

Friendships

Newsletter of the Friendship Sloop Society

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Issue 2

Commodore's Message

Perhaps it is the cruise from Southwest Harbor, or the Thursday, Friday, Saturday dates, or the twice around handicap alley fun race format. Simply put, my mate expects to sail to Rockland, watch the row boat race and have a good time celebrating our maritime heritage with old and new friends. She has expressed some concern with the progress made installing the new diesel engine.

Captain! You have taken that boat apart too far. You will never get it back together. You will never sail it again. You have used up or lost all your tools. You are too old, too slow and you are too cheap to purchase the things and help you need. Further, if you don't get to work soon I will hire someone to take the mess out of the yard.

For sailors, spring is the time to simply mess around with the boat - to patch and polish. There is nothing so pleasant - but every so often there is more to do. We all enjoy this. I have heard of a man that took all the wood out his boat's interior just so that it could be completely sanded and varnished. There is no varnish in our boat; we just need a new motor. After 35 years we have an excuse for major messing around with the boat. The motor is larger and required dismantling the cabin, the deck, and all the interior. When there is more to do than polish and patch, the hard part is deciding things. A plywood deck will be OK; as the plywood may not be very visible - it's already on. A long cabin that can never look right is under construction - compromise dictated this in preference to camping in a tent. The list of things to do is still in the getting longer stage. Should we put some things off 'til next year? The engine has been ordered but hasn't arrived. After all the work we may be forced back to the old one?

The commodore's message is: If you know of a friendship that is not in the water and perhaps not planning to come to Rockland then you have an opportunity. Go offer some words of encouragement. Talk about the man that has been sailing since the middle of March. His boat, class A, is still fishing and more or less still unpainted. Do what you can to get more boats to Rockland this year. We will all have a good time.

Charlie and Maria Burnham

Betty Roberts

July 19, 1918 - May 24, 2006

The first person I met in Friendship was Betty Roberts, welcoming me to her summer home at the end of the first lobster wharf as you entered Friendship Harbor from the westward. Bill and I had driven to Maine to learn about a type of sailing craft called a Friendship Sloop. At our boatyard in New Jersey, we had been reading about the adventures of a Friendship Sloop named **Princess**, owned by Joe Richards. References had been made about a new organization called the "Friendship Sloop Society", so we decided to go to Maine and talk to the Secretary about sloops. Betty Roberts, as well as her husband Al, were the ideal references. Despite the hectic business of operating a bustling lobster wharf in the midst of a Maine summer, they provided the home base and support system for the members of the Society. But Betty was the organizing engine that propelled the Society in its infancy. She kept an index file of every member; wrote fascinating hand-typed letters in response to correspondence from people too numerous to mention; knew every sloop, its history, its owners, and answered uncounted questions with humor and warmth. Betty and Al were the Chamber of Commerce for Friendship - they promoted the town, its hard-working residents, and the boatyards and boat builders of Friendship and the surrounding area. Although Al was listed as the "Editor" in the now out-of-print books published by the society, Betty was the proof-reader and typist and storehouse of the details that made the books such treasures.

After we managed to find our Friendship Sloop **Gladiator** in New Jersey, we sailed into Friendship Harbor in 1967 to participate in the Homecoming Regatta. Betty helped the women and children find a place to stay on Martin Point. We discovered that our sloop was not 30 years old (as the previous owner had thought), but was 65 years old, and had been built on Bremen Long Island. We determined to bring the sloop back home to Friendship. We became taxpayers on a bit of land in 1971; built a home in 1973; and moved to Friendship in 1974. Betty Roberts became a close personal friend, and I realized just how much she provided to the town and the entire area. She introduced me to the women of the Women's Auxiliary of the Friendship Fire Department, who owned and operated the Friendship Ambulance at no cost to the taxpayers. She also brought me into volunteering at the local hospital;

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Betty Roberts

July 19, 1918 - May 24, 2006

(Continued from Page One)

Tuesdays were the day the Friendship gals and some guys arrived to do the volunteer tasks so necessary for the well-being of the patients and staff. Betty Roberts' name on the volunteer roster was usually listed at the top in terms of number of hours served. I heard from other friends I began to meet in town about Betty teaching them to swim; Betty teaching exercise classes at the Hahn Center; Betty teaching the children of the mothers she had taught to swim. She was the unofficial "curator" and founding impetus behind the Friendship Museum, cheerfully accepting artifacts and helping others organize and collate an impressive collection for a small fishing village. After I stopped working full-time, I determined to "help" Betty with her innumerable volunteer tasks. This was pretty hard to do, as Betty did so many things so effortlessly. I often felt more of a hindrance than a help. But I persevered and ultimately was allowed to do more.

In the mid-1970's, Friendship Sloop Days were a three-day folk festival for the town of Friendship. Unlike today, when the Society has a web-site, a slew of officers, and volunteers to help with the events of the group, the Friendship Sloop Society had a President, a Vice-President, a Treasurer, a Race-Committee chairman, and Betty Roberts to handle all the details. I remember helping Betty sew 213 different patterned patches of cloth - three of the same pattern for each sloop entered to race. One was attached to the lobster buoy by a toggle, and the buoy had a pole attached to a length of line which ended in a paint can filled with cement which served as an anchor. Each of these rigs was then loaded aboard Al Roberts' small lobster boat, and he and the Race Committee Chairman set them in "Handicap Alley" according to the distances computed from the list of entrants by Cy Hamlin. One year Betty and I had to drive to meet Cy in Damariscotta as he had been delayed in computing the distances. He handed over the magic numbers; Betty and I drove back to Friendship, where Al and Bill were waiting to set the "Alley". Once that task was over, Betty had nothing to do but prepare a big breakfast for the Race Committee; answer uncounted questions; run the lobster wharf; turn over her living room to the local radio station, the "spotter" and the loudspeaker announcer - for three days! All the while, Betty never lost her smile, her patience, or her wonderful way of making it all happen. As I sit here remembering, I don't know yet how she did it.

Over the years, people began to recognize the wonderful qualities Betty possessed. The 1976 Yearbook of the Friendship Sloop Society is dedicated to "Elizabeth Regina", recognizing her 15 years of tireless enthusiasm for Friendship, its history, its sloops, its lobstermen, and her warm welcome home to the sloops named for the town. In 1994 she received the Community Service Award, and was nominated for the Jefferson Award. She was well known in many circles, yet was unassuming and modest. The only regret I ever heard her express was that she did not have any children of her own. She said that gave her the time to share her skills and interests with other people's children.

Betty was instrumental in working with Bill Pendleton in starting a Scholarship Fund for the children of Friendship. As the

fund grew in size and complexity, the members of the Friendship Sloop Society formed a Trust, with the residents of the Town becoming Trustees and administering the scholarship awards. Betty Roberts was a founding Trustee in 1983, as is long-time resident Fay Bragan. She created the system and forms we still use today, and I have been honored to follow in her footsteps as Secretary.

Betty was adamant in wanting no ceremony or services of remembrance when she passed away. We who were fortunate enough to have shared a portion of our lives in her vital presence will not let her be forgotten. Times have changed; others are doing some of the tasks she did so well. My first friend in Friendship was the epitome of every connotation for the word "friendship". Bon Voyage, Betty.

Caroline Zuber, Secretary

Pendleton Memorial Scholarship Fund

Elizabeth Roberts

FRIENDSHIP — Elizabeth R. Roberts, 87, died May 24, 2006, at Knox Center for Long Term Care in Rockland.

Born July 19, 1918, in Lexington, Mass., she was the daughter of Charles F. and Elizabeth R. Nourse.

She was a 1936 graduate of Lexington High School in Massachusetts. Following graduation she attended Bouve College and was trained as a physical education teacher.

She began her career teaching physical education at the Perkins School in Lancaster, Mass. It was with that school that she participated in a summer program in Friendship. This was the beginning of her life in Maine.

In the early 1950s she moved to Friendship full time. Here she assisted her former husband, Albert Roberts, keeping the books for his lobster business.

She was one of the earliest members of the Women's Auxiliary of the Friendship Fire Department and the first and longtime secretary of the Friendship Sloop Society. She was also a 1,000-hour volunteer at Penobscot Bay Medical Center, was involved in the establishment of the Friendship Museum and taught Red Cross swimming lessons to the 1950s generation in Friendship. She was an accomplished artist and the 1994 recipient of The Courier-Gazette Community Service Award.

She is survived by her longtime companion, Dick Lozier, of Friendship; a brother, Freeman Nourse, and his wife, Barbara, of Dunedin, Fla.; many nieces and nephews.

At her request no services are planned.

Memorial donations may be made to the Friendship Sloop Scholarship Fund, P.O. Box 279, Friendship, ME 04547.

Our 2006 Rockland Race Program

By David W. Graham, Race Committee Chairman

By now you know that in the interest of increasing participation, your Executive Committee has elected to go for a change of schedule during 2006; one that will take us from the old Tuesday through Thursday format, to one that encompasses the latter end of the *third* week in July - - - and so it is that the dates for the 46th Annual Homecoming at Rockland have been established as Thursday, July 20th through Saturday, July 22nd. We sincerely hope that this shift will produce a better "fit" into your calendar and that as a result, you will be able to join us at Rockland for the good racing and all the traditional festivities of the Friendship Sloop Society.

During 2006, "Handicap Alley" will be retained, flushed with the success of last year's return to the "Alley" operations. With this decision, we will likely continue racing "inside" Rockland Harbor. Over the past few years, this has proven to be an extremely popular race area, over going out onto Penobscot Bay. None-the-less, our FSS Sailing Instructions will continue to provide us with options for where we conduct our annual Homecoming race program.

With no less than three off-season meetings of your Race Committee to get all the race details organized for July, plus three meetings of the Executive Committee to get all the necessary shore-side planning pulled together to make the 2006 Homecoming Regatta the success we all want it to be - - - we are indeed ready to roll. From a Race Committee perspective, all the behind-the-scene work has been completed for this year's regatta. In addition to the 2006 Sailing Instructions that are about to be published for the Rockland Homecoming Regatta, the necessary (and required) application has been filed with the United States Coast Guard.

The sole "reward" we seek for all the unseen off-season work that has been accomplished by the Society's Executive Committee and your Race Committee - - - is your attendance at Rockland during July 20th through the 22nd. Again, we sincerely hope that your decision will be made to take advantage of joining us for the 46th annual Homecoming Regatta of the Friendship Sloop Society.

Pulpit Harbor Rendezvous

Commodore Charlie Burnham and the Resolute will be in Pulpit Harbor the night of Tuesday, July 18th. Charlie has suggested that the fleet rendezvous at Pulpit Harbor that day before continuing on to Rockland on Wednesday. For those not familiar with Pulpit Harbor, it is a snug and comfortable harbor for the fleet to gather, and a short sail to Rockland Harbor on Wednesday.

Race Committee Seeks Personnel

By David W. Graham, Race Committee Chairman

The call for assistance in recruiting Race Committee personnel continues to be a strong item of concern. When you consider that the average age is well above the one Jack Benny always claimed to be, you will begin to understand my concern.

This puts the Society on an ever-present tightrope; where we never want to be in a position of recruiting skippers and crew from sloops that are actively racing - - - while at the same time, we must seek personnel to understudy the tasks of the Society's Race Committee.

Therefore, a call is again extended to anyone who might have an interest in assisting the Friendship Sloop Society by becoming involved with race management. This does not mean that you will be faced with day-to-day Race Committee assignments, although there are plusses toward being a member of the committee. However, we are attempting to procure a small "reserve pool" of potential committee members who we will train to be on the curve of "knowing the ropes".

If you harbor any interest - - - or would simply like to give it a try - - - you are asked to contact me at your earliest convenience.

David W. Graham

781/631-6680

dwg@shore.net

Yearbook Update

By Rich Langton, Yearbook Editor

Last year the Society took full responsibility for printing and distributing the yearbook. It was a great success. We had more pages available to us than under our previous publishing arrangement, and by selling the advertisements ourselves we easily covered the cost of this larger yearbook.

Key to our success, however, is distributing the yearbooks throughout New England. Our membership is critical to getting the yearbooks out and we are, once again, asking for your help. Do you know a marina or marine store in your area that would display our yearbook on their counter for their customers? Is there a tourist information booth in your town or in the community where you sloop is moored? If you answer yes to either of these questions, please contact Caroline Phillips (72 Molasses Hill Rd., Brookfield, MA 01506) and she will arrange to send you a packet of yearbooks for distribution. By making the businesses we deal with know that we depend on them for distributing the yearbook they will support us when we ask them to advertise in our yearbook. We have 5000 yearbooks to distribute so please help the Society get the word out to the public. Thanks.

Dues Reminder

If you haven't mailed your annual dues in for 2006, please send them to:

Caroline Phillips, Society Secretary,

164 Sturbridge Road

Charlton, MA 01507

2006 – The Start of a New Tradition for the Friendship Sloop Society Rendezvous in New London / Long Island Sound

Come join us in New London!!

Rendezvous Agenda:

Friday, 30 June:

- 1) Friendships arrive in New London at Thames Yacht Club where sloops will be on moorings. TYC has offered facilities and launch service.
- 2) @1900- dinner at Schooners restaurant – Testimonial to Jack and Ginny Vibber (depending on health, may attend the dinner)

Saturday, 01 July:

- 1) 0930-1000 – Prepare for departure TYC on cruise to Essex.
- 2) Salute to city and Custom House
- 3) Continue sail South out of the harbor en route to Saybrook then Essex
- 4) Abeam of Bartlett's Reef marker, take time. Sail 278M
- 5) Abeam of R"8" Fl R Bell, approximately 8.3 nm from Bartlett's, mark time. Prepare to power up channel at Saybrook Breakwater, up the Connecticut River to Essex.
- 6) Arrive at floating piers at Connecticut River Museum. Secure sloops. Evening open. Possible meal at Essex YC.

Sunday, 02 July:

- 1) Leisurely morning. Possible breakfast at Essex YC.
- 2) Potential visitors from the museum to view and talk about Friendships
- 3) Stroll through village, etc.
- 4) Dinner (reserved) at the historic Griswold Inn. Awards and Honors
- 5) Evening open

Monday, 03 July

- 1) A.M. chores. Breakfast at Essex YC or in town.
- 2) Prepare to return to home ports. Departure time at discretion of sloop skipper.

Let's hope for fair weather, kind winds and seas. Program could be pushed back one day if necessary due to unfavorable weather. Update on specifics on Friday 30 June. As of 01 June we have 6 committed sloops. We would like more from local waters to cruise with us as well. Can't make all three days, join us for just one!

CONTACT: Greg Roth @ 860-442-2747 or
scuppers@myeastern.com

2006 Schedule of Events

New London Rendezvous

June 30th

Southwest Harbor Rendezvous

July 15th

Homecoming Rendezvous & Races at Rockland

July 20th to July 22nd

(Thursday, Friday & Saturday)

Cruise to Friendship

July 23rd

Marblehead Regatta

August 12th & 13th

Gloucester Schooner Festival

September 2nd

Annual Meeting

November 18th Martin's Manor, So. Portland., ME

Please Check the Registry

Each year the registry of sloops is published in the back of the yearbook. We attempt to keep it up to date when new members are added and boats change hands. This is, however, an imperfect process and incorrect or incomplete entries occasionally make their way into our records. Since this is our official register we are requesting that each of you check the entry for your boat and get back to either secretary@fss.org or membership@fss.org with any changes or corrections. Thanks for your help.

Support Our Supporters

This year as usual, our yearbook is made possible not only through the efforts of our members, but also through the businesses that place ads in our book. When you read the articles in this year's yearbook, take some time to notice the advertising. Then, when you stop in the store or restaurant, make a point of telling the waitress, manager, or anyone that will listen, that you saw their ad in the Friendship Sloop Society publication. Please help us keep the yearbook afloat by supporting our supporters.

Class A Birthdays

There are a number of member Class A Sloops that are celebrating significant "birthdays" in 2006. Our congratulations to the owners and crews of the following "Senior" members of the fleet:

105 Years:

75 **Omaha** Adrian Hooydonk, South Thomaston, ME

100 Years:

1 **Voyager** Jim Salafia, Warren, ME

32 **Nomad** Tom Ash, North Weymouth, MA

#164 **Vera Jean** Dennis Mayhew, Niceville, FL

95 Years:

#99 **Buccaneer** Tirocchi Family, Johnston, RI

90 Years:

37 **Chance** Maine Maritime Museum, Bath, ME

Pendleton Memorial Scholarship Fund News

At a meeting of the Board of Trustees held April 12, 2006 David Bell, Treasurer and Trustee of the Scholarship Fund, announced his retirement and move to New Hampshire. He and his wife Nancy have relocated to be nearer their children. His resignation was accepted with a vote of thanks for his many years of service to the Society and for the last five years as Treasurer of the Scholarship Fund. Connie Pratt, widow of Elbert Pratt, has also resigned as a Trustee, and our Secretary Emerita, Betty Roberts, has been in ill health and can no longer serve. (See separate story).

Chairman Bill and Secretary Caroline Zuber had invited some guests to the meeting, and had prepared a packet of information for each of them. As a result, five residents of the Town of Friendship have agreed to serve as Trustees. They are Rit Roberts, Betty Roberts' nephew; Liga Jahnke, owner-operator of Harbor Hill Bed and Breakfast; Oren Robinson, recent graduate of the University of Southern Maine who fishes for lobsters and teaches music lessons; Steve and Joanne Burns, retired teachers; and Ken Keoughan, a close friend of Betty Roberts and her companion, Dick Lozier. Steve's wife Joanne, a retired math teacher, agreed to serve as Treasurer. The new members join Fay Bragan, Viola Davis, Betty Wotton, and the Zuber on the Board of Trustees. Fay was first elected to serve as a Trustee in 1983, when the Deed of Trust was signed creating a separate Board, and has served faithfully ever since.

A second meeting of the full Board of Trustees met May 17, 2006 to review the applications for Scholarships for 2006. Five graduates received \$800 scholarships. Their names and the school they will attend are:

Lucas R. Benner	Unity College (Maine)
Philip R. Genthner	Eastern Maine Community College
Nina Lightman	School of Visual Arts, New York City
Emily Michaud	Curry College, Milton, MA
Jeremy A. Overlock	Easten Maine Community College

A continuing Education grant of \$500 was made to Amber Lea Reed, who will be a junior at the University of Maine at Farmington. These awards, totaling \$ 4,500, will be made December 1st, for second semester expenses.

Chandlery News

The chandlery will be open for business as usual at the Rockland Homecoming. Remember, all proceeds from the sale of FSS articles go into the general fund to support the Society. If you have any questions, or would like to order items, please contact:

Kathy & Bill Whitney
75 Kingsbury Street
Needham, MA 02192
781-449-2063

Handicap Ratings – A Minor but Helpful Change

By David W. Graham, Race Committee Chairman

We firmly believe all Friendship Sloop Society skippers will enjoy reading this - - -

By a very recent decision of the FSS Race Committee, with the concurrence of the Executive Committee, the requirement for each sloop owner to go through a handicap renewal process every five years has been dropped. Henceforth, the rating that has been assigned to your sloop by Dick Salter, our official FSS Handicapper, will be held in place until such time as:

1. Your sloop has been sold, or
2. Your sloop has been altered so that the change will have an affect on its performance, no matter how slight.

Should you have any doubt regarding item #2, it will be your responsibility to contact Dick to have him determine whether an adjustment must be made to the sloop's rating.

All handicap adjustments, based upon item #1 and /or #2 of the above, must be accomplished not less than 30 days prior to the sloop's next race within the Society - or the sloop will sail with a penalty handicap.

Plans Set For Southwest Harbor Race

Miff Lauriat, organizer of the SW Harbor Race /Rendezvous sent the following:

What can I say about our laid-back and informal affair?? The 2nd largest event on the Sloop Society calendar. Check out the pictures on <http://www.smugmug.com/gallery/695460> and that should convince people that it's an event not to be missed. The Southwest Harbor race has moved back to the third Saturday of the month because the Rockland Regatta got pushed back 5 days. So now there is a wonderful opportunity to have a group cruise west, with enough time to have a good time, and not have to rush.

So I hope folks will make an effort to poke their bowsprits a bit further EAST and come on down for our Downeast Rumble and Rendezvous. Note: Tad has promised that he won't be coming this year, so the race is wide open! As always: contact Miff at miff Lauriat@gmail.com or call at 207-244-4313.

Racing Numbers

The Race Committee is asking skippers to use sloop numbers for racing. Numbers do not have to be permanently attached to sails, they can be attached to shrouds. Numbers should be large enough to be read from a reasonable distance.

Tech Tips

by Bill Whitney

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.

I love the reunions in Rockland, ME. They provide a cornucopia of problems waiting to be explored and sometimes even solved. This last year, we (I take the liberty of using the collective “we” here since “we the fleet” seem to share our problems somewhat universally) had one problem that had us stumped for a few hours. The problem was an overheating Atomic 4. Although the pedigree of this venerable power plant may be questionable, and its’ recorded maintenance records nonexistent, it was evident that the patient had provided many, many years of reliable propulsion; until now. Oh it was rusty and there was evidence of a leak or two, but it had served the boat and its’ owner’s for many years. (I almost wrote “served its’ owner’s very well” but having owned an Atomic 4 once myself thought that the statement was a little too generous.) The engine ran fine at an idle, but overheated when run much above that under load. For a nautically obsessed ‘techy’ like me the plot had all the makings of a good murder mystery!

Troubleshooting started with the normal checks oil level and pressure, coolant flow, fouled plugs, etc. But nothing was really obviously wrong. The one thing that may have been amiss was that the exhaust had more steam in it than what you would consider normal. And yes, there was water coming out the exhaust, so you knew that the raw water pump was working, but engine seemed hotter than it should have been. Well, if the pump is OK the next possibility is the thermostat, right? So we braved the rusty nuts and got lucky. Quite to our surprise, the thermostat housing came apart fairly easily. Everything inside even looked good. The thermostat was in place, there was nothing plugging the passageways, and the thermostat still opened and closed so it seemed to be capable of operating correctly. Just to verify that this was not the problem, we decided to reassemble the thermostat housing without the thermostat and see if that made any difference in the water flow. No such luck! Even without the thermostat the water flow seemed too low and again there was steam in the exhaust after a few minutes of engine operation.

Checking the seacock on the raw water intake didn’t reveal any restrictions, so next we tried looking for a blockage in the hoses. Nothing obvious here either. Using a hose connected to the fresh water spigot on the pier we jury-rigged the hose so we could back-flush the cooling system components one section at a time. Finally problems started to show up. We found a restriction at the exhaust manifold but were able to restore flow by expert application of a high tech coat hanger. Unfortunately, this fix didn’t solve the overall problem because the exhaust manifold water flow is in parallel with water flow through the engine block. But (Eureka!) with the water being supplied through the hose rigged to the pier the engine was not overheating.

But why? The pump was pumping. The only thing left to do was to tear down the pump and take a detailed look at its’ interior parts. At first we just removed the front cover to take a look at the impeller. The most obvious thing to look for is a broken or missing vane. The easy answer was not among the choices. The impeller was in good shape. All of the vanes were there. And when we removed the pump from the engine, observed that there was no major wear on the tips, and there was no major wear on the bronze pump housing either. But almost by accident we discovered that there was quite a bit of rotational play between the shaft and the impeller. When the shaft and impeller were removed from the housing and separated there was quite a bit of wear on the shaft in the area where the impeller mates to it. The shaft is machined in a “D” shaped pattern. This design relies on the flat side of the “D” to prevent the impeller from turning on the shaft. However, if you looked at the worn area on the shaft, you would see that the design failed. The impeller had to be slipping on the shaft in order to cause this wear pattern.

A root cause analysis of the overheating coupled with the evidence we found during the troubleshooting shows how it was happening.

1. The engine ran at an idle, not overheating.
2. Coolant flow was observed at the exhaust outlet.
3. The impeller slipped on the shaft, but not until moderate force was applied.
4. As engine RPM increases the impeller RPM increases more coolant should be pumped through the engine and exhaust system.
5. As engine RPM increased the flow rate of the coolant did not appear to increase.
6. As engine RPM increases the back pressure of the water flow through the system will increase.
7. The increased back pressure on the vanes of the impeller was enough to prevent the pump shaft, which is turning at a proportional speed to the engine, from turning the impeller at the same speed, as evidenced by the wear pattern on the shaft.

Now that we found the problem the fix was easy. Actually it was easier than we originally thought because another Friendship, with an identical power plant, had a rebuild kit aboard with a new shaft, seal and impeller. Reassembled and installed the pump back on the engine solved the problem. The engine ran cool at both low and high RPM and the water flow through the exhaust increased with the RPM just like it should.

So the moral of the story is that if you have a cooling problem with your Atomic 4 you need to check out the raw water pump impeller and more importantly the impeller shaft. The problem we experienced is somewhat unusual. I was very surprised to see the degree of wear. The design lends itself to failure unless you inspect it at least annually and know what you are looking for. I don’t think that you would see this type of wear unless you removed the shaft. Happy Sailing!

Elizabeth Regina

The 1976 Sloop Society yearbook was dedicated to Betty Roberts. Bruce Morang wrote the following dedication:

She is Friendship's sweetheart, and although honored only by the term "secretary", she is everything to the Friendship Sloop Society from custodian of cannon ammunition to garde-malade in sickness and cheerleader in health. The Society will never have, and neither will Fort Knox, enough money to recompense her for her unstinting faithfulness to Friendship Sloopers. Smiling, she answers the good letters, and smiling she does the drudgery of replying to odd correspondence that should (probably) file in the cuddy. As secretary, only she can do a good part of this booklet. She arranges, manages, and supervises all meetings, and her notes at the speakers' table are explicit, competent, adequate, ample and correct. ("What's next?" . . . "Ask Betty.")

She buys trophies, calls the newspapers with race results and other stories, tells inquiring tourists about motels, arranges accommodations for reporters and photographers, finds waitresses for the skippers' banquet, takes orders for the beer run, finds berths for would-be crew members, feeds transient sloopers, remembers everybody, loves everybody, and finds time to do many other things.

Locally, she fritters her idle time in good deeds - visiting shut-ins and elderly on schedule, bringing goodies and brightening each corner. She is a registered ambulance attendant and drops all else if the 'phone rings and a run to the hospital comes up. She paints better than most, does needlework, and she could teach Oscar how to cook. Each morning she telephones about half the homes in Friendship to be sure all is well, and if all is not well -- "What can I do?"

Unfortunately, Betty is "from away." Born in Lexington, Massachusetts, her training in Phys Ed brought her to Friendship (with Al) as an attendant at Oceanward Camp. They bought a home here, and bought the Wallace lobster wharf. Thank God, they'll never leave.

For so many things, and for being you, we thank you, Betty Roberts, we love you - and with no strings attached we dedicate this Sloop Days booklet and the Bicentennial Regatta to you. To the Friendship Sloop Society, Queen Elizabeth is here.

Multinaviosis

by Daneen Roth (Submitted for the yearbook, but included in the newsletter because of yearbook space limitations)

Multinaviosis: the condition of having many boats. Usually engendered in youth when exposed to vessels propelled by oar, paddle, sail, or small outboard motor, usually on vacation, sometimes at camp, and sometimes, in the case of inherited conditions, in extreme early youth when exposed to numerous floating toys at bathtime (including rubber duckies). More frequently, the condition develops from a geographic or genetic predisposition, and is therefore especially common among individuals who grow up near the water in a boating family. The condition may lie dormant for a period of time until the individual experiences a triggering event such as an undeniable desire to acquire an additional vessel or vessels coupled with a belief that one has enough extra cash to finance their upkeep simultaneously.

Although at first blush a seeming delusion, multinaviosis is a condition with both chronic and acute phases, and one which progresses by degrees. For example:

You may develop multinaviosis if:

- You own one vessel - maybe a sunfish, kayak, canoe, rowboat, dinghy, inflatable, or runabout, but can't help thinking about how much more fun it would be to own either another vessel of any kind.
- You own a cruising boat and a tender.
- You own a sailing vessel and a power vessel .
- You begin to "feel sorry" for the neglected vessels you see in boatyards and backyards.
- You have three or more close friends who own more than two vessels.
- You have just won Powerball.

You are in the beginning stages of multinaviosis if:

- You belong to more than one boating organization.
- You already own a boat and a tender, but you drive through the countryside during the winter, when all the leaves are off the trees, looking in backyards for neglected vessels that may be free for the taking.
- One of your vessels is an iceboat.
- You routinely read the "boats for sale" columns even though you have no intention whatsoever of parting with any of your current vessels.
- You hide your copies of "Messing About in Boats" from your spouse.
- You have rented a post office box.

You are deep in the throes of multinaviosis if:

- You can't mow the lawn in the backyard because the mower won't fit between the rows of poppets.
- You have developed an elaborate cataloguing and labeling system for the marine parts spread out on your workbench in hopes that someday you may actually get around to repairing, refurbishing, or replacing them.
- You have insurance policies on vessels that have not been in the water since the Ark ran aground.
- People regard you as the "Mother Teresa" of derelict vessels and are always telling you about some vessel with great potential that's just waiting for you to save it from the chainsaw.
- Your kids think that "damned boats" is one word.
- You believe in the "Blessed Trinity": one boat to share, one for a spare, and one to repair.
- You actually believe that someday you will get those boats all fitted out and in the water.
- You have searched for a 12-step program to help you overcome your condition.
- Your neighbors have threatened to report you to the Zoning Board.
- You have developed a philosophical approach to the affliction and now actually regard it as therapeutic.
- Your spouse has threatened you with the choice "It's either me or those damned boats" and you've asked for time to think about it.

Multinaviosis, while it can be a serious affliction, is only a life-threatening condition when its sufferers unduly neglect their significant others. The condition can quickly be moved into remission by changes in family, marital, or economic status.