

# FRIENDSHIPS

## Newsletter of the Friendship Sloop Society

Volume 6

Summer 1994

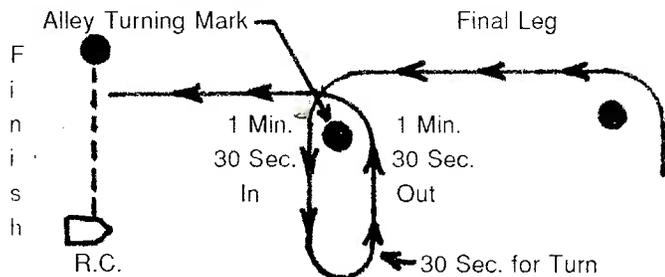
Issue 2

### Cronin's Alley

by Bob Rex, Race Committee Chairman

In its never-ending quest for equality, fairness and justice for all, the Race Committee has, at great expense, met with consultants from the Emerald Isle. J. Cronin & Sons have suggested an interesting variation of "Handicap Alley".

The Cronins' version of the alley would involve no expense, while consuming very little set-up time. Special buoys for each boat or group of boats to round will not be necessary. A handicap time will be given each boat by the Race Committee before the race. A mark will be designated as the "alley turning mark" and would be situated part way along either the first or last legs of the course. The sloops must make a 90 degree turn at this mark, leave it to port (start timer at mark). They will sail for half the specified amount of handicap time (minus the time needed to execute a 180 degree turn) and sail the reciprocal course back out of the alley using the other half of their handicap time. Total time spent sailing in the alley should equal the boat's handicap time. They should round the same mark, again leaving it to port. Example: A boat's handicap time is 3 Minutes 30 Seconds. The alley is on the final leg of the course.



After leaving the alley, the boats will continue the race. The first boat to finish wins, second boat is second, etc. In order to present each boat with its handicap time the Race Committee will use a computer programmed for handicapping. All boats should have a timer aboard since one is needed for the start anyway. We might use the alley on either or both the first and last legs of the course.

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### The 1994 Marblehead Gathering

Written by David Graham, Chairman of the  
Massachusetts Bay Regatta

After thirty years of running the same regatta, it begins to get tough not to repeat the same things, over and over again. Still, we've made the commitment to do the Marblehead Regatta for Friendship Sloops "until we do it correctly". So in a sense, the 1994 races at Marblehead will be yet another stab at attempting to do it the right way -- and so it is that the races scheduled for August 13th and 14th will be under the sponsorship of the Corinthian Yacht Club near the mouth of the harbor, which is always a wonderful location until it starts blowing out of the northeast when on a mooring. The fetch from that direction is all the way from Eastern Point, Gloucester. Fortunately, northeast winds are rather rare in this neck of the woods during August. Any other direction is generally well protected, so let's get on with the 1994 get together.

From the "if it ain't broken, don't fix it department" we will continue the two-division format using government marks. If **Messing About** is available along with her trusty skipper whose name slips me for the moment, we may even place a portable tetrahedron in an advantageous location for a "weather" mark. If we're lucky, Division I will have a race each day of approximately 10 NM, while Division II will get something closer to 15 NM. Everyone will start at the same time and on the same line. The planned finish will be at the same government mark and if we've done a reasonable job of setting the course by doing our Bob Rex imitation, sloops from

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### New London Sail Festival

Jack Vibber, who chairs the Sloop Regatta at New London, has sent along the following:

The Eighth Annual Friendship Sloop Regatta in Connecticut will be held in connection with the New London Sail Festival on the Thames River and Fishers Island Sound on July 9th and 10th. The Festival is a great affair with sidewalk sales, lots of

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## **Cronin's Alley** (Continued from Page 1)

The whole procedure requires great faith in our fellow man. **Messing About** will most likely be on station in Cronin's Alley with Skipper Dick Salter aboard clutching his latest navigational aid, an Atomic Clock.

The Race Committee may resort to courses set entirely outside of Squirrel Island. We may use time handicaps in one race or modified staggered starts in another. We'll keep trying until we either get it right or we're pitched overboard.

The objects of the Rendezvous are to bring together as many sloops as we can muster, enjoy good racing and share in some friendly socializing. We do hope that Summer arrives this year. See you there!

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## **1994 Marblehead Gathering** (Continued from Page 1)

both divisions will be finishing at approximately the same time.

Again, as in the past, a sloop will be selected to represent the fleet as the "open house" boat following the Saturday race. Over the years, selections have been made on the basis of age, all around good looks, or in the case of last year, a brand new gal. No one knows how the selection process will go this year and it is entirely possible that any decision may not be made until two minutes before the 9:00 AM Skippers' meeting. Stay tuned.

If plans go on as they are currently progressing, our after dinner speaker(s) on Saturday evening will be Janet Seekill and/or Bruce Courson from Newport based Museum of Yachting. The museum is undertaking some very interesting projects that are certain to hold your interest for quite some time. In all, it should be a worthwhile presentation.

On Sunday following the second race, awards will be presented and the best overall in the two divisions will take home the keeper portion of the Ridgway Trophy, named in honor of the late Lincoln Ridgway. Linc did much to promote Friendship Sloop races at Marblehead and the task continues with emphasis on promoting Friendship races everywhere, though primarily on our beloved Maine waters.

Emphasis is also placed on just plain having a good time. So if you are heading west from another wonderful Maine gathering, or if you are unable to get down east (please try) and want to log some race time before the Annual Meeting, come to Marblehead. We'll bend over backwards to accommodate you. As we indicated at the 1993 Annual Meeting -- the more, the merrier - too few is a no-no from a fiscal point of view. As we all know, these races do not just happen. It takes a lot of time and effort; and yes, money to put together a regatta weekend. Nothing else needs to be said on the subject.

Come and join us during the 1994 Marblehead gathering.

## **New London Rendezvous** (Continued from Page 1)

food, exhibits, and free entertainment. Saturday night, July 9th, is the date of the spectacular Thames River Fireworks Extravaganza.

The tentative schedule of events is as follows:

**Friday** - Moor in the harbor (your hook) near the Thames Yacht Club and the launch will bring you ashore.

Happy hour at Chuck's Steak House at **6:00 PM** or when you arrive.

**Saturday** - (Race Day 1)

**9:00 AM** Skippers meeting at the Thames Yacht Club.

**10:45 AM** Race starts off the New London city pier.

**6:30 PM** Picnic at the yacht club beach.

**Sunday** - (Race Day 2)

**8:00 AM** Breakfast at the yacht club

**9:00 AM** Skippers meeting at the club

**10:45 AM** Race starts off the Thames Yacht Club.

Both races finish off of the yacht club.

Awards will be presented at Thames Yacht Club after the race.

Free mooring as well at City Pier (rafting) and plenty of different food available and free entertainment. Please make every effort to attend. You don't have to race to be a part of the activities. Come for the festivities and comradery for Friendships.

Come to help us fill up the harbor with "Friendship"

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## **Friendship Sloops to Visit Southwest**

*The April 14th edition of the Ellsworth American carried the following story:*

With the arrival of April comes the first faint signs of life after winter.

The ice is nearly out of many coves and harbors, daffodils are poking through the ground in sheltered spots, and the Friendship Sloop Society has announced that it will sponsor a rendezvous in Southwest Harbor this summer.

In its 34th year of organized racing, the society has planned a busy schedule of Maine events for fanciers of the gaff-rigged sloops this summer.

On Saturday and Sunday, July 16 and 17, the fleet will anchor off the Clark Point shop of Ralph Stanley, a master builder, and sailor, of Friendship sloops.

Ten days later, on July 26, the fleet will gather in Boothbay Harbor for its annual, four-day Friendship Sloop Days rendezvous and regatta.

The following week, many of the sloops will return Downeast to take part in the ninth annual Eggmoggin Reach Regatta. This year's event is expected to attract a packed field of 120

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## The Newagen Inn at Boothbay

written by Vice Commodore Rich and Beth Langton

Last year in Boothbay the Friendship Dinner, on Wednesday evening, was moved from the Lions Club to the Newagen Inn on Southport Island. The effort received an almost unanimous "thumbs up" and it was decided not to change something that worked so well. So, we are pleased to announce, once again, that the Sloop Society will be enjoying the fare of the Newagen Inn. The dinner will include a creamy seafood chowder, two main entrees (fish and chicken), a medley of vegetables in season, oven roasted potato, strawberry shortcake for desert and tea and coffee. The price is \$18 per adult including tax and tip. Macaroni and cheese and hotdogs will be available for the kids at a charge of \$5 each. The definition of a "kid" is left to the parent's discretion. A cash bar is available from 5:30 PM on, and dinner will begin at 6:30 PM. We anticipate having the shuttle bus available to transport people to and from the yacht club. Please make your reservation early and bring the entire family. Last year we had a sell out crowd!

The Newagen Inn also offered us a 30% reduction on their room rates during Sloop week for people who are interested in staying there. The price is \$75 per couple per night (two night minimum) and this includes a private bath, one queen sized and one twin bed as well as a breakfast buffet of pancakes, danish, cereal, fruit, etc. Children, staying in the same room will be \$5 per night up to age 5 and \$10 if older. If you are interested in staying at the Newagen please call the Inn directly to make a reservation. Some Sloop Society members have already made their reservations and, if last year is a good measure, you can expect the Inn to be full. Their phone number is (800)-654-5242. Be sure to mention that you are with the Sloop Society or they will assume you are interested in paying full price.

Newagen Inn sits on an 85 acre estate and has been a landmark on Southport for nearly a century. It is 6 miles, or ten minutes, unless a pesky sloop is going through the drawbridge at the Townsend gut, from the center of Boothbay Harbor, and about five miles from the Boothbay Harbor Yacht Club. Facilities include 25 private ocean view rooms, a cocktail lounge, gameroom, and fireplaced living room. It also boasts the largest saltwater swimming pools on the east coast as well as a heated freshwater pool. Also available are two all-weather tennis courts, horseshoes, badminton, croquet, shuffleboard, volleyball, a mile of rocky shore to explore, rowboats and charter sailing! It is a family resort and those people who stayed there last year will attest to the friendly atmosphere. Whether you come by boat or just decide to drive to Boothbay to participate in the Sloop Society festivities we encourage you to join us at the Inn.

## Friendship Sloops to Visit Southwest

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of the prettiest wooden sailboats in New England for the annual sail down Eggemoggin Reach into Jericho Bay and back.

Last year, the top three boats were **Heritage**, the 1970 Charlie Morgan-designed 12 Meter, **Vortex**, the 55 Square Meter boat launched by the Brooklin Boat Yard in 1990, and **Madrigal**, a beautiful Sparkman & Stephens yawl built by Paul Luke in 1985.

It's almost time to think about taking those boat covers off.

**Ed. Note** - *If you're interested in participating in the Southwest Harbor Rendezvous, please call Miff Lauriat at 207-244-4313. He'll be glad to hear that you're coming and he can provide you with additional details. Last year was the first year that the event was held at Southwest, and from what we hear, everyone had a great time. If you can get there - don't miss it!*

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## Buzzards Bay Rendezvous Gathering Planned at Red Brook Harbor

Plans are being finalized for the first rendezvous of Friendships to be held in Buzzards Bay. The date of the gathering has been set for Saturday and Sunday, September 10th and 11th in Red Brook Harbor at the eastern end of the bay.

The site of the gathering is now being decided, with two possible choices being Parker's boatyard, or the anchorage on the east side of Bassett's Island.

No racing is currently planned, but a sail in the bay together as a fleet is a possibility for Saturday afternoon with a cookout on the beach at Bassett's Island after the sail.

If you're in the Buzzards Bay area, we look forward to seeing you at this event. If interested, or need further information, please call Bill Whitney, owner of **Gaivota**, at home: 617-449-2063 or at work: 617-238-2388.

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## Help Wanted Position Available

The Mass Bay Friends of Friendship Sloops has the position of "scribe" available. Duties include: arranging meetings, sending out notices, passing the hat, and keeping the treasury. Resumes not required. Applicants please call Dick Salter at 508-526-1004.

## Editor's Notes

In the course of putting together these newsletters over the last five years or so, we've made a few mistakes; most of them typographical errors, and an occasional error of fact (wrong dates and times), but none can compare to the embarrassing mistake made by us in the last edition of the newsletter.

In that edition, we carried the news of Cy Hamlin's "passing", as reported at the Annual Meeting last November. Based on that announcement, we reprinted an article from the 1972 yearbook about Cy along with a short introduction.

At the March Board meeting, Caroline presented a letter to Roger Duncan sent to her by Cy, with a possible article for the yearbook. We were all surprised, and happy to hear that it was dated at the end of January, long after his reported death. The problem - the newsletter just went into the mail.

I attempted to contact Cy a number of times with no luck. I called the Kennebunk town clerk and asked her to look through the records to verify that Cy had indeed not passed away. She could find nothing. I finally reached Cy by phone, and as the conversation began, I didn't know what Cy's reaction would be. As it turned out, he took it all in stride, and kind of chuckled when he had heard what had happened. He used the Mark Twain quote of "the news of my death has been greatly exaggerated". I apologized personally from me and also for the Society as to what had happened. I also apologized a second time for the fact that his "obituary" only was through 1972. I asked if he would like to update his "obituary" and we'd be glad to carry it in an upcoming edition. Cy would try to do an update, but that he is extremely busy working to get two boats in the water and preparing to leave on a trip.

Cy will be sailing his 30' cutter rigged sloop **M.L. Hamlin** (named after his father), along the Maine coast this summer. If you see him, give him a wave and go up along side and tell him how great it is to see him.

Again, our apologies to Cy, his wife and family and friends, for the error made in the last edition.

On a different note - the schedule of events continues to grow - this year a Buzzard's Bay rendezvous has been added for those members on Cape Cod and southeastern New England. We've covered the coast of New England fairly well from Miff Lauriat's rendezvous at Southwest Harbor, to Jack Vibber's gathering at the Windezvous at New London.

Although the schedule of events has grown, the number of sloops participating has been slowly declining, a trend we would like to see reversed. If there's a change to an event that you think would make it more attractive to our members, please let us know. We are always looking for suggestions as to how to make our gatherings better. And if you can, please make an effort to attend. We'd love to see you there. As we stated in a commodore's column a few years ago: "There are no strangers at our events, only friends you haven't met". Come and see how true that really is.

## Membership News

*from Doug Amsbary, Membership Chairman*

#139 **Lynx** owned by Mr. & Mrs. Link Lindquist has been added to our Sloops for Sale Listing.

Mr. David C. Jones recently joined our ranks. He purchased #49 **Surprise** from Steve Bailey and renamed her **Windrose** and will be sailing her out of Rockland, ME.

Mr. & Mrs. Nathaniel E. West have joined our family of friends. Under affiliated sloop on the application they list #89 **Erda** (Nathaniel's father's boat). They live in Chilmark, MA.

Gail E. Eberhardt has joined as a full member and is looking to lease a Friendship for the charter business. She lists her affiliated sloop as #209 **Friend Ship**.

Philip J. Rotundo and Susan M. Franklin have joined the Society. They live in Marshfield, MA. They own #16 **Retriever** which is moored in Scituate Harbor. They purchased the sloop from Ben Rice.

Received a completed membership application from Mr. James Halbkat, Jr. owner of #170 **Lady of the Wind**. He will be keeping the Lady in Windmill Harbour, Hilton Head, S.C. In a recent correspondence from Mr. Halbkat he mentioned that she will be in the water twelve months a year. He apologized for mentioning that fact to me in mid-winter!

Roger & Maddie Burke have joined our roster. They reside in Ipswich, MA. They purchased #35 **Mary C** in 1993 from Nat Clapp Jr. Their seasonal mooring will be both Ipswich, MA and Islesboro, ME.

A request for membership has been received from Horst Beyer of Emden, Germany. Back in September of '93 he purchased #145 **Yankee Lady** from Paul Edwards. He plans on sailing her across the Atlantic via St. John's, Newfoundland after making her "road worthy". He mentioned that he will send us "a report" of his travels across the big pond. He further mentioned that he hoped to arrive at his homeport in Germany in mid June. We will keep you posted.

Caroline received the following on the back of membership renewal notices:

- From Rich & Sally Mosher of Kalamazoo, Michigan, owners of #205 **Daystar**:

**Daystar** continues to be a joy to sail, and she turns heads every time she sails out the channel. Last summer she was in a wooden boat gathering and race out of Holland, Michigan. She was pictured on the front page of the local paper. We plan to be at the races this year. See you all there.

- From Phil, Jody, Spencer and Rebekah of Brunswick, Maine, owners and crew of #240 **Raven**:

**Raven** never got in the water in 1993. Too much professional activity. It turned out to be a blessing, however,

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## Mass Bay Friends of Friendships Meet "Under" the USS Constitution

The early morning meeting (0745) didn't keep many away from the June meeting of the Mass Bay Friends of Friendships at the Charlestown Navy Yard. The meeting notice read: "The last gathering of the crews will occur at the remnants of the Charlestown Naval Yard, where during the tour of the **USS Constitution**, we will be allowed to descend into the dry dock to view the underbody of this mighty vessel. We will be guests of her current skipper and immediate past skipper (Dave Cashman).

Come and join the rest of our Friendship Sloop shipmates, as we attempt to carve the Society's burgee into the keel of "Old Ironsides".

The members that gathered that Saturday received a tour from a member of her crew that few are ever given: into the dry dock to see the progress of her repairs, and an opportunity to talk with the craftsmen that are putting her back into shape. When she entered the dry dock, she had a "hog" of almost 18 inches, much of which has now been removed by her settling on the blocking. Her copper sheathing has been removed, parts of her worm shoe are being replaced, and the copper spikes forged by Paul Revere, are being examined by high tech methods to determine their strength.

A tour of the various deck levels revealed a large effort in replacing and adding missing knees, now being fabricated from laminated oak, massive in size, being moved into place by modern methods using hydraulics. While talking with one of the craftsmen, we learned that he and others of the rebuilding crew, learned their trade at the Apprenticeshop at the Maine Maritime Museum, and had crewed on **Chance** at the races at Boothbay.

We won't say whether the Society burgee was carved into the keel before we left.

The Mass Bay Friends enjoyed another season of interesting meetings and social events. The season started with an evening meeting at the Burnham shipyard in Essex where members had an opportunity to review and critique Harold Burnham's efforts at rebuilding **Chrissy**. Harold is making progress and is hoping to have **Chrissy** relaunched sometime this year.

The annual Christmas dinner was again held at Station One in Manchester, Mass and had its usual large turnout of husbands and wives. This was followed by the January meeting at the Cronin shipyard at Sturbridge, Mass. where members reviewed the progress on the Cronin's Malibar schooner.

Another social dinner gathering was held at The Chateau restaurant in Waltham in March, and again a large turnout of members attended.

We can't remember the number of years that we've been gathering as a group, some guess it may be seven or eight years, but one thing we do remember: Dick Salter has planned or coordinated the planning, of all of the meetings. Dick has mailed out the notices, passed the hat, and kept the treasury. Dick now feels that it's time to pass the position of "scribe" on to another member. To Dick: Our **THANKS** for your time and effort that you have put into organizing this group of sailors. It is greatly appreciated by all the members.

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### Membership News

(Continued from Page 4)

since it allowed us to see that the discomforts of camping are only slightly exceeded by the discomforts of putting four, including two children aged 4 and 6 into a 25' on deck traditional hull. Why is it that from the stable commodious surroundings of land, those torture sessions of doing the cooking in the rain down below while fighting sea sickness weren't really all that bad? (I speak for Jody here, of course.)

At any rate, **Raven** has bright new varnish where it counts - blocks, toe rails, cockpit coaming cap, tiller, mast, bow sprit, boom, gaff, hatch boards, hatch and sides of both the Main Hatch and Fore Hatch, and misc. interior pieces. We have found the source of the mildew odor to have been the cushions, so they will now require renewal. There's no end to it is there? Anyway, **Raven** will look just fine and I hope sail better for all the work!

See you on the water somewhere.

- From John Donohue of Sullivan, Maine, owner of #243  
**John Patrick:**

I would like to list the **John Patrick** for sale. She is a fine ship and sails well. I couldn't be more pleased with her; however a medical condition has developed since I purchased her, and it is a little too much to handle her alone in my condition. I had all the lines rigged to the cockpit, so I don't have to go forward to raise or lower the sails and I have both the forward and stay-sail jib on roller-furling, so she is quite easy to operate. My phone number is: 207-422-6411.

## Gloucester Schooner Festival

The Gloucester Schooner Festival celebrates the significance of the classic fishing schooner in the history of Gloucester, and features the last remaining of these great old vessels as they compete for the Esperanto Cup. For two days, the City's harbor, the oldest fishing port on the East Coast, provides the backdrop for a unique mix of old and new, as modern-day trawlers share their home port with the traditional vessels of an earlier era. The Tenth Annual Gloucester Schooner Festival will be conducted over Labor Day weekend on Friday, Saturday, and Sunday.

The high point of every Festival is the Mayor's Race, in which two classes of large schooners each race for mayor trophies. The Esperanto Cup, one of the trophies from the first International Fishermen's Races held off Halifax, Nova Scotia in 1920, between the Canadian schooner **Delawanna** and the U.S. schooner **Esperanto** which won this initial series, will be raced for by large fishermen-style schooners, that are more than 80 feet in length on deck. The Ned Cameron Trophy will be sailed by "small" schooners having a length on deck of 45 to 80 feet, large by most current day standards, but small when compared with the large schooners which raced in the International Fishermen's Races in the 1920's and 30's.

The weekend's racing will kick off on Saturday with races for the smaller craft, ranging from 20 to 45 feet on deck. The vessels will race in five separate classes that include: traditional, gaff-rigged vessels; traditional Marconi-rigged vessels; Friendship sloops; and Rhodes 19 and International 210 one-design classes.

Each year, the schooner competition on Sunday attracts a growing spectator fleet, which gathers from many ports along the mid-New England coast, to witness the stirring sight of these classic vessels re-enacting a page from marine history.

**Adventure**, the last of the great Gloucester fishing schooners, and winner of the Mayor's Race in 1988 and 1991, will be the official host vessel for the Festival and open to the public. Enhancing the public's opportunity to participate in the Festival, a Yankee Fish Fry is held adjacent to the berths of several of the large schooners on Saturday. Deck tours of the schooners, musical entertainment provided by a popular local band, and a complete fish dinner make for a great evening. On Sunday evening, a buffet dinner is served at the nearby U.S. Coast Guard Station for crews of participating vessels, and trophies are awarded to the race winners. Approximately 250 sailors and local officials attend this closing ceremony.

The master schedule of events is still being finalized by the Cape Ann Chamber of Commerce. If you are interested in participating, or want additional information on the schedule of events, please call the Cape Ann Chamber of Commerce at 508-283-1601.

## 1994 Schedule of Events

### **New London Regatta, July 9 & 10**

Contact: Jack Vibber - 203-442-7376

### **Southwest Harbor Regatta, July 16 & 17**

Contact: Miff Lauriat - 207-244-4313

### **Boothbay Rendezvous and Races, July 26, 27 & 28**

Contacts: Caroline Phillips - 508-248-7026  
Bob Rex - 617-944-1481

### **Friendship Day, July 30**

Contact: Betty Roberts - 207-832-4818

### **Marblehead Regatta, August 13 & 14**

Contact: Dave Graham - 617-631-6680

### **Gloucester Schooner Festival, September 3, 4 & 5**

Contact: Cape Ann Chamber of Commerce -  
508-283-1601

### **Buzzards Bay Rendezvous, September 10 & 11**

Contact: Colin Whitney - 617-449-2063

### **Annual Meeting,**

### **November 19 - New England Center**

Contact: Caroline Phillips - 508-248-7026

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## **Support Our Supporters**

*Rich Langton, Vice Commodore*

The last few years have been tough on the yearbook. For whatever reason, fewer people are advertising in our publication. I have spoken with the publisher and several business people in Boothbay and want to pass on a simple suggestion. When you read the articles in the 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. There are an increasing number of local publications, guides, etc., and we are competing with them for the merchant's advertising dollars. If a store or restaurant owner doesn't believe they are getting anything back for their investment they stop supporting us. Please help us keep the yearbook afloat by supporting our supporters.

## March Executive Board Meeting

*Caroline has submitted the following report:*

The Executive Board met on March 19th at the Maine Maritime Museum in Bath. Commodore Jim Wilson opened the meeting at 11:15 AM and welcomed two members of the Rockland Chamber of Commerce and the Rockland Harbormaster who were at the meeting to solicit our interest in moving the annual regatta and rendezvous to Rockland Harbor in 1995.

**Secretary's Report:** Caroline distributed the minutes of the prior meeting before the meeting started to give the board a chance to review them. The minutes of the previous meeting were accepted as written.

The membership total was at 166; about two-thirds of the total of 221 of 1993. She said she was going to send out reminders with the regatta entry forms.

**Treasurer's Report:** David Bell reported that the current balance in the checking account was \$3,174 with \$81.81 in the savings account. David suggested that in the future, the decals sell for \$2 rather than the \$1 that is presently being charged. The board agreed and voted to increase the price.

**Pendleton Scholarship Fund:** David reported that since the beginning of the year, \$265 has been raised. The savings account total is \$3,900. David had some questions about the Annual Meeting auction and as to which items were donated for the Scholarship Fund and which were for the Society treasury. Caroline referenced the minutes of the Annual Meeting which had a list as to the allocations.

**Race Committee:** Bob Rex stated that the number of boats seems to be diminishing each year, particularly at New London and Marblehead. He stated that in 1993, we had the lowest turnout ever with 22 sloops on the starting line in Boothbay. Jack Vibber stated that he would continue his regatta as long as he received funding to defray the costs (he had 7 sloops attend in 1993).

Bob questioned why local boats do not attend at Boothbay and Marblehead. Jim Wilson suggested that a committee be formed to make phone calls to owners that have not come in the past to see if they will come, and if not, the reason(s). Jim stated that the committee should ask for a preference - interested in racing or socializing? Jim stated that he would head the committee and Bill Rand and Bob Rex volunteered to help with the phone calls.

Bob then discussed the insurance with U.S. Sailing. He stated that there was a new provision which said that the Society has to show a difference in racing fees (they do not care how much, but recommend 10% discount) for members and non-members of U.S. Sailing. Bob then mentioned that the Race Committee and the committee boat are not covered; only the people racing are covered.

The board voted to purchase the insurance for 1994.

The board made a motion and voted unanimously to have Bob

ask U.S. Sailing for an exemption from the racing regatta differentials.

The racing fee for 1994 will be \$30 with a late entry of \$40 if not received by July 1st.

**Rockland Harbor:** The presenters from Rockland stated that schooner days was the first week in July, therefore the last week in July would be open for the Friendship Sloops. They stated that the whole town is ready to pitch in and help the Society. The harbor has clean water and docks; an area to have cook-outs and hold meetings; they would help set up the race course; there would be transportation in and out of town; and will help with publicity. They stated that Rockland has come alive in the past 3-4 years. Rockland has hosted the New York Yacht Club the past year and stated that they would be back. Rockland has built two new commercial marinas in the past two years. They went on to say that Rockland Harbor is the gateway to Penobscot Bay with excellent race courses. There are many volunteer groups that are available to help. The charge for moorings is \$10 per night, and there are showers, washing machines and dryers. Rockland hopes to have launch service by 1995.

Roger stated that there was one main objective: the travel from the west is longer and we might lose some boats. He suggested that we get a consensus from the officers and the members of the Society and make a final decision at the Annual Meeting.

Roger pointed out that the harbor is not well protected from nasty weather whereas in Boothbay, you are well protected from rough seas.

Bob Rex suggested a questionnaire to the membership about the possible move, and Jim Wilson also suggested that a committee be created to work with Rockland to get more detailed information. Beth and Rich Langton and Bob Rex volunteered for the assignment. The board voted unanimously to have that committee look at Rockland harbor as a future site and present their views at the Annual Meeting.

Jim made a motion to explore other possibilities in Boothbay and present those findings at the Annual Meeting. It was voted unanimously by the board, and that committee will be composed of Jim Wilson, Roger Duncan, and Rich and Beth Langton.

**Yearbook Editor:** Roger stated that he needed a cover picture for the yearbook, and that all materials had to be in by April 15th. John Wojcik said that he would send out the advertising sheets with the March edition of the newsletter. Roger said that there was the same \$900 stipulation for ads as last year. He hopes to get the yearbook out by early June.

**Newsletter Editor:** John Wojcik reported that he had just mailed out 286 newsletters for the winter edition, but that there was a major problem with that edition, Cy Hamlin did not pass away as reported in the newsletter. John had included an article from a past yearbook about Cy along with a comment about his passing, but Caroline had received a letter

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## March Executive Board Meeting

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from him in January with an article for the yearbook. John said that he would call Cy and apologize to him for the mistake. Jim will write a letter to Cy with his apology for reporting Cy's death at the Annual Meeting.

John has run out of mastheads and requested permission to order new ones, and that 1500 mastheads would last about three years. John had a quote from Bob Phaneuf's former company at \$69.75 per thousand. This will put the newsletter over its budget, but the board voted to purchase 3000 mastheads.

**Authentication Committee:** Dick Salter sent a notice saying that he will remain the handicap forms to the first 50 numbered sloops.

**Friendship Day:** Betty Roberts said that they are working on the plans for 1994. There will be a memorial service at the flagpole and a parade of sail. The board voted to leave Friendship Day on the calendar of events in case anyone was interested in going.

**Publicity:** Bob Monk reported that he has the annual calendar and cover letter ready to mail. He asked if he could have the Gloucester race and the WoodenBoat race included in the calendar which was approved.

Bob also stated that he would like to send letters to local boats in Boothbay and Marblehead to keep them informed in hopes of getting them to attend the races.

**Miscellaneous:** The 1994 calendar of events was discussed, and in particular whether the rendezvous at the Maine Maritime Museum should be included for 1994. The number of sloops sailing up the river to the museum in the last couple of years has dwindled, so it was decided not to add the museum to the list of events, but possibly include it next year or the year after.

Beth Langton reviewed the plans for the Newagen Inn which would have the same set-up as 1993 and would hold rooms at a discounted rate.

Bob Rex suggested a fun race or picnic on Monday since Bath is not on the calendar. A suggestion was made to go to Damiscove Island and raft up and go ashore for a picnic. Roger said he would find out if it was OK to hold a picnic at Damiscove.

There was a discussion as to which trophies were given for what awards, which trophies were keepers and which trophies needed to be returned. There are 16 permanent trophies, 9 keeper trophies, and 5 annual meeting trophies (3 the Society buys and 2 that are donated).

Jim made a motion to set up the trophy places in Boothbay similar to Marblehead: 1st 2nd, 3rd runners up in each division and have the State of Maine Trophy go to the overall winner. This motion was voted unanimously.

Ralph Stanley has finished the State of Maine Trophy.

A motion was made and it was voted to sign and return the contract for the Annual Meeting to the New England Center. The Annual Meeting will be held November 19, 1994.

Jim has not received the contract from the Boothbay Harbor Yacht Club. The stipulations are the same as 1993. It was voted to approve the contract on receipt and return it to the BHYC.

With no further items to discuss the meeting was adjourned at 3:00 PM.

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### John Chase, Businessman, Olympian

*John, for many years, owned #223 Hostess, and participated in a number of races at the Mass Bay Regatta at the Corinthian Yacht Club. The following is excerpts from the "Boston Herald" of April 4th.*

John Chase of Marblehead, businessman, Olympic medalist and charter member of the U.S. Hockey Hall of Fame, died Friday at Salem Hospital after a lengthy illness. He was 87.

Born in Milton, Mr. Chase was a graduate of Milton Academy and Phillips Exeter. He graduated magna cum laude from Harvard College in 1928.

While at Harvard, Mr. Chase earned six varsity letters and served as captain of the hockey team in his senior year.

He also captained the 1932 U.S. Olympic hockey team which won the silver medal at Lake Placid.

With his ongoing interest in hockey, he became coach of the Harvard varsity team during the late 1940s and early '50s. In 1955, he was one of the original inductees of the U.S. Hockey Hall of Fame.

During World War II, Mr. Chase served in the European Theater of Operations, where he was responsible for all radar counter measures for the Allied Forces. During this period he received two Purple Heart. By the end of the war, Mr. Chase was chief of special counter espionage operations behind the Iron Curtain. He later served under President Truman, Kennedy and Johnson on the Defense Advisory Council.

In the early 1930s, Mr. Chase established an investment advisory and mutual fund company bearing his name.

Mr. Chase served as a trustee of many educational and philanthropic organizations including Milton Academy, Radcliffe College, Wellesley College, Suffolk University, Brigham and Women's Hospital, Center for Blood Research and Josiah Willard Hayden Recreation Center.

Mr. Chase's interests included all things scientific and natural. He was a trustee of the Woods Hole Oceanographic Institute, and was an avid ornithologist, and sailor. In his youth, he spent many summers as a rodeo cowboy.

He is survived by his wife Barbara, three sons, four daughters, 29 grandchildren and 31 great-grandchildren.

## Sloop Project Keeps Friendship Alive

*This article, written by Clarke Canfield, a staff writer for the "Portland Press Herald", appeared in the April 4th edition of that newspaper.*

The **Irene**, a classic Friendship sloop built in 1917, was rotting away a year ago in a Rockland boatyard, a victim of neglect and the elements.

Today the boat is being given a second life, a chance to cut through Maine's coastal waters as it did for nearly three-quarters of a century.

Robert Wakefield, a Falmouth man with a love for wooden boats, found the 38-foot **Irene** the day after Christmas in 1992. He tracked down the owner and arranged to buy it for \$1, and is now having it rebuilt.

In so doing, he is preserving a slice of Maine's storied maritime past, when sloops and schooners plied the state's dark and cold waters, chasing fish and carrying cargoes of lumber and granite and ice.

When the **Irene** is rebuilt - probably two years from now - Wakefield plans to turn it into a floating classroom where disadvantaged youths will learn about sailing, as well as leadership, problem-solving and teamwork.

The restoration project will fulfill Wakefield's longtime dream of owning a traditional wooden vessel.

"It's always been a passion for wooden boats for me," he said. "But what we have here isn't just a wooden boat. It's a piece of Maine history."

Roger F. Duncan, who lives in East Boothbay and wrote a book devoted to Friendship Sloops, said there are only about a dozen original boats still in existence. Each one carries a little bit of history with it.

Duncan said Wakefield's effort "is a matter of some historic importance."

### Born in Muscongus Bay

The Friendship Sloop was born in the late 19th century in the town of Friendship on Muscongus Bay, a midcoast body of water known for fine fishing, fine islands and fine boats.

Wilbur Morse is generally acknowledged as the father of the Friendship. He built scores of them and gave them their name, as a marketing ploy as much as anything else.

They were crafted as fast and stable boats, hardy enough to withstand the rigors of the winter, sleek enough to race home ahead of a storm.

The boats came in several designs and sizes. The largest, as long as 60 feet, were used to hunt swordfish on Georges Bank fishing grounds far at sea. The smaller ones were used closer to shore to haul lobster and fish, to set nets and to carry catches to market.

When at sail, the boats cast marginal images with their high, sharp clipper bows, broad beams, majestic bowsprits and gaff rigs. Duncan calls them "masterpieces of timber and sail," or "happy blends of form and function."

The advent of motorized boats spelled the end of Friendship sloops - for a while, at least. By the end of World War I their hayday was over. Interest in them waned. Many sat on shore, unused and neglected.

### Pleasure pursuits

Nearly half a century later, interest in Friendship sloops was revived. Instead of using them as work boats, the new owners bought or built them as yachts. Fish holds became cabins.

The Friendship Sloop Society was formed in 1961, and boatbuilders constructed replicas out of fiberglass. Friendship sloop regattas are now held throughout New England every summer.

Today, with all those replicas, there are thought to be about 250 Friendship sloops.

There might be one fewer without Wakefield, a South Portland native, the son of a lobsterman and the owner of the Great Maine Lobster Co.

In late 1992, he and a friend set off on a search of boatyards in Bristol, Friendship, Camden and Rockport. When he came to Rockland, he spied the **Irene**, sitting under a tarp in a yard where it had been for a couple of years.

He stared up at the big, black ominous hull, the boat's classic lines and overhanging stern. "I said, 'That's it.' This was everything I was looking for."

He called the boatyard the next day and tracked down the owner in Florida. Wakefield agreed to buy the boat for \$1 and the storage fees that were owed. If he sells the boat, he will give the former owner a small cut.

### History uncovered

Last March, Wakefield took the boat to South Portland and put it in the yard of his mother's house, where it now sits under a plastic-wrapped, wood-frame shelter. He has hired Kip Reynolds and Len Curtin, partners of Coastal Marine Repair, to rebuild the boat.

At first, Wakefield didn't realize the historical significance of his purchase. It was built by Charles Morse, brother of Wilbur, and has gone through a series of owners and names: **Sea Bird**, **New Moon**, **Hel-Doin**, **Fudee 3d**, **Southern Cross**, and, finally, **Irene**.

He also wasn't aware of how much work was needed to restore it.

In the next two years, Reynolds and Curtin plan to replace the keel, the frame, the sternpost, the cabin. The lines will stay the same, and as much of the original wood as possible will remain.

Duncan said he has seen the **Irene** sail in the past 20 years, off Cape Cod, in the Caribbean and in the Mediterranean. It has been used as a day sailer for hire out of Rockland.

But the last time Duncan saw the boat, a couple of years ago, it was sitting in a boatyard, apparently suffering from neglect.

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## **"Irene"** (Continued from Page 9)

### **Help Sought**

Betty Roberts, a longtime secretary of the Friendship Sloop Society who lives in the town of Friendship, said she has heard stories similar to Wakefield's.

People walk by a boatyard, spot an old Friendship sloop, fall in love with it and restore it.

"It's such a nice boat," she said, "it just lures you to it."

Wakefield's main task now is to find financing for the \$75,000 - \$100,000 restoration. He has created a fund raising plan that he calls "Project Friendship."

He is soliciting contributions from corporations and individuals to help pay for the work. For each contribution, an underprivileged youth in the Portland area will get a week's worth of sailing instruction on the boat.

Contributors will get to charter the boat one day for each \$500 contributed. In the winter, Wakefield plans to take the **Irene** to the Virgin Islands and charter it.

Wakefield thinks the plan can help finance the restoration while letting others enjoy the boat as he will.

"I can get stressed out in this crazy world," he said, a gleam in his eye as he looked over the boat. "But then I come over here and just walk around the boat, and I feel good."

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## **Model Sloop Racing**

Model Sloop racing is again scheduled for the rendezvous at Boothbay. This year the racing will be held on Monday night while everyone is ashore for some libation and cooking at the grill behind the BHYC. Since some of our model racers drive from New York and western Massachusetts, we want to make sure that we will have enough models participating before they start their journey to Maine. If you will be bringing a model to Boothbay to race, please contact: John Wojcik 347 Lincoln Street Norwell, MA 02061 617-659-2820

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## **Sloop Society Pins Available**

Lapel pins, in the form of the Society burgee, are available for purchase to benefit the general treasury. These pins are 7/8" long and are a cloisonne finish, and feature a military type clasp. They can be purchased for \$6.00 each. If interested, send a check made payable to the Friendship Sloop Society to: John Wojcik 347 Lincoln Street Norwell, MA 02061

## **Rockland Seeking Friendship Sloop Races**

Two members of the Rockland Chamber of Commerce along with the Rockland Harbormaster, attended the March meeting of the Executive Board and made a presentation to entice us to consider holding our annual regatta in Rockland. A committee has been formed to study their proposal, and their findings will be reviewed at the October Board meeting, and then presented to the membership at the Annual Meeting in November.

The team from Rockland presented the following reasons why we should consider their town. These are presented here for our members review. If you have any comments about this upcoming discussion, please contact one of the officers of the Society and make your views known. The following is from a handout that they presented:

- Participating organizations: Harbor Master, City of Rockland; Rockland-Thomaston Area Chamber of Commerce; Rockland Share the Pride; Rockland Ambassadors; Rockland Yacht Club; Rockland Harbor Committee.
- Rockland has a large and very accessible harbor with plenty of room for in-harbor sailing at the gateway to Penobscot Bay. The harbor has a Public Landing and a public boat launching facility, as well as several fully equipped marinas, and numerous anchorages, mooring sites, docks and floats.
- Conveniently located on Route 1, Rockland also has scheduled commuter air service from Boston and fast charter service to any point in the U.S., as well as to the islands of Penobscot Bay. The airport is two miles from downtown and the waterfront. Limo and taxi service is available from the airport.
- The Chamber will help provide publicity for Friendship Sloop Days through its booklet "Exploring Mid-Coast Maine", press releases to the media, and will assist in distributing posters throughout the community.
- Locate moorings and convenient anchorages.
- Coordinate facilities arrangements for meetings and events.
- Arrange for shuttle service to Rockland supermarkets and provisioners.
- Have the cooperation and expertise of the Harbor Master and the Rockland Police Department's harbor patrol.
- Secure Coast Guard cooperation.
- Arrange for a chicken barbecue and/or other food service.
- Provide a special package of local attractions that could include discounted admissions.
- Provide guided tours of historic Rockland and the Rockland Harbor Trail for groups associated with Sloop Days.