

Friendships

Newsletter of the Friendship Sloop Society

Volume 13

Fall 2001

Issue 3

Commodore's Message

As I write this **Tern** sits on her mooring looking bare. The sails are off and the boom and gaff have been removed. She is just waiting to make her last trip of the season to the boat yard to be hauled and trucked to the driveway. Then comes the work of winterizing and covering. This summer has seemed short. It seems that just the other day we were putting her in the water.

We had a good summer. For the first time Bob and I traveled to Maine and back and were able to see it. We did not have to inch our way through the Mussel Ridge Channel like other years. In addition we had some good sailing and for the first time the wind was in the right direction for going home. None of those long hours under power slogging into a head sea.

The races in Rockland were eventful with some tense moments. The loss of **Endeavor** on the first day of racing and the potential for the tragedy that it could have been were sobering. This has caused some rethinking of communications and the Race Committee will have some new procedures that will be outlined at the November meeting. The main thing is that all worked out well. All the people were safe and the boat was recovered and will sail again.

I want to thank all who helped in Rockland this year. Between Don Ellis who donated his boat for the Race Committee, Ralph Stanley who donated his for patrol along with Bruce Lanning and our Race Committee. In addition we owe a lot of thanks to the Haxbormaster's office and Share the Pride. Without their participation we would not be able to be in Rockland. We also had a good team of volunteers who manned the Chandlery. This was a great help and I think that Peggy and Tom will be looking for help again next year.

We have made some changes in the format for the November meeting. We hope to have a shortened business meeting and auction. There will be a larger silent auction and a speaker, which Harold is arranging. We hope this will make the meeting more interesting as the main purpose is for it to be a social gathering. So I hope to see you all in November.

Rockland 2001

By Penny Richards and Dave Graham

Tuesday, July 24, 2001, the first day of the three-day regatta for Friendship Sloops, dawned bright and clear with a beautiful sun rising over a somewhat placid Penobscot Bay. Neither the conditions at the time, nor the forecast put out by NOAA, were to give a hint as to what lay ahead for the day's business. An extensive yet thorough 9:00 AM skippers' meeting was opened by our Commodore, Paul Haley, which covered the administrative stuff that is always so important to the smooth running of any organization. This was followed by the Race Committee briefing that laid out the plan-of-the-day. With the Skippers' Meeting concluded, it was time to "mount up" and head out into Penobscot Bay.

It was just outside the Rockland breakwater that the first of several wind readings were taken. Southwest, 11-14 was recorded as the Race Committee began to set the starting line. Don Ellis, our trusty race committee boat owner and operator of the committee boat **Ellis 36**, commented on what a lovely day it was. By the time the Tuesday race had been started, the wind had picked up to a steady 12-15, as the earlier NOAA forecast had predicted.

Ashore, those who stayed behind were enjoying a wonderful summer's day; warm but with a breeze that circulated the air and the daily tasks that make the regatta so successful, were being undertaken. Lunch and trips to the local Wal-Mart were followed by trophy collecting duties. A fine day indeed.

By the time all sloops had rounded the first turning mark, things were getting a little interesting, for the wind had come up to a very healthy number that occasionally exceeded 25. This prompted a few sloops to head for the harbor. In due course, **Salatia** reported by radio to the committee boat that she had suffered a broken gaff. Ralph Stanley, patrolling the course in his lobster yacht **Seven Girls**, was asked to provide escort duties until **Salatia** was inside the Rockland breakwater. Meanwhile, **Ellis 36** had picked up her hook and after patrolling some of the course, had headed to Mark "C" inside the breakwater to set up the finish line, as this was going to be a fast race.

Shortly after the race committee boat had established the finish line, word came over the radio that a sloop, maybe even a Friendship Sloop - - - no one was certain about that - - - appeared to have "gone down"! Unbelievable as it seemed, the race committee initiated a role-call of all racing sloops that became a very drawn-out affair. Meanwhile, **Chickadee**, Capt. Bruce Lanning in

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Annual Meeting Reminder

This year's annual meeting will be held:

November 10th

The New England Center
University of New Hampshire

Marblehead Regatta – 2001

By David W. Graham

When the cannon fired for the race on Saturday, August 11th, seven sloops crossed the line. This has proven to be an all-time low for sloop participation at Marblehead. Obviously, the number cannot sustain continued racing, given the pressure for race resources at Marblehead. Future discussions will have to take place this year to determine what needs to be done in the area of increased participation. However, in the era when there is so much sadness throughout the country and beyond, let's think positively. Actually, some good came out of the 2001 Marblehead regatta - - but please read on.

The Saturday race was conducted in what could only be considered "fluky" air; barely enough for some to cross the starting line before going totally flat for the majority of the fleet. When the breeze finally kicked in, it proved sufficient for a race on a shortened triangular course of 5.51 NM for Division I and 8.25 NM for Division II.

Sunday morning dawned dark and dreary, with almost no breeze. The weather went further downhill as the morning progressed, for by 8:00 AM it was pouring rain and with no wind at all. At 9:00 AM, a decision was made by the skippers and the Race Committee to go into a 90 minute "hold" to see if there might be any improvement in the conditions. By 10:30 AM when there were still no better conditions for racing, it was decided to make the awards based solely on the Saturday race but first, to conduct a round-robin discussion in the warmth of the Corinthian clubhouse on the subject of regatta safety. What followed was a frank and completely open discussion by "all hands" on events at Rockland this past July and on some of the courses at Marblehead.

The dialog at this session was to prove extremely beneficial to the FSS Race Committee and it will go a long way toward promoting continued off-season dialog among the members of the committee for the coming 2002 season.

The awards were then presented at the conclusion of the safety discussion, in the following order:

Division I

1st Runner-up: **Tern #24** – Commodore Paul Haley

Division II

3rd Runner-up: **Resolute #171** – Allen Waldman

2nd Runner-up: **Eagle #53** – Don Huston

1st Runner-up: **Rights of Man #52** – Wayne Cronin

Winner – The Ridgway Trophy

Tannis #7 – Jack Cronin

Thus concluded, the 38th annual regatta for Friendship Sloops at Marblehead became a matter of history.

1st Annual Chesapeake Bay Friendship Sloop Regatta

By Tom Berry

We expected 3, maybe 4 sloops at the museum in St. Michaels for this first-time event. On the Wednesday before, I received an e-mail from **Ansa's** owner saying that he couldn't come. (No need for details, but he had a most important reason for bowing out). My **Wenonah** arrived at St. Michaels at 1615 Friday afternoon expecting to see Dave Niebuhr and his **Perseverance** tied up with rums in hand for our crew. Alas, Miss P wasn't there. We shortly received word from the museum staff that Dave had called and the message was that he was "in Reedville, VA, where cell phones and diesel mechanics don't work." Reedville is more than a day's sail from St. Michaels, so I knew then that Dave wouldn't make it. I felt very sorry for him because he'd put so much effort into planning this event with me. But I wasn't sorry enough that I couldn't pour rums from our own rations. The 4th sloop, which we believe was **Yankee Lady**, never materialized through the rain and overcast.

Saturday dawned with continued overcast, but the rain had ceased. So had the wind. It was dead calm and stayed that way all day. We never left the dock but won the race that never was by default. That \$10,000 Rubber Check Award that everyone missed will sure come in handy!

David and Charly Holmes, owners of the ferocement sloop **Bluenose** in Annapolis, stopped by with their grandson, Duncan. Jarvis Newman, who just purchased a home in nearby Oxford, came by Saturday afternoon. Several other folks who'd expressed an interest in the regatta came by over the weekend. But, alas, with but one sloop and no wind, we couldn't even take anyone for a sail.

Sunday arrived with continued overcast and threatening rain. We departed at 0930 and shortly raised all five sails. Smartly sailing out the Miles River on a broad reach, **Wenonah** thudded and shook like hell. I thought some rigging had given way. All was well, so we looked behind us to see the largest piece of water-logged milled wood I'd ever seen come to the surface, sporting a 12" spike dead center. I rushed below to check the bilge for rising water. Thankfully, all was well. To the western shore and Galesville we continued.

Not a great beginning for an event we hope will become a Bay mainstay, but we'll do it again next year. The folks at the Chesapeake Bay Maritime Museum made us most welcome and said they'd have us back anytime. It is a terrific venue. The weather, on the other hand, was less than hospitable and, I'm sure, kept many people away. In general, the local media were quite receptive to this event and helped with our promotion, resulting in several calls of interest. **Wenonah** and her crew certainly had a good time and only wish that other sloops could have joined us. But there is next year and we'll give everyone plenty of notice.

Sloop Sinks During Race

By: Daniel Dunkle and Steve Rzasa

The following article was published in the Wednesday, July 25th edition of the Rockland Courier Gazette.

ROCKLAND - A gust of wind knocked over and caused the sinking of a 25-foot Friendship sloop in Rockland Harbor Tuesday, threatening the lives of the five people on board.

"We were all in danger," Capt. Richard Stanley of Endeavor said after the sinking, which took place at about 1:30 p.m. during a race on the first day of the Friendship Sloop Regatta. "if my father hadn't been there, we probably would have died. ...We wouldn't have lasted much longer."

Stanley said the people were in danger of hypothermia. He said that after the gust of wind hit the boat, he tried to steer it back into the wind, but was unsuccessful. The rail went under and water poured into the vessel.

His father, Ralph Stanley of Southwest Harbor, rescued the crew and passengers from Endeavor. Stanley said he saw Endeavor go over just outside the breakwater and headed right for the sinking vessel in his own boat, **Seven Girls**. The two boats were about half a mile apart when Endeavor began to sink.

Stanley said he saw Endeavor's mast go out of sight as he approached, then saw people's heads in the water. He said the people were clinging to debris. There were life jackets on board, but passengers did not have time to put them on because they were under the seat, passenger David Bell of New Harbor said.

"Treading water out there, it seemed like a long time," Bell said. They were in the water about 10 minutes, Bell estimated.

No one was seriously hurt and no one had to go to the hospital, according to the Stanleys. The passengers were Bell, Nancy Bell, Lorraine Straus of Southwest Harbor, and her brother, Bob Straus.

Stanley said part of the problem is that the boat does not have a watertight cockpit. He said he saw the rudder come up out of the water.

Leo Campbell of Haverhill, Mass., said Stanley did a fabulous job on the rescue.

Charlie Weidman of Charlie's Marine and Dive Services in Camden has been hired to find the sunken sloop, raise it and repair it. Stanley said the water is about 100 feet deep where the sloop went down. Weidman said sidescan sonar may be needed to find the boat. The vessel is covered by insurance.

They were out searching for the boat Wednesday.

Stanley said he built the sloop in 1979 and it would cost \$180,000 to replace the sloop. It is owned by Betsey Holtzmann of Southwest Harbor, Stanley said.

Sailors are competing for trophies in the three-day regatta. Stanley said the event is usually a fun time. Seven other boats did not finish the race due to wind. One of them, the **Salatia**, had trouble with its mast, Bell said. There were 18 boats involved in the race.

"In a race you take chances," he said.

David and Nancy Bell Recount Endeavor's Sinking

On Tuesday, July 24, we had an experience what we pray will be "a once in a life time event." At the Annual Friendship Sloop Races in Rockland we asked if we could crew for Richard Stanley aboard the 25ft. sloop Endeavor. Richard was happy to have us aboard to help with the race, we had sailed with him two years earlier. Also with us were Richard's friend Lorraine Strauss and her brother Bobby.

The day was clear and the race started off the Rockland breakwater in 10-15 knot winds. We sailed into the harbor and then out to the middle of Penobscot Bay, back to the shore just north of Rockland, and as we were headed along the breakwater leading to the finish line, the wind was increasing. Some say it was as much as 30 knots with higher gusts. Of course the seas were also building and there were many whitecaps.

About a half mile outside the lighthouse at the end of the breakwater an especially strong gust and high waves hit us at the same time. Water filled the cockpit so fast that Bobby on the main sheet and Richard on the tiller could not reach the cleat to loose the main sheet. Within seconds the stem of the boat went under and we began slipping off the boat into the water. The boat rolled on its side and then went down. Now in the water, we can still picture the last two feet of the mast going under. This whole sinking came about in less than two minutes, maybe even one. There was little time to even think to grab life jackets just under our seats or even call for help on the radio. We swam away from the boat so as not to go down with it. Five of us in the water and not a sail or boat within sight. One by one parts of the boat began to surface, floor boards and hatch covers, and we each had something to help us stay afloat.

Meanwhile, Richard's folks, Ralph and Marian Stanley were in their lobster boat, **Seven Girls** and were watching. Coming to our aid, Marian estimated it took 10 minutes to get to us. They saw the mast go under and then thought the worst because of the high seas they could see no one in the water. We all felt the same, "would anyone see us??" Shortly, Nancy saw the **Seven Girls** coming towards us and then one by one we were plucked from the COLD water.

Cold, tired and with many black and blues we rejoiced that we were all safe. The word had reached the other sloops and the dock and were they glad to see us step out as we came alongside the landing. Many hugs and prayers, loving concerns and thankful people helped us to hot showers and warm cloths. Believe us, we can see how others have not fared as well in what happened in seconds and in that cold water. In 41 years of Annual Races of the Friendship Sloop Society this is the first such experience of a sinking and we pray it will be the last.

As we write this recovery efforts are under way and with the help of sidescan sonar the Stanleys expect to recover the Endeavor, and Ralph, a nationally known wooden boat builder, already has plans to make her more seaworthy for next years sailing.

Search Continues for Endeavor

By:Laurie Schreiber

This article appeared in the August 2nd edition of the Rockland Courier Gazette

ROCKLAND - A diver continues to search for the Friendship sloop **Endeavor**, in 100-plus feet of water off the Rockland Breakwater. **Endeavor** sank during last week's 41st annual Friendship Sloop Days, on a Tuesday beset by gusts of 30-plus knots.

A fierce gust knocked the boat down and put the rail under, allowing water to pour in. Observers said the boat sank in about 20 seconds, putting five people into the 57-degree water. Richard Stanley, the highly experienced captain who was skippering the boat, tried to steer the boat back into the wind after the gust and wave hit, but was unsuccessful.

Capt. Stanley's father, Ralph Stanley, rescued the crew. Mr. Stanley said he saw **Endeavor** go over just outside the breakwater, about a half-mile away, and headed right for the sinking vessel in his own boat, **Seven Girls**. He said people were clinging to debris.

The boat's owner, Betsey Holtzmann of Southwest Harbor, hired Rockland diver Charlie Weidman to find the sloop and raise it. As of earlier this week, though, the search operation was unsuccessful. Mr. Weidman has contacted Joseph Kelly, a marine researcher at the University of Maine, who was scheduled to bring in a sonar unit specially designed to scan the ocean floor. "We've exhausted some other possibilities of finding her," Ms. Holtzmann said. The three-day event, which attracted 18 boats this year, is a popular one among Friendship sloop enthusiasts.

With winds out of the southwest gusting upward of 30 knots and big, fluky waves, Tuesday was something else again.

"It was sort of deceptive," said Tad Beck of Vinalhaven, who sails the Friendship sloop **Phoenix** to many top finishes and is a former Commodore of the Friendship Sloop Society. "I think it lured people into a sense of safety because it built up during the race."

Still, he said, it wasn't the worst conditions the fleet has been out in. About half the smaller, Division I boats dropped out of that day's racing. The majority, including the larger Division 11 boats, stayed in. Boats that finished earlier had an easier time of it, he said, because the wind continued to build on the boats still on the water.

That all changed overnight.

"The next two days were ridiculously flat calm," he laughed.

"Things were really hairy down there," Marjorie Russakoff of Southwest Harbor said of Tuesday's conditions. She and her husband, Miff Lauriat, own the sloop **Salatia**.

"A lot of boats were overpowered," she said. The gaff on **Salatia** broke, forcing her to withdraw. Another boat took on water twice.

"Everyone was very, very shaken up" by **Endeavor**'s accident, she said. "It was really a strong wind. **Endeavor** sank so fast that a lot of people didn't even realize she had gone over."

In the end, last week's events will probably make for a wealth

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Sloop Surfaces

This article appeared in the August 24 edition of the Rockland Courier-Gazette and was written by Daniel Dunkle.

ROCKLAND - The Friendship sloop **Endeavor** was successfully raised from the bottom of Rockland Harbor Friday, two days after a similar attempt to raise the vessel failed.

The boat's builder, Ralph Stanley, raised the boat with the help of Douglas Beal of Southwest Harbor using a barge and crane.

Stanley planned to place the **Endeavor** onto the deck of a barge where it will be transported to Southwest Harbor.

The **Endeavor** sank during a race July 24.

In the first attempt to raise the vessel, Stanley said the top of the boat's mast broke the surface as two balloons were used to raise the 25-foot vessel. An iron rod that one of the air bags was tied to came loose from the deck and the boat sank again, stern first. The water is between 65 and 75 feet deep, depending on the tides.

Charlie Weidman of Charlie's Marine and Dive Services in Camden located the boat using sidescan sonar and made the attempt to raise it. Stanley said Douglas Beal of Southwest Harbor planned to make a second attempt to raise the vessel on Friday using a barge and crane.

Stanley said the second sinking of the **Endeavor** caused damage to its deck and may have damaged the rudder since it went down stern first. He said boat's wood is like a piece of cheese because the oak is saturated and under a lot of pressure.

"There is no strength to it," Stanley said.

Despite the setbacks, Stanley is confident that the **Endeavor** will be raised. He said the wood will dry out eventually.

Stanley said the salt water will have destroyed the vessel's alternator, starter, instrument panel and ignition wires. He said the engine is old and could be salvaged. The engine will have to be taken apart and cleaned. He said the full extent of the damage will not be known until the boat has been brought back to the surface.

The Friendship sloop is owned by Betsey Holtzmann of Southwest Harbor. Stanley said in previous statements that it would cost \$180,000 to replace the sloop which Stanley built in 1979.

A gust of wind knocked the sloop over and caused it to sink during a race on the first day of the Friendship Sloop Regatta. Capt. Richard Stanley and four other people ended up in the 57-degree water. They were rescued by Ralph Stanley who was on board his own boat, **Seven Girls** during the race.

Thanks

The following note was attached to a cold cooler of beer on the dock at Rockland during this year's Homecoming:

Dear Friendship Sloop Society members and guests:

I was fortunate enough to be able to attend some of this year's activities here in Rockland. We arrived Sunday from Lancaster, NY, (the Buffalo, NY area). Because first impressions are important, I wanted to create a positive impression. So, I thought I would buy everyone a beer, (or soda if preferred). Good luck to all in the races and have a safe and enjoyable time.

Happy Sails,

Naomi

P.S. Seamus Donagain may be around, be careful.

Search Continues for Endeavor

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of good storytelling for the close-knit Friendship sloop community.

"A few of us have been sailing these boats our whole lives," said Mr. Beck, who grew up with **Phoenix** in his family since she was built in 1969, and then bought her from his father nine years ago. "Richard Stanley is one of those, I'm one of those, the Cronins are one of those, Miff Lauriat is one of those."

Sure, people win and all kinds of trophies are awarded, but it's all for fun. "The trophies are an attempt to have everybody go home with something," he said. "It's not about first, second and third place. Some of us are just as interested in the barbecue afterward." Mr. Beck said he loves to race, but it's because he loves the people.

"My dad passed away a couple of years ago, and the first three rows in the church were family, but probably the next 10 rows were Friendship sloop people. You can say it's an extended family, but it's more than that. The way everyone showed up for me when my dad passed away is a unique thing. I haven't ever experienced anything like it in anything else in my life."

Also great is watching everyone's kids join the crowd, Mr. Beck said. "There was an amazing birthday party for (Friendship sloop owner) Harold Burnham's daughter recently, and there must have been 10 kids there, all Friendship sloop kids. They're the next generation."

Taking the top spot for the Rockland event were Jack and Mary Cronin of Sturbridge, Mass., in **Tannis**, a 38-foot classic built in 1938. The Cronins received the State of Maine trophy, the award for the sloop with the best overall score for the races. The **Tannis** placed first in Division 11, which is for boats more than 25 feet in length.

Their son, Wayne Cronin of Charlton, Mass., came in second in **Rights of Man**, homeported in Salem Willows, Mass. Mr. Beck, of New York, N.Y. & Vinalhaven, took third in **Phoenix**.

In Division 1, for boats less than 25 feet, first place was taken by **Echo**, owned by Stephen Major and homeported in Friendship. Second place went to the **Margaret F.**, owned by Dave and Loretta Westphal of Key Largo, Fla., and homeported in Westport. Third place went to **Banshee**, owned by John and Carole Wojcik of Norwell, Mass., and homeported in Mattapoisett, Mass.

Courier-Gazette reporter Steve Rzasa contributed to this report.

Auction Items Needed

For the last few years, the business meeting of the Society has been concluded with an auction. The auction will be for the benefit of the scholarship fund and the operating fund of the Sloop Society. If you have any item that you think would be of interest to our members, and wish to donate it to the auction, please bring it along to the meeting, and please designate to which fund you would like the proceeds from your item to be allocated.

This year there will be two auctions: a silent auction and the traditional, though shorter auction. Articles donated to the auction will be designated by the auctioneer to one of the two auctions.

Your donation will be greatly appreciated.

July 21 Rendezvous at Southwest

This article appeared in the Bar Harbor Times and was written by Laurie Schreiber.

In Southwest Harbor on July 21, The Friendship Sloop Society held its easternmost regatta under brilliantly blue skies and with a fine little southwesterly breeze.

For the first time, three Massachusetts boats - **Chrissy** from Essex, owned by Harold Burnham; John and Carole Wojcik's **Banshee**; and **Gaivota** from Cataumet, owned by Bill and Kathy Whitney - made the trip east to participate.

The 30-foot **Chrissy**, built in 1912 by Charles Morse, usually spends her summers taking day parties out from Essex. The handsome boat recently had a rightful share of fame when she was featured on the cover of WoodenBoat magazine. The 25-foot **Banshee** and the 31-foot **Gaivota** are more recent creations, both built by Southwest Harbor's Jarvis Newman, in 1978 and 1982.

Mr. Newman, as usual, was a representative of the largish Maine contingent, sailing **Tradition**. Tad Beck sailed **Phoenix**; Miff Lauriat brought out **Salatia**; Richard Stanley of Southwest Harbor skippered Betsey Holtzmann's **Endeavor**; Richard Dudman of Islesford showed off **Freedom**; and Wilson Fletcher of Northeast Harbor gave his 101 -year-old classic, **Blackjack**, time off from the busy tour boat business he operates for a day at the race.

The 33-foot **Blackjack**, an original Friendship built c. 1900 by Wilbur Morse, was by far the oldest of the Maine fleet. **Salatia**, at 25 feet, was built in 1969 by Jarvis Newman and was the first fiberglass Friendship launched by him. Mr. Newman also built the 31 -foot **Tradition**, in 1981.

Southwest Harbor wooden boatbuilder Ralph Stanley produced the 28-foot **Freedom** in 1976, and the 25-foot **Endeavor** in 1979. **Phoenix**, at 30 feet and built in 1970 by Bruno & Stillman, is the perennial favorite in all Friendship sloop races.

Since this race is "nothing serious," according to its organizer, Miff. Lauriat, it has no entry fee, no handicapping and no trophies.

"The winner's glory is hearing the cannon at the finish, and all of us just have a great time," he says.

Larger boats and boats with topsails are favored over the others, and nearly always this is reflected in how the boats finish.

During the skippers' meeting on Robert Willis'dock, on Greenings Island, it was mutually agreed upon that the race course would be from a start off the north end of Greenings around the Greenings ledge buoy, over to Spurling Rock, back past the new No. 8 gong at the Western Way, up the west side of Greenings to the No. 5 can buoy at the entrance to Somes Sound and back to the finish.

For the first time in the nine-year history of this series, Don Ellis, aboard his new **Ellis 36** Express Cruiser, served as race committee, and Richard Ordway ably assisted as cannoneer.

After the race, participants returned to Mr. Lauriat's and Marjorie Russakoff's home to have refreshments and swap lies.

Results: First place, **Phoenix**, followed in order by **Tradition**, **Salatia**, **Blackjack**, **Freedom**, **Chrissy**, **Endeavor**, **Gaivota** and **Banshee**.

Membership News

Doug Amsbary has sent this report on our membership:

I received two membership applications from the co-owners of #247 **Rita**. Ted Walsh from Conway, NH and the Wilson Charles Family from Veneta, OR who jointly own this sloop and will be homeported in Portsmouth, NH.

The society would like to welcome Steven and Mary McRae from Temple, NH the new owners of #69 **Coast O'Maine**. They noted that their new sloop is in the "rebuilding" stage.

We saw #167 **Freedom** anchored off the town dock in Castine, ME apparently attending the Retired Skippers Race held annually in the waters off Castine.

ERRADICA. We would like to issue a correction about #105 **Lady E**. The sloop should not be on our LOST listing in the 2001 Yearbook. The sloop is alive and well, is owned by Ken and Liz Spindola and is homeported in Padanaram, MA.

The Langtons have sold #5 **Content** to member Noel March and have since acquired #155 **Queequeg**. The sloop was shipped up from Florida and will be sitting on its new mooring in Boothbay Harbor right near the Coast Guard Station.

Apparently #157 **Liberty**, at its new home out near Chicago, was struck by lightning and the topmast was shattered. Other damage was not reported.

We would like to welcome new members Bob & Kathe Falt who live in Southwest Harbor, ME and sail aboard #189 **Tradition** owned by Jarvis & Susan Newman. Kathe is Jarvis & Sue's daughter.

We have heard that Father John Arens, owner of #74 **Patience**, has moved the sloop from her place of storage on Cape Cod to Cohasset where she will undergo repairs by boatwright Mike McNabb.

A film crew from the television program National Geographic Explorer was in Scituate a few weeks ago and spent over six hours filming Bernie MacKenzie's #96 **Voyager** under sail for an upcoming program due to air sometime in November. As they say: "Check your local listings for the time & channel".

#71 **Gladiator** will be featured in an upcoming edition of Sail magazine.

I would like to ask every member to review the Sloop Registry (the back pages in the yearbook) and please notify me of any required changes that are necessary. You can send any changes to:

Doug Amsbary
1297 Easton Road
Sugarhill, NH 03585
E-Mail: MEMBERSHIP@FSS.ORG

Dues Reminder

If you haven't mailed your annual dues in for 2001, please send them to:

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

Annual Meeting Notice

Saturday, November 10, 2001

New England Center

University of New Hampshire

Noon - 3:30 PM - Pre-Meeting Events

3:30 - 5:00 PM - Business Meeting

5:00 - 5:30 PM - Auction

5:30 - 6:00 PM - Guest Speaker

6:00 - 7:00 PM - Social Hour with cash bar

7:00 PM - Sit-Down Dinner

9:00 PM - ? Commodore's Hospitality Suite

Room Reservations - 603-862-2801

(Call Immediately for Reservations)

Special Features of the Annual Meeting:

- *Extended social opportunities!!* More chance to elaborate on those sea stories
- *Picture Swap Area* - bring a picture / take a picture. We all have so many pictures of other people's boats - why not share the wealth with everyone!
- *50/50 Raffle* - held during the pre-meeting social. This is a way for us to defray the cost of renting the conference room - and a lucky winner has taken home over \$100 each time we have held this raffle.
- *Business Meeting* which will focus on the key areas of concern and interest to the membership.

Chandlery News

The chandlery will have a number of articles available for purchase at the annual meeting. Start your Holiday shopping early this year, stop by and see Tom and Peg and purchase those special gifts for someone on your shopping list. If you're not able to attend the meeting, you can still purchase by mail by contacting Tom & Peg at the address below. The FSS website (FSS.ORG) has a list of items for sale and an order form.

This year's T-Shirt was a real winner. The back of the shirt was a silhouette of a Friendship Sloop depicting the various parts of the sloop. It is the nomenclature of a Friendship. For this year's design, Tom & Peg are asking for help from the membership in coming up with a design. If you have an idea for this year's T-Shirt, please contact:

Tom & Peg Miller
77 Bedford Road
New Boston, NH 03070
chandlery@fss.org

Friendship Sloops New London

14-15 July 2001

The Sixteenth Annual Friendship Sloop Rendezvous was held in conjunction with New London's annual Sailfest activities. This year was like a "homecoming" up river since the two days of racing were staged off the new Waterfront Park at the heart of the city, near where we started the first Friendship races in the early years of the Rendezvous. The sloops were in full view of the many visitors who had come for the three days of celebration and the traditional Saturday night Grucci fireworks display.

This year was different for us since we used the Customs House Pier for the first time for the overnight sloops. Fortunately the crews of **Natanya** and **Lisa K.** were brave souls who were willing to forego the amenities of Thames Yacht Club. Next year promises to offer expanded waterfront facilities such as showers, laundry rooms and electricity as New London continues to grow and to improve. The true story is that Jeff Cohen and his crew from **Lisa K** actually stayed at a nearby hotel, while Joe Hliva and the **Natanya** "tars" roughed it out. However, the real important events of the weekend, the races, did happen and everyone had a good time. The weather was pristine for the entire weekend, there was plenty of wind, and many opportunities to sample all sorts of culinary delights.

As for the racing details, three Friendships participated this year. After the extravaganza last year with OPSail, it was no surprise or terrible disappointment that only a few Friendships participated. It was great that Mike Loram hustled to get **Finest Kind** over so that we could have both classes represented. Joe Hliva worked hard to call around to drum up additional sloops. This was **Lisa K's** first event.

The results:

1 st Place Class A	Natanya	Joe Hliva
2 nd Place Class A	Lisa K	Jeff Cohen
1 st Place Class B	Finest Kind	Mike Loram
Overall	Natanya	

The awards were presented at the Historic New London Customs House (of **Amistad** fame). A membership on behalf of FSS was secured at the Customs House. Anyone visiting New London should consider a tour. Just show your FSS card.

The New London organizers thank Carl Roth for offering his boat both days for the race committee. Work is already underway for the Rendezvous in July 2002. We look forward to seeing everyone in November at the annual meeting.

Respectfully submitted, Greg Roth and Jack Vibber

FSS Internet Site

For all the latest happenings in the Society, sloops for sale, the Scuttlebutt Forum where you can enter questions or comments for response from other members, and other sloop related information, visit our website at:

FSS.ORG

Treasurer's Report

Prepared and submitted by Jonathan R. Leavy. FSS Treasurer

Summary for the year ended 9/30/2001:

- Expenses of The Friendship Sloop Society exceeded its income by \$444 (2.7% of income).
- Expenses included a one time purchase of a computer for the Secretary, for \$1,094.
- Cash on hand at 9/30/2001 totaled \$9,907.

Budget for the year ended 9/30/2002:

- The Budget for the fiscal year ended 9/30/2002 anticipates another small deficit, with projected expenses being \$322 (1.9% of income) over total income. We believe the deficit is sufficiently covered by the cash reserves on hand.
- We are anticipating considerably higher expenses for the regatta next year, as we may have to purchase some services that have been generously contributed in the past.
- For the first time, The Friendship Sloop Society is actively soliciting contributions to help balance the budget. Contributions of \$600 to the Society are included in the budget. Any such contributions should be made out to the Society and sent to the treasurer,

Friendship Sloop Society

c/o Jonathan Leavy

Treasurer

4 Eden Ave.

Newton. MA 02465

	ACTUAL Year End 9/30/01	BUDGET Year End 9/30/02	2002 Budget MORE (LESS) Cash Avail. than '01 Actual
Receipts			
Membership	5,140	5,130	(10)
Chandlery	6,931	6,750	(181)
Regatta Events	880	850	(30)
annual meeting	1,913	2,175	262
Year Book/Bulletin Board	660	700	40
Contributions (general fund)	108	600	492
All Other	473	360	(113)
Total Receipts	16,105	16,565	460
Expenses			
Chandlery	5,394	5,400	(6)
Regatta Related	1,747	2,850	(1,103)
Annual Meeting	2,276	2,250	26
Charitable Contributions	1,300	1,300	0
Secretary Compensation	1,000	1,000	0
Yearbook	660	700	(40)
Administrative	4,173	3,387	786
Total Expenses	16,550	16,887	(337)
Net cash In (Out)	(444)	(322)	122

Basis of Presentation:

- These figures cover the finances of the Friendship Sloop Society only, not the Pendleton Memorial Scholarship Fund. The Scholarship fund was created by the society as a separate entity. The Society has made regular contributions to the Scholarship Fund and to other charitable organizations and intends to continue doing so. Contributions from the Society to the Scholarship fund are included in the above information for both years.
- This data is highly summarized. More information will be available at the annual meeting in November. In the meantime, please send any questions to the Treasurer at treasurer@fss.org

Rockland - 2001

(Continued from Front Page)

command, became the on-scene rescue coordinator. However, Bruce was having an extremely difficult time of it due primarily to well-intended but misleading, and frequently interrupted communications. Aboard **Seven Girls**, Leo Campbell was attempting to communicate with the race committee but his hand-held radio, the only communications device aboard, was operating with a very low battery. While the committee boat was attempting to determine whether one of our sloops was missing and if so, by a process of elimination, it was unbeknown to the committee that Ralph and Leo had actually witnessed a sloop fill with a portion of Penobscot Bay before slipping below the surface. This vital information could not be transmitted to either the committee boat or to **Chickadee**. In time and through a process of elimination, it became clear that **Endeavor** was indeed missing.

By the time **Seven Girls** arrived on the scene, the five former occupants of **Endeavor** had been in the chilly 56 degree water of Penobscot Bay for at least 10 minutes and were rapidly approaching that point on the hypothermia charts where life is tough to sustain. Through the monumental efforts of Ralph and Leo, an extremely hypothermic David Bell was dragged aboard, followed very quickly by three others and finally by the skipper of **Endeavor**, Richard Stanley.

Back at the Rockland town float, it had become known that **Endeavor** was in trouble. Those who had been tending to trophy duty, et al, gathered as **Seven Girls** approached the town float. David Bell, the most hypothermic of the five who had been aboard **Endeavor**, was indeed in tough shape and needed assistance for the short journey to his room where a hot shower was on order.

Aboard **Ellis 36**, the information on what had developed during the afternoon outside the breakwater into Penobscot Bay was beginning to unfold - - - but in a painfully slow manner. The roll-call had taken nearly 30 minutes to be resolved. The good news is that by mid-afternoon, **Tern**, who was one of the early withdrawals of the day, had tied up at the float and her skipper, our Commodore, was acting as the communicator with the Coast Guard, to an extent with **Chickadee** and with the Harbormaster, leaving the remaining race work duties that still needed to be accomplished, to the race committee.

After the excitement of Tuesday, the races of Wednesday and Thursday were to prove to be anticlimactic. Wednesday was more benign and Thursday was nearly flat-calm.

However, there were a lot of lessons to be learned from the experiences of Tuesday, for which the race committee has had several meetings to deliberate what needs to be undertaken for future Rockland regattas. Most certainly, the subject of radio communications became the obvious focal point in its discussions.

The good news is that **Endeavor** was eventually found in her resting place on the bottom of Penobscot Bay. Several weeks after her sinking, she was raised - - - well, almost. As she broke the

surface, something snapped and down she went for another day! However, the next day proved successful, for she was successfully raised and brought back to Southwest Harbor, where she is now ashore drying out from her nearly month-long bath.

Dave Graham was elected to the position of Race Committee Chairman at the 2000 FSS annual meeting. In the late summer of 2001, he appointed Penny Richards as the secretary of the Race Committee.

Rockland Homecoming 2001 Results

State of Maine Trophy

Best Overall Performance

Tannis

Division I

Herald Jones Trophy

Echo

Bruno & Stillman Trophy

Margaret F.

Lash Brothers Trophy

Banshee

Division II

Commodore's Trophy

Tannis

Gordon Winslow Trophy

Rights of Man

Rockland Trophy

Resolute

Class A

Wilbur Morse Trophy

Chrissy

Charles Morse Trophy

Tern

Alexander McLain Trophy

Sazarac

Special Trophies

Chrissy Trophy

Peggy Miller, **Gannett**

Spirit of Friendship

Joe Hliva

Gladiator Trophy

Banshee

Nickerson Trophy

Adam Phillips - **Tannis**

Owner/Builder Trophy

Paul Haley, **Tern**

R.W. Stanley Cup

Richard Dudman - **Freedom**

Liberty Trophy

Echo

Jarvis Newman Trophy

Banshee

Cy Hamlin Trophy

Jarvis Newman - **Tradition**

Email List

Caroline is putting together an email list for the Sloop Society. There are times when we need to spread the word quickly and this is the best way to do that. You will still get all the regular mailings.

To get onto the email list...just send Caroline an email to SECRETARY@FSS.ORG indicating that you would like to be added to the list.