

FRIENDSHIPS

Newsletter of the Friendship Sloop Society

Volume 15

Winter 2003-2004

Issue 3

Commodore's Message

What a great Annual Meeting that was at the Merry Manor in South Portland! I have heard nothing but favorable reviews from all attending: the meeting wasn't too long, Chandlery sales exceeded expectations, the auction was a success, Mike Rutstein's talk on the **Fame** enlightened all of us, the cocktails were well deserved, the dinner was great, the kids loved the hot tub and heated outdoor pool, the beds and rooms were very comfortable and the breakfast topped it all off! The Commodore's Suite was humming until 11:00 p.m. with all ages represented.

At the meeting we reported that both our cash balance and membership have been declining in recent years. The Executive Committee is keenly focused on turning this trend around and we intend to engage the membership on how best to do it. There are challenges ahead. Today I got a call from the Rockland Harbor Master who indicated that the Society will need to pay dockage in 2004, like all of the other boating groups that visit Rockland each year (note that Rockland has given us nine years of free dockage). While the Treasurer's November report shows a strong start to the new fiscal year, we have some work to do to stay on a sustainable financial course.

To help build our membership, two initiatives are being undertaken in 2004. The first is a membership survey, and the second is increased distribution of our yearbook. In January, members of the Executive Committee will be contacting each and every one of our members, including sloop owners that are not members, to learn what we can do to increase membership and regatta participation. Expect a call and give us five minutes of your time to answer our questions and give us your input on how best to grow the Friendship Sloop Society. We will put your ideas into action.

The second initiative is increasing the distribution of our yearbook around New England and ports beyond. Our goal is to get all the printed yearbooks into marinas, marine stores, libraries, museums, the White House, anywhere that a wayward mariner (or mariner wannabee) might see our fine yearbook, pick it up and absorb some of our stories and history. Who knows, maybe she or he will be stirred to join, come to a regatta or better yet buy or build a sloop and sail with us on the bay. We need help with this effort, so please contact Beth and Rich Langton (resource@clinic.net) if you would be willing to receive a package of yearbooks for local distribution. As a reminder, the target date for getting articles to Beth and Rich Langton for the 2004 yearbook has been moved up from

(Continued to Page 2)

2003 Annual Meeting Held in South Portland

Caroline Phillips has submitted the following report on the Annual Meeting:

John Rand called the business meeting to order at 3:30 PM. John began the meeting by welcoming everyone to the 43d annual meeting of the Friendship Sloop Society, which was held in a new venue this year: the Best Western Merry Manor Inn in South Portland, Maine. John then proceeded to introduce the executive board, and reviewed the agenda for the rest of the evening. He announced that there was a 50/50 raffle and the yearbook bulletin board was available for sign-ups.

John then gave an overview of the Society and the goals that the executive board would like to achieve in 2004. The board wants membership to go above 200, and increase the cash flow so that the savings will stop declining. John stated that the executive board would be doing a membership drive - calling all boat-owning members and nonmembers. The society also needs to enhance distribution of the yearbook. The society has also reduced the newsletters from 3 to 2 a year to save on postage and printing costs and with the hope that the two newsletters will be packed with information.

Secretary's Report - Caroline Phillips

Membership totals for 2003:

Boat Owners:	99
Full/Associate:	51
Cooperative:	27
Honorary:	<u>5</u>
TOTAL:	182

Although membership was at its lowest numbers in 2003, 2004 looks much better. Three members have joined from 2000, four members from 2001, and 3 members from 2002 for a total of 10 members so far that have rejoined after 2 or more years of being absent. Caroline then read letters from the membership. (The letters are on page 7 of this newsletter)

Treasurer's Report -- Jonathan Leavy

Jonathan stated that the society needed to stop the declining cash balance. At the latest executive board meeting it was decided not to increase dues, but to find money elsewhere. After Jonathan's review, a motion was made and seconded to accept the Treasurer's report. (The treasurer's report is on page 4)

(Continued to Page 9)

Commodore's Message

(Continued from Page 1)

April 15 to March 15.

Have a great holiday and winter and enjoy the comfort of knowing the January gales can't tear your sloop from her safe winter berth. Spring will be here all too soon and with it another full season of Slooping. Feel free to contact me at jbr@prexar.com or 207-655-4277 if you have any questions or comments.

Class A Birthdays

There are a number of member Class A sloops that are celebrating significant "birthdays" in 2004. Our congratulations to the owners and crews of the following "Senior" members of the fleet:

105 Years:

#23 **Depression** Keith Roberts, Rockport, MA

100 Years:

#2 **Dictator** Peter Chesney, Burbank, CA

#200 **Estella A.** Mystic Seaport Museum, Mystic, CT

95 Years:

#154 **Muscongus** Capt's. Cove Seaport, Bridgeport, CT

90 Years:

#31 **White Eagle** William Cronin, Charlton, MA

2004 Schedule of Events

Chesapeake Bay Regatta

To Be Determined

New London Regatta

July 10th & 11th

Southwest Harbor Rendezvous

July 24th

Homecoming Rendezvous & Races at Rockland

July 26th to July 30th

Friendship Days

July 31st

Marblehead Regatta

August 14th & 15th

Gloucester Schooner Festival

September 4th

Annual Meeting

November 13th

Martin's Manor

South Portland., ME

From the Race Committee

By David W. Graham, Race Committee Chairman

If there were to be a common theme to both the Rockland and the Marblehead reports for 2003, it would be in the numbers - - - or rather the lack of same. For instance, at Rockland we raced but thirteen sloops, while at Marblehead it was five! These numbers represent all-time lows for both venues.

By the time you read the next issue of your Society Newsletter, I'll have greater detail on the Marblehead scene but for now, I can tell you that 2004 will see the introduction of what will amount to a merging of the Friendship Sloop Race program into a Classic Boat Regatta. I'll do everything within my power to retain a degree of Friendship Sloop Society autonomy at Marblehead but I can also tell you that the days of having our gathering there remain a stand-alone event, at least as we have known it, are simply gone. Still, the new merging could provide us with some interesting racing. Again, I'll have greater detail in the next issue - - - but for now, I can tell you that the dates will be August 14 & 15, 2004.

As I have indicated, we raced an all-time low number at Rockland in 2003, all in the face of new and innovative add-ons to spark interest in our race program. Frankly, I am at a loss to explain why the numbers are so low but in an effort to reverse what has been a trend over the past several years at Rockland, your Race Committee will entertain any thoughts and concerns on the subject. To that end, please feel free to communicate with me. There are several ways to do that; the first being via e-mail to dwg@shore.net - - the next is by calling me at 781/631-6680 and the third is by writing to me at Post Office Box 183, Boston, MA 02128. I can assure you that all suggestions for increasing participation will be very carefully considered by your Race Committee.

You might also be interested in knowing that following the last Rockland race of each July, your Race Committee does not simply pack up and go home for another year. Far from it - - - for indeed, the committee holds no less than six meetings in the course of the eleven-months/three-weeks between each year of our homecoming regattas. During each of these meetings, several items are extensively covered for the next race program at Rockland. I am taking the time to tell you this, as I want to convey to you the notion that communicating with your Race Committee should be done at the earliest possible moment while your thoughts are still fresh. Remember, our prime consideration in all our deliberations is to provide you with a high quality race program. That is why your input is so important.

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Close Sailing Leads Graceful “Gladiator” to Victory

Written by Craig Crosby

The following story appeared in the “Mount Desert Islander”

SOUTHWEST HARBOR - Bill and Caroline Zuber thought hitting a rock in Casco Bay Passage on their way to Saturday's 11th annual Mount Desert Island Friendship Sloop Regatta might be a bad omen.

After 101 years on the water, however, the Zuber's sloop **Gladiator** is well past omens and can still show her younger sisters a trick or two.

Gladiator, a 32-footer built in 1902, won its first Southwest Harbor Rendezvous on Saturday, edging out the 31-foot, Jarvis Newman owned and skippered **Tradition** by nine seconds.

The two sloops were nearly bow to bow at the finish line; nine seconds is virtually a photo finish in sailboat racing. Both skippers, after crossing the finish line, turned their boats around towards the committee boat to find out who won.

"One hundred and one must be a good year," yelled Bill Zuber after learning the results.

Perennial winner **Phoenix** was not at this year's race. She is not in the water this summer, opening the door for another winner. **Gladiator**, which has been in the Southwest Rendezvous twice before but had failed to secure a win, took advantage of that opening.

Gladiator was the only boat in the race from outside of Mount Desert Island or Cranberry Islands. Three generations of Zubers lead **Gladiator** to victory. Their son Andy, who was the skipper, and a grandchild, joined Bill and Caroline Zuber on board.

Tradition, which stayed away from last year's race, resumed her typical dominance at this year's rendezvous.

"She's a bigger boat and Jarvis knows how to sail her very well," said race organizer and **Salatia** skipper Miff Lauriat.

Four of the remaining five boats to finish Saturday's race had very close times. **Salatia**, Mr. Lauriat's 25-foot fiberglass hull, the **Helen Brooks**, a 30-footer owned and skippered by Karl Brunner and Khristyn Ramos, **Endeavor**, a 25-footer owned by Betsey Holtzmann and skippered by Richard Stanley, and the 28-foot, Richard Dudman owned and skippered **Freedom**, battled a wind at their bow off the last marker, each taking two tacks in the short stretch to find the best mark. Ultimately, it was **Salatia** that earned third place honors, four minutes and seven seconds behind **Tradition** and just 27 seconds ahead of the **Helen Brooks**. **Endeavor**, which finished 1 minute, 6 seconds behind the **Helen Brooks**, took a razor-thin two second victory over **Freedom** for fifth. The **Eden**, which owner and skipper Scott Martin had launched last week and rigged just before the race, finished a distant seventh, 22 minutes and 59 seconds behind **Freedom**. Mr. Martin was unable to get the staysail on prior to the race. The staysail, one of the jibs, is particularly important in close reach sailing, as was the case for most of Saturday's race.

"He had not gotten all his sails on, but he wanted to go racing," said Mr. Lauriat.

The **Timothy M**, a 16-footer owned by Mike Rindler, dropped out of the race early.

The roughly four mile race began with three cannon blasts at the northwest point of Greening Island. From there, it proceeded counter-clockwise around the island to Greening Ledge, Spurling Point, Spurling Rock beyond Sutton Island, through the narrows between Northeast Harbor and Greening Island and back to the start/finish line off the northwest point.

The winds, though light, were nearly ideal for Friendships. The start to the first mark was windward, then a close reach to the second mark, then a reach to the third and a run to the fourth.

"So we really only had about one mile of beating and three miles of off wind work, which is perfect for Friendship sloops," Mr. Lauriat said. "We like to reach as much as we can. It was a perfect day out there."

After all the boats made a clean start, **Tradition** and **Gladiator** began to quickly pull away from the rest of the field. **Tradition** took a sizable lead over everyone between the second and third leg and reached Spurling Point gong buoy, the third marker, 2 minutes 36 seconds ahead of **Gladiator**, which lead **Endeavor** by 4 minutes, 16 seconds.

Endeavor, **Freedom**, **Salatia** and the **Helen Brooks** ran side-by-side for much of the second and third leg and arrived at Spurling Point with less than a minute's separation.

Salatia took the lead during the second leg but was set off course when the international fleet, racing in the Hospice Regatta, crossed her path and was being set off by the flow tide.

Endeavor and **Freedom**, meanwhile, took a higher approach and cleared the buoy easily.

"I looked back and we were ahead, but so far to leeward that we had a mark to make up," Mr. Lauriat said. "We were close haul while they were close reaching so they had a lot more speed on."

Seeing **Endeavor** and **Freedom** had the position, Mr. Lauriat was force to point his bow straight into the wind, let his sails go slack, and allow his momentum to shoot him into the buoy.

With **Freedom** blocking the wind we shot into the buoy and cleared it by about a foot," Mr. Lauriat said. "I had to hold my main sheet in so the boom didn't hit (the buoy), It was as tight a rounding as I've ever made."

Meanwhile, **Gladiator** and **Tradition** continued to hold their lead until sailing in behind the backside of Greening Island. The wind, which blew a light five to eight knots for much of the race, stalled to a whisper in the protected passage.

"It sure lightened up, but there was a flood tide," Mr. Lauriat said. The tide continued to carry the boats toward the final mark. less of

The tide had an effect on the **Gladiator** and **Tradition**, which were closer to Northeast Harbor, allowing the

(Continued to Page 4)

Close Sailing Leads Graceful "Gladiator" to Victory

(Continued from Page 3)

four chasing boats to catch up. "Sometimes it's easier to follow in a down wind," Mr. Lauriat said. That's because boats that follow can see what the winds are doing to the boats in front and work for the advantage.

"Because it was a flood tide, it was easy to make the buoy at the narrows," Mr. Lauriat said. "When it's ebbing, you really have to guess right or it's difficult to make."

Though the four following boats were able to make headway against **Gladiator** and **Tradition**, the larger boats were able to make the mark where the winds picked up and race away from their pursuers.

Following the race, the crews gathered at Mr. Lauriat's home. All raved about the conditions of this year's race.

"It was warm and there wasn't so much wind that you really had to pay attention," Mr. Lauriat said. "You could really relax. It was pretty light, but it was an ideal day for a shakedown."

Chandlery Items Available

The holiday shopping season has begun. Remember to shop the FSS Chandlery for your holiday gifts. We have fashionable new items, along with the usual favorites.

FSS cotton afghan, blue & green		\$50.00
Our custom FSS tri-fold nylon wallet w/Sloop design		\$25.00
Ball caps, blue or green		\$15.00
Fashionable denim shirts w/embroidered trailboard logo		\$35.00
T-shirts (2003 Design)	\$14.00 / 2 for	\$20.00
T-shirts (2002 Design)		\$8.00
Burgee	Large	\$25.00
	Small	\$20.00
2003 Rockland Homecoming Poster		\$10.00

A merchandise order form can be obtained on the FSS website:
FSS.org

Mail your merchandise orders to:

Friendship Sloop Society Chandlery
75 Kingsbury Street
Needham, MA 02492

Dues Reminder

If you haven't mailed your annual dues in for 2004, please send them to:

Caroline Phillips, Society Secretary
164 Sturbridge Road
Charlton, MA 01507

Treasurer's Report

Jonathan Leavy, Society Treasurer, presented the following financial report at the annual meeting for the fiscal year ending September 30, 2003.

Receipts:	Actual	Budget	More (Less)
Membership	4,510	5,300	(790)
Chandlery	5,171	5,000	171
Regatta Events	510	760	(250)
Annual Meeting	2,062	2,000	62
Yrbook/Bulletin Brd	560	600	(40)
Contribut. (to FSS)	556	300	256
All Other	182	180	2
Total Receipts	13,551	14,140	(589)
Expenses:			
Chandlery Purch.	5,758	3,550	(2,208)
Regatta Expenses	2,073	1,880	(193)
Annual Meeting	2,723	3,050	327
Charitable Donat.	1,300	1,300	0
Secretary's Comp.	1,000	1,000	0
Yearbook	560	600	40
Administration	2,191	3,125	934
Total Expenses	15,605	14,505	(1,100)
Net Cash In (Out)	(2,054)	(365)	(1,689)
Ending Cash Balance	7,534	9,223	(1,689)

2003 Summary: Last year was not a good year, financially speaking. Receipts from membership and regatta entries were below plan by about \$1,000, and the Chandlery over-spent the budget by \$2,200. The good news is that much of the Chandlery over-spending is still in inventory. (Blue denim shirts make great Christmas presents!). Cash on hand at September 30, 2003 was \$7,534, the lowest fiscal yearend balance since 1998 and 27% below the 2000 peak.

2004 Proposed Budget: The 2004 budget is intended to reverse some of the recent loss in cash. While the budget reflects the decline in membership, it also anticipates significant Chandlery sales out of existing inventory. Your purchases from the Chandlery, and your contributions to the Society, go a long way to keeping the Society financially sound.

Sail the Web

Although our sloops are a design from the early 20th century, the FSS 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, and other interesting facts regarding the FSS. The web page also contains the Scuttlebutt Forum where you may enter questions, seek advice on a particular sloop related problem, or enter your comments regarding a particular subject about the Society and the sloops. Visit at:

WWW.FSS.ORG

Tech Tips 8

By "The Old Salt"

This column is a forum for sharing the vast range of practical experience accumulated by our membership and not just my favorite boat maintenance topics. It is intended to be the place where you, the reader, can ask technical questions and either obtain direct answers in this column or direction to appropriate reference material. Normally at this point I list the past topics and transition into the next planned item. But this time we'll depart from the original plan and, by popular request, review some of the practical tasks that should be part of your winter lay-up routine. As we normally do, I'll focus on the electrical systems, with a little divergence here and there for other interesting tidbits of information.

For my money the most important electrical lay-up task is the winter maintenance of the batteries. Well cared for, your batteries should last you ten or more years, but that's dependent on many variables such as charging rate, load, depth of discharge, etc. Obviously these are not of major concern if the boat is high and dry on-the-hard. What is important is to remember that even good lead-acid batteries will lose some of their charge over the winter. The amount of discharge will depend on their state of charge when they were removed, and their general condition and age.

For starters the batteries should be taken off the boat, cleaned, topped off with distilled water, and inspected for physical condition. A common failure for run-of-the-mill batteries is separation of the top from the bottom of the casing. Although the separation isn't obvious, a tell-tail sign is the presence of electrolyte just below the top of the battery, and no apparent moisture on the top. If you have this problem you probably have a small pool of battery acid in the bottom of the battery box and low levels of electrolyte in one or more cells. If the battery is still under warranty get rid of it. You don't need the kind of problems that a leaking battery can cause, especially if it is getting into your salt-water bilge.

Even if they were fully charged (@ 1.275 pH) when you took them off the boat, you need to put them on a charger and verify that your boat's system is, in fact, fully restoring the energy in the batteries. Topping off their charge before setting them in the barn for the next few months will help when you re-commission in the spring. Personally, I don't like the idea of trickle charging because most chargers are not designed for it. Using a regular charger to trickle charge over a long period of time will overcharge the battery, boil off the electrolyte, and damage the battery. A really good, high end charger that's designed for trickle charging will do the job correctly, but most of us don't have one of those hanging around the garage. It is a good idea to put the batteries back on a charger after about three months of inactivity just to top them off, but don't leave them on the charger.

With the batteries out of the battery box you also have a good opportunity to clean it up and check out how well fastened it is. A rotten base or acid eaten, corroded fastenings won't hold 100 lbs of batteries in place very well. And the worst part is that things like this don't break loose until you are stressing things. Then when things go wrong they have a tendency to compound rapidly. You don't need this kind of excitementso check the box and ensure that it won't come adrift too easily.

When you disconnect the drive belt from the alternator, water pump and crankshaft pulley, grab the pulley on the front of the alternator and give it a spin. It should rotate freely with just a little drag from the commutator brushes. It shouldn't make any bearing noise either, nor have any play, sideways or axially. While you are there, spin the water pump and see if there are any unusual sounds or mechanical play in the bearings that would indicate impending failure.

While you are at it remember to change the antifreeze, oil and transmission fluids to get the acids and combustion by-products out of the engine block and off the bearing surfaces. Squirtling oil into the intake, a practice called fogging, while cranking the engine over (but not starting it) is also a good idea as it lubricates the cylinders and helps to prevent internal, upper cylinder, corrosion. After all this is done seal off the intake and exhaust ports to keep the moist winter air from getting into the engine. This is also the best time to check all the hoses and electrical connections around the engine so you know what is facing you in the spring, or can be added to the winter work list.

Fogging the engine is a good way to keep corrosion at bay. The engine isn't the only thing that will corrode over the winter. In addition to inspecting the wiring around the engine, take a look at the rest of the boat. Now is a good time to put some corrosion preventive compound on the electrical bus bars, switches and other electrical connections. WD-40 is a good product for displacing moisture in connectors. Kerosene (K1) also works quite well. It also is great for cleaning up your rusty boat tools and soaking paint and varnish brushes between uses.

Other lay-up chores should include inspection of stuffing boxes, greasing seacocks, and inspecting and lubricating the steering gear. Good luck and have a great winter season.

The humble deadeye fid

By Ted Walsh

To those of us who secure our shrouds with a rigging screw or turnbuckle, this is a wonderfully archaic tool. To those of us with deadeyes and lanyards, however, a deadeye fid, sometimes called a deadeye wedge, makes the potentially difficult chore of tuning shrouds with deadeyes into a relatively simple task.

The trick to deadeyes is to get the lanyard to slip when you want it to (when you are trying to tighten them) and not slip when you want them to (when you are tying off the lanyard). The trick to getting the lanyard to slip is basically to make sure that the holes in the deadeyes are smooth and well greased (I use Bag Balm to grease the deadeyes, it works well and does not appear to break down synthetic line).

The problem comes when you have tightened the lanyard. For example; I unshackle the bottom block of the throat halyard from the gaff and bend the lanyard to the block. I can now use the halyard to tighten up the lanyard and deadeyes. The problem is at some point you need to unbend the lanyard from the halyard in order to tie off the lanyard. How to do this without slacking off on the lanyard? Here is where our humble fid comes in.

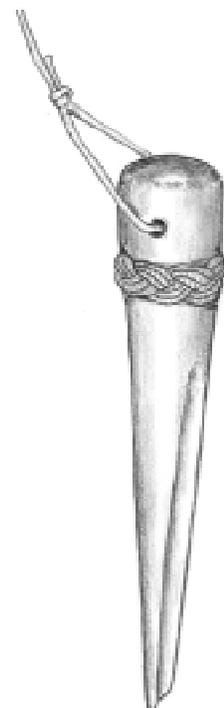
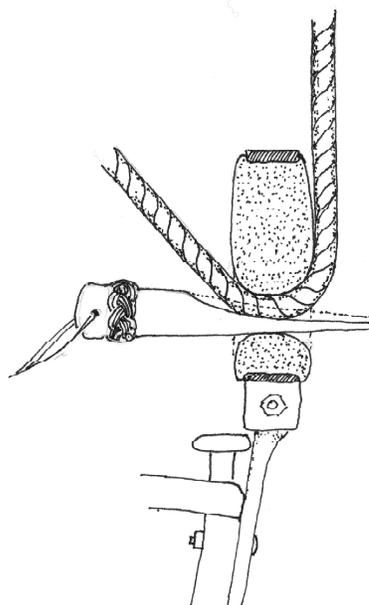
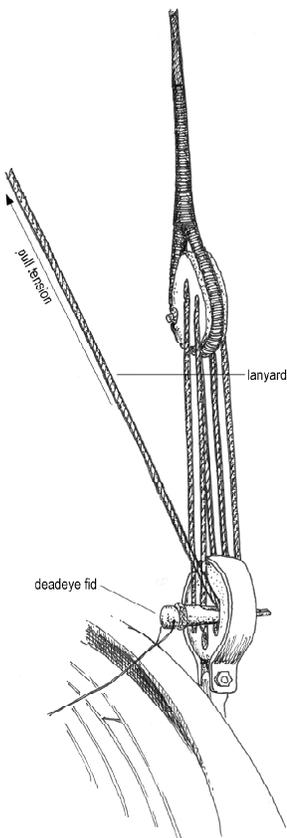
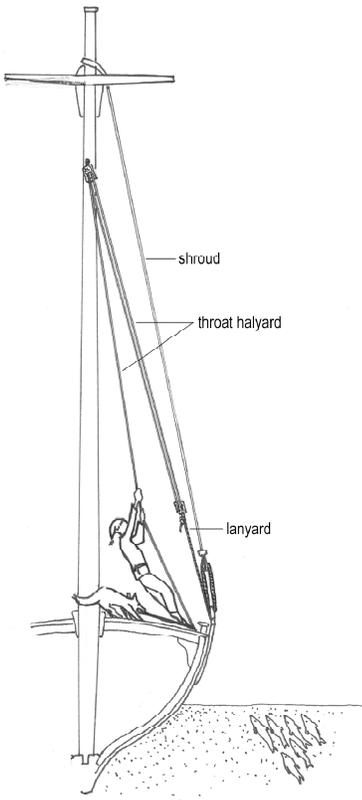
With the halyard pulling tension on the lanyard; belay the halyard. Now drive your fid into the last hole in the deadeye with a mallet. This locks the lanyard in place and you can now slack off your halyard without slacking the deadeye. Unbend the halyard from lanyard and cow-hitch the lanyard either over the sheer-pole or the top deadeye. When all is snug drive out the fid, all that's left is to seize the tail of the lanyard.

A deadeye fid is easy to make. I turned mine out of maple on a treadle lathe, but a piece of closet pole could be shaped with a block plane and gouge to the same effect.

Some further tricks:

- If you are going to use the throat halyard to provide the mechanical advantage for the lanyard it is much easier if you have sway-hooks and someone to tail the line for you.
- Tie a string lanyard onto your fid, when you drive it out of the deadeye it tends to exit with some force and can end up overboard.
- If it's the start of the season and I know I will have to re-tighten the deadeyes I will often seize the lanyard tail with cloth friction tape rather than marline. It takes less time and is easier to remove.

If there is a rigging topic that you would like to see illustrated and addressed please send your suggestion to NEWSLETTER@FSS.ORG



John Gould, Honorary Member

Caroline Zuber provided the following:

John Gould, honorary member of the Friendship Sloop Society, passed away September 1, 2003. He was one of the local founders of the Sloop Society, along with Al & Betty Roberts, Carlton Simmons, and Herald Jones. John and these folks conspired to bring upon the small village of Friendship a festival featuring the history of the Friendship Sloops. After convening a meeting with the town fathers, it was agreed that the town couldn't manage the logistics of such an event. But John Gould coordinated a publicity coup with his friends in the publishing world by announcing the date of the first race, and inviting the Governor to present a trophy to the winning sloop. Much to the surprise of the whole town, the event was a huge success. John collaborated with Al Roberts to publish books; edited the program, which became a yearbook; served as Master of Ceremonies at the banquets; and moved to Friendship in 1972 to "retire" and keep writing books and columns, providing humor and history about his beloved Maine. John was the Master of Ceremonies at the early Awards Banquets, and added immeasurably to the entertainment of those present.

When the U.S. Government decided that Friendship needed a new Post Office, it was constructed and topped off with the Government Issue weathervane: a marconi-rigged sloop. John was incensed at this total disregard for historical accuracy. He commissioned his brother to fabricate a properly gaff-rigged sloop of iron, and arranged its installation with appropriate ceremony and publicity. The discarded sloop was mounted in a porcelain chamber pot, and presented to the Society at an annual meeting as the "Post Office Trophy", or P.O T. John loved a joke, and a story to go with a presentation. The members of the Race Committee, after conferring with John, decided to present it to the sloop captain who had made the biggest blunder during the races.

When the Society voted to establish the Pendleton Memorial Scholarship Fund for the young people of the town, John and his wife Dorothy became its most ardent supporters. John bought a peanut roaster on a wagon and peddled hot peanuts during Sloop Days. He fabricated wooden puzzles, pie pushers, and other articles to be sold in the Scholarship Gift Shop. He and Dorothy made countless gifts in memoriam at the passing of their friends and acquaintances over the years. At his passing, Dorothy asked that memorial gifts in John's name be made to the Sloop Society Scholarship Fund.

In the town of Friendship, John served as moderator at Town Meeting for many years. He carved and presented a gavel in the shape of a lobster buoy to the town that is still in use today. The Fourth of July began with a gathering of friends at John and Dorothy's modest home on the shores of the Back River in Friendship. The Stars and Stripes were hoisted at 7:00 a.m. A neighbor read The Declaration of Independence. Muskets were fired, and all paraded to the shore for a huge breakfast.

John Gould was a literary giant. We knew him, as a friend who loved Friendship, loved Maine, and loved a humorous story. His help in founding the Friendship Sloop Society was inestimable. He is greatly missed.

Letters from the Membership

Caroline Phillips has received the following letters from our members:

Peter Blanchard sent the following:

I am writing to inform you that we are no longer owners of #187 **Perigine**. She is now owned by her builder, Ralph Stanley, who is in the process of finding the perfect owner - a sailing family who would keep the boat at Ralph's shop.

We have made the transition over the past 10 years to another Ralph Stanley boat - a thirty foot lobster boat.

Unfortunately, I must withdraw our membership in the FSS. Thanks very much for your good efforts.

From Peter Sellers and Lucy Bell Sellers:

Our sloop, **Lucy Bell**, celebrated the 20th anniversary this year of her launching on June 21, 1983. Her home port since launching has been Sqid Cove, Mount Desert Island, Maine. Every year we cruise from June 15th to July 15th, living aboard. Our hearts leap with pleasure whenever we encounter Friendship Sloops or similar boats under sail.

From Mary Duncan:

Very sorry Roger and I won't be at the annual meeting. Roger must go to the hospital for a procedure to help his mobility. It sounds promising to get him back to his old self.

Peter & Nancy Toppa received this note from Mary Duncan:

....Roger goes for a walk everyday with the therapist and the word is that he is "awesome". So far, because of the neck operation and necessary brace to promote the healing, he cannot swallow. When he tried he got aspiratory pneumonia. So he must, for a while, eat by tube. Otherwise, he is doing great. Pneumonia is under control. It was good to have your card and also the honorary membership in the FSS.

From Rit Roberts:

Today I received the 2004 membership renewal for the 44th year of the Friendship Sloop Society. I am her nephew and her power of attorney.

I regret to inform you that Betty is no longer able to live at home in Friendship and is now at Quarry Hill in Camden. She has Alzheimer's and her companion, Dick Lozier is not in the best of health.

Betty, as you know, was the secretary for a number of years and dearly loves the society and the good things it does for Friendship. She has always been a very strong supporter of the Town of Friendship and the betterment of the education of the young people. She feels very strongly that the scholarship program that is funded by the Society is important for the advancement of higher education for the youth of Friendship. Both my boys benefited from the scholarship program and it was very much appreciated.

All mail sent to her should be addressed to her at my address. She is not able to read and I am receiving all correspondence.

Her address is:

15 Roberts Lane
Friendship, ME 04547

She is located at:

Quarry Hill
Anderson Inn
30 Community Dr. Apt 132
Camden, ME 04843

(Continued to Page 8)

Letters from the Membership

(Continued from Page 7)

Jim Rosenbaum, owner of #130 Narwhal, attached the following to his membership renewal:

One thing missing from the regatta book and newsletter is technical help on the finer points of rigging and sailing the sloops. New ideas for the chandlery - how about used lobster buoys and traps? Other ideas - how about workshops at the regattas on various aspects of building, maintaining, and sailing the sloops? How about expanding the regatta announcements to members of the Bath Maritime Museum or Mystic Seaport, to reach a wider audience? Don't just preach to the converted. Let me know what you think?

(ed. Note: Ted Walsh, listened to this letter read at the annual meeting, took Jim's suggestion and has done an article on rigging: The Humble Deadeye Fid which is included in this issue.

From Jarvis Newman:

Enclosed is our membership renewal and dues, as you requested, and Susan and I will be out of the state for the month and won't be able to attend the annual meeting.

However, I did want to write you and the Society to say how much we enjoy the Southwest Harbor Race each year. It's a good time, casual, and Miffy and Ralph do an excellent job organizing and running it. And I must say congratulations to the Zubers for pinching me to win at the finish - nice job.

For the Society's information, I've just acquired the molds for my 25' Pemaquid and 31' Dictator Friendships. I've been working on them this fall, and they're available for new sloop construction, should anyone want one. We've sold three used Friendships this year and have five available as well.

By the way, has Tad Beck's Friendship Sloop book materialized? I've not heard anything and thought you would know. Well, that's my update and news, and I hope you enjoy the annual meeting next month.

(ed. note: The book referred to is the memorial book of the best articles from the FSS yearbooks which Tad was editing. The project has been put on hold because of production costs)

*From John Crumpton, owner of #117 **Leading Light**:*

We're still with you but slowing down. We're one year off eighty in age - one above and one below. Even so, I managed to clear a fouled line at the masthead with the boatswain's chair on the throat halyard. The task was harder on the deck supervisor than on me but I think the supervisor will send up younger talent next time. Keep on sailing.

Dick Salter wrote:

For about the first or maybe second time since I joined the Society in 1972, I will be unable to attend the annual meeting. It seems there is a requirement to keep the local hospital, doctors and nurses in business and this time I have been selected to be the patient. Not my choice! Hope everyone has a great evening, as I'm sure they will.

(ed. Note: Dick came through his hospital visit very well and hosted local sloop skippers and crews at the annual Christmas dinner held December 11th in Manchester, MA)

Pendleton Memorial Scholarship Fund

The trustees report that a total of \$4,200 has been awarded in scholarships during 2003. Three \$1,000 scholarships to graduates of Medomak Valley High School were awarded to the following:

Laura R. Briggs Nyack College
Meile Calais Lichtman Marymount Manhattan College
Justin B. Overlock University of Maine

Three grants of \$400 each for continuing education beyond the first year were made in June 2003 to:

Timothy J. Ehle Gordon College
Andrea York University of Southern Maine
Leslie D. York Wellesley College

Fund Balances as of November 11, 2003:

Trust Fund Investment Balances:	\$70,085.84
Money Market (checking acct)	3,737.00
Savings Account	<u>1,197.88</u>
Total:	\$75,020.72
Scholarships to be awarded 12/1/2003:	3,000.00
Asset Balance:	\$72,020.72

The improvement in the value and earnings of the Fund balances, as well as fewer graduates requesting scholarships this year will make it possible to invest \$1,000 to \$1,500 from the checking and savings account at the end of December. Honorary member John T. Gould died August 31, 2003. His wife Dorothy requested memorial donations to the Scholarship Fund, and nearly \$700 was received. As many of you know, John Gould was instrumental in the founding of the Society, and when the Scholarship Fund was created he jumped at the chance to raise money for educating the young people of Friendship. He and his wife continued to support the Memorial Fund over the years.

As many of you may not know, the year 2003 was not a profitable one for lobstering. The cold winter, and the cold and foggy summer led to a drastic drop in the lobster catch. This has made a big difference in the incomes of most of our fisherman. The increasing restrictions on the other fisheries have also resulted in loss of income from other kinds of fishing. We need to help as much as possible with this fund. Donations of any size are always welcome!

Yearbook Submissions

Rich and Beth Langton are again editing the yearbook. If you are writing an article for the yearbook please send it to: Rich and Beth Langton, 868 Cross Point Road, Edgcomb, ME 04556. If possible please send it on disk, as a Word file, or better yet submit it as an attachment via e-mail. The Langtons e-mail address is Resource@clinic.net. The deadline for submission of stories has changed from April 15 to March 15th.

Ads and Bulletin Board notices should also be sent to the Langtons. Rates for advertisements depend on the page requirements and will be mailed at a later date. Please note that the Bulletin Board costs are \$20 per posting. Electronic messages are, again, acceptable but we need the check too!

2003 Annual Meeting Held in South Portland

Continued from Page 1

Regatta Reports:

New London: Greg Roth and Jack Vibber

Jack Vibber stated that there were 5 boats that participated in 2003. There was wonderful weather and an excellent display of fireworks. The fireworks display was the 2nd biggest display after New York City. Jack stated that if you are going to participate in 2004, you must bring good weather!! The Friendship Sloop **I Got Wings** won the small boat division, while **Natanya** won again in the large boat division. The 2004 race is going to be called the **Natanya** Challenge.

Southwest Harbor: Miff Lauriat

Miff reported that everyone had a wonderful time. But he also stated that because of how close the finish of the race was, he thought Jarvis Newman had won to the point where he water ballooned Jarvis and his boat, only to find out later that **Gladiator** had in fact won the race.

Rockland: David Graham

David stated that Rockland went very well in 2003. However, it was an all time low for participation - 13 boats started. A lot of effort goes into planning and preparing for the Rockland Regatta so we need to find a way to increase participation. The skippers loved racing inside the breakwater because of the fog. The race committee will not start or finish in the shipping channel in 2004 because of ferry and other commercial traffic. The race committee is looking into the fact that boats must be equipped with radar reflectors. The skippers liked the anchored start with some modifications. The rumline trophy will be done again. It was won by **Chrissy** after they hauled not one but two of the buoys.

Marblehead: David Graham

Last year saw 5 boats at the starting line. David felt that the days of the Friendship Sloop Races in Marblehead were over, and that there is talk of a Classic Boat race to be held that weekend in which the Friendship Sloops can participate. David then stated that Dick Salter has undergone a successful operation and that he was getting better as each day passed.

Gloucester: Jack Cronin

Jack stated that after 3 years of attempting to start (due to bad weather), the Friendship Sloops finally had a race. **Tannis** won, followed by **Flying Jib** and **Chrissy**.

Chesapeake Bay Regatta: Thomas Berry

Thomas sent a letter stating that there was no race in 2003 and that a gathering was planned for his house on the Bay. Unfortunately, only he and **Wenonah** were the only participants. Tom stated that he was not sure he was going to attempt a race / rendezvous in 2004.

Membership Report: Bill Cronin

Bill stated that two sloops have been found - **Khochab** in Oaks Bluff, MA and **Sea Duck** at Mitinicus Island, ME. Bill mentioned that some boats have changed hands and he will be sending them membership applications. Bill also mentioned that Pat West had passed away and his boat was given to his granddaughter Alexandria West.

John Rand then introduced the new members and first timers to the annual meeting. They were Gerald Kriegel owner of **Namaste**, Fred Perrone owner of **Voyager**, Ted Walsh owner of **Black Star** and Craig Milner.

Pendleton Scholarship Fund: Bill Zuber

A total of \$4,200 was given for scholarships - (3) \$ 1,000 to high school students and (3) \$400 to be given for their second year in college. The balance in the scholarship fund is \$72,020.72 thanks to the work of David Bell. A long time member of the Sloop Society, John Gould has passed away. The scholarship fund has received about \$600 - \$700 in his honor. (report is on page 8)

Chandlery: Bill and Kathy Whitney

Bill and Kathy had set up tables and were selling the available chandlery articles. Their message to those attending: "SPEND SPEND SPEND!!!!"

Yearbook Report: Rich Langton

Rich stated that Beth did all the work to put the yearbook together in 2003. Rich also stated that the society needed to work on three things - 1. distribution of the yearbook 2. write articles for the yearbooks and 3. Change deadline for articles to March 15th rather than April 15th.

Newsletter and Website: John Wojcik

John stated that reducing the newsletter from 3 to 2 issues per year saves approximately \$320 for the society. John also stated that at times he lacks material for the newsletter and is always looking for articles and stories from the membership. The newsletter to go out in December will have reports from annual meeting, upcoming 2004 schedule, and an article on John Gould among other things. John had an idea to go back in the society archives and print those articles in the newsletters if space permits. John also stated that the newsletter could go out by email in the future which would also save money. He will try it with this newsletter to see what people think. He said you could get better pictures via email because pictures do not come out very well at the printers.

Website: The website has had a few changes to it - all yearbooks covers are on the website, and he hopes to include some articles if not the whole yearbook eventually. Penny Richards' pictures from Rockland are posted on the website as well as Priscilla Harper's pictures.

2003 Donations:

Maine Maritime Museum:	\$400
Friendship Museum:	\$400
Scholarship Fund:	\$500

A motion was made and seconded and voted unanimously to accept these donation amounts.

(Continued to Page 10)

2003 Annual Meeting Held in South Portland

(Continued from Page 9)

Awards:

- Morang Award:** Thomas Berry
For the first time there was a 2nd place award, and that went to Mary Cronin
- Bill Hadlock Award:** Don Huston
- Bancroft Award:** Ted Walsh for his book "Merlin and the Black Star"
- Omaha Award:** Awarded by Tom and Peggy Miller to the Cronin family

Honorary Membership:

A motion was made and seconded and voted UNANIMOUSLY to make Roger and Mary Duncan HONORARY MEMBERS of the Friendship Sloop Society.

Nominating Committee: Miff Lauriat

Motion made and seconded and voted unanimously to accept the nominating committee's recommendation to continue with the current slate of officers.

With no further discussion, the meeting was adjourned.

Following the business meeting, Mike Rutstein, owner of **Fame**, a replica of a privateer from the War of 1812, spoke about privateering and his research into that activity during the War of 1812. The **Fame** was built by Harold Burnham in Essex, MA and is homeported in Salem. The vessel is available for charter.

Friendship Chowder Race

The following letter was received from Steve Dunipace, owner of #50 Heritage:

I will be unable to attend the annual meeting this year in Portland, but with regard to your request for input on society events, I thought it would be worthwhile to mention an event that takes place each year in Friendship which might attract some Friendship Sloop participation:

The Chowder Cup is a loose simulation of a regatta that has been held in Friendship, Maine on the second Saturday in August since before I was born. It started as a small gathering of Friendship Catboats sailing a short course around Ram Island. It has grown over the years to include vessels of all size, length, shape, rig, hull construction, and skipper experience (including, recently the sloops **Gladiator** and **Rights of Man**) sailing a longer course within Muscongus Bay. It is a one-day / one-race event which begins at a gentlemanly 11:00 am or so and culminates with a potluck dinner / awards ceremony at the Martin Point community house in Friendship. It is not sanctioned, nor supported for that matter, by the town of Friendship, but rather by a small group of "summer jerks" headed by Mr. Bob Zeitlin. There is no entry fee, and registration requires no more than a phone call to Bob sometime before Saturday morning. There are three classes (less than 18', over

Rockland Homecoming 2003 Results

State of Maine Trophy

Best Overall Performance **William M. Rand**

Division I

Herald Jones Trophy **William M. Rand**
Bruno & Stillman Trophy **Salatia**
Lash Brothers Trophy **Celebration**

Division II

Commodore's Trophy **Chrissy**
Gordon Winslow Trophy **Rights of Man**
Rockland Trophy **Tannis**

Class A

Wilbur Morse Trophy **Chrissy**
Charles Morse Trophy **Gladiator**
Alexander McLain Trophy **Tern**

Special Trophies

Chrissy Trophy Penny Richards
Spirit of Friendship Ted Walsh

Banshee / Gaivota

Nickerson Trophy Braman Cronin
Owner/Builder Trophy Paul Haley, **Tern**
R.W. Stanley Cup Richard Dudman -

Freedom

Liberty Trophy **Gladiator**
Jarvis Newman Trophy **Salatia**

Cy Hamlin Trophy

Joe Griffin - **Mary Anne**

Tannis Award

Echo

18'-28', over 28'), no handicapping, and protests are not entertained. The intent, most often obtained, of the regatta is for sailors of all types to show up with whatever they have and share their love of sailing in a semi-competitive arena where first prize is no more than a coffee mug and bragging rights....

As most in the Friendship Sloop Society are aware, the town of Friendship lacks many / most of the support facilities that are necessary for visiting yachtsmen including moorings, fuel, provisions, transportation, and ice. It is for that very reason that the Homecoming Regatta is no longer held in Friendship. It is my hope that in spite of this fact, members will not be reluctant to participate in a one-day event which can easily be viewed as a cruising stop-over with an opportunity to practice anchoring, eating / sleeping aboard, and just plain "roughing it". It would be wonderful to see a fleet of Friendships back in Friendship Harbor even if only for one day, and I would like to encourage the members of the society who may be on the coast next August and any August after to stop by. **Heritage** will be there just as soon as I can get her seaworthy, and I suspect / hope that **Rights of Man** (2002 overall winner by the way ...) and **Gladiator** will continue to participate, I will pledge as much support as possible to any and all visiting members. I will gladly serve as the point of contact for course information, times, phone numbers, etc. for any interested members.

I regret not being able to attend the Annual meeting but hope that you will pass my thoughts on to the executive board.