	32'	John Elfrey	1976	Joe Maslan, Seattle WA	Seattle	WA
279	HAND OF FRIENDSHIP	22'	Tom Whitfield	1990	Michael & Phillip Morris Chelsea Victoria Aust.	Mordialloc	Australia
280	RETTA	24'4"	David Westphal	2008	David & Loretta Westphal, Key Largo FL	Key Largo	FL
281	SUSIE B	22'10"	Robert Barker	2008	Robert Barker, Easton PA	East Hampton	NY

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

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

Sail	Name(Former Name)	LOD	Builder	Launched	Comments
12	FRIENDSHIP	29'	Wilbur A. Morse	1902	Last Seen c1983 at Little Compton RI, ashore since 1968
30	KIDNAPPED (Fly-A-Way)	21'	Unknown	1921	Sunk off Hull MA in August 1965 squall, salvage confirmed Disposition Unknown
41	SNAFU	35'			No information since NJ registration with Society in 1965
51	#NAME?	32'	Wilber A. Morse	c1915	Sold in 1992 to unidentified parties
56	IOCASTE	33'	Charles A. Morse	c1907	Sold to Unknown Parties c1998
63	KHOCHAB	28'	Speers	1953	Sold May 1970 to an unnamed Staten Island party
77	BEAGLE (SEA QUEEN)	28'	Charles A. Morse	1905	Repaired 1979 at Manatee Pocket FL enroute to Caribbean
81	REGARDLESS (Friendship)	39'	Fred Dion	1963	Sold in Galveston Bat TX area c1979 to unknown parties
110	AMISTEAD	25'	R.T. White/R.E. Lee	1977	Sold March 1988 to unidentified Anacortes WA parties
121	CLARA (ETTA MAY)	27'	Elmer Collemer	1960	In Mediterranean in 1977, rumored as wrecked in West Africa
132	VOGEL FREI	30'	Wilbur A. Morse	c1910	Last known in South San Francisco Bay in mid 1970's
140	BRANDYWINE	??	McKie W. Roth Jr.	1968	Last known to be in Isleton CA in 1980's; UOP student living aboard
163	REWARD	25'	William A Green	1975	Last known to be in Galveston TX area late 1970's
176	TRUMPETER	28'	Charles A. Morse	OLD	Sold c1979 from Canada to unknown (Detroit area?) parties
179	CELENE	22'	Unknown	OLD	Sold to Unknown Parties from Lebanon, ME
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)	LOD	Builder	Launched	Comments
3	FINNETTE	40'	Wilbur A. Morse	1915	Destroyed C1968 at Norwich CT
4	GOLDEN EAGLE (QUEEQUEG)	26'	Albion F. Morse	c1910	Destroyed c1980 at Lynn MA
8	BANSHEE	30'	Wilbur A. Morse	OLD	Destroyed c1980 at new Bedford MA
11	SHULAMITE	24,	W. Prescott Gannet	1938	Went ashore in Rockland, ME, disposition unknown
17	JOLLY BUCCANEER	45'	Eugene McLain	1906	Sunk 1972 at Melborne FL, destroyed c1978
20	MURRE (MOSES SWANN)	30'	Morse	c1910	Wrecked Oct. 1974 at Guilford CT, Destroyed c1978
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
55	RIGHT BOWER	47'	Wilbur A. Morse	1915	Destroyed c1968 at Stonington, CT
60	OLD SALT	32'	Robert A. McLain & Son	1902	Broken up in CT, 2004
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
195	PRINCESS	26'	Wilbur A. Morse	1908	Broken up in the Bradenton, FL area
203	AURORA (LUCY S.)	26'	Unknown	c1898	Destroyed Fall 1993 at Ipswich MA
207	SAFE HOME (LANNETTE M.)	31'	Herbert Melquist	1980	Blown ashore in Hurricane Bob 1991 at Beverly MA
256	OCTOBER 4th (FRIENDSHIP)	22'	Edgar Knowles	1985	Sunk in squall Sept 1993 on Oneida Lake NY

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Alex Hiam watercolor

Ship's log:

7:01:02 a.m. Waiting for fog to lift.  
Good holding ground. Must bring  
kids here on next cruise.

10:07:05 a.m. Wind picking up, 33  
knots. Rocking motion beneath hull.  
Shadowy figures emerging from mist  
to leeward.

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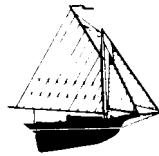
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