



# FRIENDSHIPS

## Newsletter of the Friendship Sloop Society

Volume 8

Summer 1996

Issue 2

### Commodore's Message

Your paint brush is stowed and the varnish cans are empty. Your sloop should already be in the water by the time you receive this newsletter. The only question left, perhaps, is where's the party? Well, the Sloop Society has the answer for you. We've been making plans all winter so that you can show off all that brightwork and enjoy the accolades all Friendships deserve.

The season starts in the south with the New London Windevous. On July 13th and 14th join Jack and Virginia Vibber for two days of racing. For our southern fleet this is your opportunity to enjoy the comradery of fellow sloop owners. Give it a try in '96.

The racing continues in Southwest Harbor and for those boats coming from the east its only a short sail from Southwest to Rockland. Let Miff and Marge Lauriat know that you're planning on picking up a trophy, or at least a tale to tell, on the 20th of July before joining the fleet in Rockland from the 23rd through the 25th.

The Rockland homecoming was a major success last year. When you see the cover photo on this year's yearbook you'll see what we mean. Sloops were rafted up at the town dock and there was ample opportunity for all the Sloop Society members to enjoy each others company. We have plenty of events planned for the three days in Rockland besides the races. There is a chicken barbecue with live musical entertainment, row boat races and plenty of shops, restaurants and sites to visit in Rockland. Not to mention the possibility of purchasing your nautical necessities, like Sloop Society t-shirts, from our newly established ships chandlery.

Following Rockland we will gather again in Marblehead for racing on the 10th and 11th of August. Dave Graham, at the Corinthian Yacht Club, is once again hosting two days of enjoyment for the fleet at one of the most beautiful locations on the North Shore.

Even if you can't sail to all the events, why not pack your family in the car and join us anyway. It's always possible to hitch a ride on someone's sloop. That's the best way to meet other members and find out how they have solved the summer dilemma of where to go sailing this weekend!

Rich and Beth Langton, Commodores

### Race Committee Chairman's Message

*by Bob Rex*

It's time to start thinking of our Rockland "Homecoming". The dates are July 22-26, with races on the 23rd, 24th and 25th (weather permitting). If you're in doubt about joining us in 1996, just talk to some of the people who were at last year's 1st Annual Rockland "Homecoming". From what we observed, everyone was thoroughly enjoying themselves.

The Rockland organizations, Rockland Share the Pride, Rockland Yacht Club and Harbormaster Ken Rich, couldn't have been more welcoming and accommodating. The fact that the sloops were encouraged to raft up at the Town Dock made for a real "Downeast" social event. Not everyone chose to race, and indeed racing wasn't required to enjoy the general feeling of fun and camaraderie that was so evident throughout this 35th Annual Regatta.

Due to numerous requests, the Skippers Meetings will be held a bit later: 9:30 AM this year. In keeping with fun and cutting down on worry time, we will use the IYRU's Experimental Right of Way rules. This year's version is slightly different from 1995. You will be provided with a booklet containing and describing these rules. They are much more "simple, clear and user-friendly" than the racing rules of the "olden days". The 1996 edition will probably be modified slightly and then will be used from 1997 through the year 2000. Learn these rules and you can race anywhere in the world! Of course the basic rule is: for heaven's sake, don't hit anyone.

Your Race Committee will try a Handicap Alley course, given the right weather conditions.

Those who won permanent trophies please return them to the Race Committee before or at the "Homecoming".

See you down there (fog permitting).

---

### Rockland Rendezvous Status

As we go to press, there are 20 sloops signed up to rendezvous at Rockland. This is the greatest number of sloops we've had registered this early in the summer. Don't miss out on the fun, join us in Rockland!

## Membership News

*Doug Amsbary, our membership chairman, has gathered the following news regarding some of our members:*

Eddie Good, owner of #112 **Secret**, informed us that he plans to keep his sloop in Salem Willows as his homeport.

We received a nice note from Bob Sherman, the new owner of Bob Stein's Pemaquid **Essential**. The sloop is still at the Windward Yacht Yard in Newburyport, but he plans to sail it down to his waterfront home in Corrae, Maine this Spring / early Summer. He went on to say that his nearly completed 30' hull, built by Dr. Quick, is still a huge lawn ornament.

Evidently new members Kurt and Verna Stoll have taken a liking to Maine and have moved from Switzerland to South Brooksville and have taken over the duties of running the Landing Restaurant overlooking Bucks Harbor. It is reported that they have a talented chef arranging gourmet delights for their dinner patrons. If you're in the area stop in and pay them a visit.

Robert and Rebecca Hastings recently joined the Society upon acquiring an unregistered 22' New England Yachts (Ahern) built sloop. It is not often that an unregistered sloop is located. They have been issued the newest sail number which is #262. They stated that they have named their sloop **Gypsy** and will be keeping it in Marblehead Harbor. The sloop's former name was **Jenny** and was originally launched in 1980.

We heard from the new owner of #213 **Amie**, Harvey Nobe, Jr. The sloop is still on a mooring off the Center for Wooden Boats in Seattle, WA. I quote from his letter: "She was hauled in February of this year and we found no rot or broken wood in her hull. Lee Ehrhart of Havorn Marine re-caulked her garboard seams and she got a fresh coat of bottom paint. I've ordered a new jib from Port Townsend Sails and am varnishing and painting. We took her for her first sail in 2 or 3 years last Saturday. Even though her painting wasn't complete, many people said she was the prettiest boat on the lake! I plan on keeping her moored at the Center of Wooden Boats where she will be used for educational purposes."

He went on to say that there are apparently several unregistered Friendship Sloops in the Puget Sound area and that he has been contacted by other Friendship owners that may not be members. He hopes to stage a regatta for as many Friendships as he can muster on Lake Union this coming Summer.

#159 **Pacific Child** has recently acquired new part owners. Their names are Mr. & Mrs. Richard Scott of San Diego, CA. An invitation has been extended to them to join the Society.

Mr. Richard T. Allen of Upper Montclair, NJ has sent in a completed membership application and we would like to take this opportunity to welcome him into the Society.

Stewart Richardson of Rye, NH, owner of #45 **Flying Jib**, recently joined our ranks.

We received a note stating that Noel March has purchased #225 **Philip J. Nichols** from Robert Bradley. He went on to say that he will be having work done to the sloop at the North End Shipyard in Rockland this Summer but plans on bringing the sloop to the '97 Homecoming in Rockland. Noel and his wife Susan live in Friendship where he learned to sail aboard #46 **Dirigo** as a boy during summer vacations there. They plan to be at this year's Homecoming, but without the sloop.

Bill Finch and Carol Rose, current owners of #181 **Aurora**, have recently purchased #66 **Venture**.

---

## Marblehead Gathering of Friendship Sloops

*by David Graham*

For 1996, the Marblehead Friendship Sloop races will be conducted August 10th and 11th. Once again, the races will be conducted on the two-division concept that has proven to be a success here at Marblehead, with Division I, the smaller sloops, sailing a course inside that of the Division II sloops, so that the winners in both divisions will be finishing at the same location at approximately the same time. All this assumes, of course, that the wind will hold throughout the afternoon and that the race committee will have done a proper job.

There will be an announcement of the regatta in the mail within a short time, hopefully before the shove-off time for Rockland, as the Marblehead event is three short weeks later.

Moorings in the harbor, laundry and shower facilities will all be available to the participants. The Corinthian will attempt to make the event a total success and in doing so, will attempt to promote the races in Rockland for the following year. We hope you will be able to add this year's Marblehead races into your schedule of events to be attended during the 1996 season

---

## Handicap Reminder

The Society Measurer and Handicapper, Dick Salter, reminds us that if you are planning to race in a Sloop Society sponsored event, you must have a current handicap sheet on file. Please submit your handicap form to Dick **as soon as possible** so that he can provide a handicap rating to the race committee in advance of the event.

If you have any questions, need a form, or would like a set of instructions on how to measure your sloop, call or write Dick at:

151 Bridge Street  
Manchester, MA 01944  
Tel: (508)-526-1004

# Spring Executive Board Meeting Minutes

by Caroline Phillips

The Spring meeting of the Executive Board was held on Saturday, April 27th at the Bath Maritime Museum and was attended by 11 members.

## Secretary's Report - Caroline Phillips

Caroline reported the membership status as follows:

Sloop Owners:	91
Full Members:	33
Co-Operative:	28
Honorary:	8
Total	160

## Treasurer's Report - David Bell

David was not present at the meeting but submitted a financial report which reported the following for the fiscal year:

Total Receipts:	\$7,661.29
Total Expenses:	4,133.53
Balances:	
Checking:	860.91
Savings:	5,086.96
Trophy CD	3,026.33

David reported that there was no change in the Pendleton Scholarship Fund.

## Membership Committee - Doug Amsbary

Doug reported that there has been a new sloop number assigned. Number 262 has been assigned to the 22' Ahern built sloop owned by Robert Hastings and called **Gypsy**.

## Yearbook Editor - Roger Duncan

Roger reported that he has received many good articles for the yearbook, and that the book should be 48 pages. The advertising is down from last year at this point, so that could affect the number of pages, but Roger was not too concerned.

## Newsletter Editor - John Wojcik

The next newsletter should be in the mail around the 20th of June. To make that deadline John has asked for all articles and calendar of events to be sent to him by the end of May.

## Race Committee - Bob Rex

Bob has received the annual insurance for the race coverage, and has received the permission of the Coast Guard to race in Rockland. Bob has the new universal racing rules which will be mailed with the regatta entry forms. Rich Langton read a letter from the Rockland Yacht Club stating that they are willing to help out in any way. They also wanted to welcome us back for 1996.

## Rockland Share the Pride Meeting - Rich Langton

Rich reported that the Share the Pride members have a few requests from the Society:

1. Publications
2. TV coverage (Rich will handle this)
3. To get press coverage on the sloops for the parade and

possible sail.

4. Local publicity: 50 - 100 posters to be placed around Rockland.

## Publicity - Bob Monk

Bob has sent mailings to 30 different publications listing our summer calendar of events and has requested that they publish the calendar in an upcoming issue.

## Rockland - Richard Langton

The Rockland committee has asked Rich if the Society wanted the same dinner as last year or do we want a variety. Rich replied that the desire of the group was to keep it simple and inexpensive. Rich asked for input from those present regarding last year's dinner. A comment was made that the chicken could have been cooked longer - but no other comments were made.

Rich said that this year the tent will be in the center of the lawn next to the public restrooms and chamber of commerce building. Ken Rich will continue to be the harbormaster. There will also be discounts for Society members in many of the shops of Rockland.

## Annual Meeting - Richard Langton

Rich discussed the cost of the annual meeting and ways to keep the cost to a minimum. The head count discrepancy was cited as an issue that has cost the Society some money in past years, and this needs to be resolved at future meetings. In the past, the members eating dinner after the meeting have subsidized the cost of the coffee and the meeting room. The board decided that the Society would pay for the coffee, cheese platters if ordered, and the meeting room in order to reduce the dinner price.

Rich said that in his discussions with the New England Center, they wanted us to have a "continuous coffee break" at the meeting at a cost of \$6.35 per person. Richard then received a letter stating that we could have the coffee and cheese platter that we have had in the past instead of the "continuous coffee break".

Rich also stated that the dinner this year would be a sit down dinner instead of a buffet with a choice of steak, haddock or vegetarian platter at a cost of \$16.45 per person. Rich also reminded everyone that the date of the Annual Meeting is November 16, 1996, a week earlier than has been usually scheduled in the past.

## Merchandise Brochure - Doug Amsbary

The board discussed the list of items that are to be sold through the pamphlet. It was voted unanimously to purchase and sell the merchandise listed in the pamphlet as specified by Doug, with the exception of the tumblers. Doug mentioned that the merchandise will be embroidered by Downeast Embroidery of Wiscasset. Richard is going to check the sales tax

(Continued to Page 4)

## Memorial Service Held for Teddy Brown

On Thursday evening, May 30th, Memorial Day, a memorial service was held for Teddy Brown aboard the **U.S.S. Constitution** at the Charlestown Navy Yard. Teddy was a past commodore of the Society, former owner of the sloop **Vida Mia**, and a friend to everyone.

Guests gathered on the fantail of the historic ship as Donald Duncan, Sloop Society bagpiper, played "Amazing Grace" and a medley of other tunes.

Dave Graham, who lead the service, began the program by recounting his memories of Teddy during his many years of association with the Society. This was followed by remembrances by Tad Beck, who recalled the many years that Ted had crewed aboard the **Phoenix** for Tad's father, Al Beck, and then Jim Wilson, who related how he had met Ted and the relationship that grew from that meeting.

After a playing of "Morning Has Broken" by Donald Duncan, Don Huston read "Sea Fever" by poet John Masefield and told how both he and Ted had served in the Coast Guard during World War II, and of their many years of friendship.

The Reverend David Bell offered a prayer for Ted which was followed by a laying of a wreath upon the waters by Bob Rex. David Cashman, former commanding officer of the **U.S.S. Constitution**, concluded the service with closing remarks regarding Teddy and his love for the vessel.

The guests then met at Barrett's restaurant for a toast to Teddy, followed by dinner.

---

## Spring Executive Board Meeting (Continued from Page 3)

question in Maine. The brochure will be mailed in the regatta notice mailing by the secretary.

### Book Republishing - "Friendship Sloops"

Mystic Seaport will not republish the book until 1997 if done at all. Rich said that we have time to discuss our options, and that the Society needs to decide how much to contribute to the republishing. A way to recover the money donated is to sell the book to our membership. Roger stated that the book was to be a memorial to those who have passed away, and therefore we really don't need to recover all the money donated. Another option discussed is to take articles from past yearbooks and publish a new book as a memorial.

Roger stated that the board should have a specific amount of money in mind to donate by the time of the annual meeting. If Mystic accepts our donation and will republish the book, Roger will work on the book over the winter and have it ready for next spring. Richard feels that Mystic is enthusiastic about republishing the book.

## A Letter Remembering Ted Brown

The Loos family wishes to express their deepest sympathy to Ted's family and friends, and also to his family of friends of the Friendship Sloop Society. We were very saddened to hear that Ted had passed away. We will truly miss having the opportunity to meet with him on our trips to Maine.

The first time we met Ted was in Friendship, Maine at our first Friendship Sloop Homecoming event. Upon our arrival at the town dock, we mentioned that we were the present owners of **Vida Mia** and were overwhelmed with instant friends and special treatment. We realized then that if you were lucky enough to know Ted Brown, you were welcomed into a large circle of friends. That weekend we had the opportunity to speak with Ted and his friends, and to relive **Vida Mia's** past through their heartfelt stories.

Ted asked if we had planned to rename her. When we replied we had no intention of changing **Vida Mia's** name, he was very touched that we would carry his beloved wife's name, and at that time we knew we had a lasting friendship.

From past articles in the Friendship Sloop Society yearbooks and a letter from Ted, we tried to piece together **Vida Mia's** history. We found many articles telling of his wit and humor and knew he had many good friends in the Society, dating back from his long maritime past.

We regret that we were never able to sail **Vida Mia** back home to Maine and have Ted sail with us. He had offered us his mooring, as he did to many others that past by his home. It was always a comfort to know he was there, he was a true friend.

We could feel Ted's presence as far away as Cape May, New Jersey. Not only is his presence felt by sailing the **Vida Mia**, but when others sail or dingy over, they would often recognize **Vida Mia** and would share with us their relationship with Ted and his vessel. It was always a good feeling to be reunited with **Vida Mia's** past history.

If it is of any comfort to his many friends, Ted's memory will live on with us through **Vida Mia** for many years to come. We feel very fortunate to have known Ted Brown, he has touched our lives and we will never forget him.

Yours truly,

Capt. George Loos

Crew Cindy and Brittany Loos

---

## Mary B. Lanning

Following a lengthy illness that began before Christmas 1995, Mary Lanning, wife of Bruce Lanning, and co-owner of **Schoodic**, passed away. Mary's long battle with cancer came to an end during the late afternoon of May 15th.

A quiet gathering of family and friends assembled at the Winter Harbor Baptist Church, where thoughts of Mary and prayers for her were conducted by the Rev. William Somerville. She was laid to rest in the Winter Harbor Cemetery following the service.

Memorial contributions may be made in her name to the MDI Sheltered Workshop, RR #1, Box 2042, Bar Harbor, ME 04069.

## The Log of the St. Kilda

*Kevin and Marge Rose owned the sloop **Safe Home** which was driven ashore and wrecked at Salem in Hurricane Bob. They then became partners with Marsh and Ellen Greene in the 40 foot sloop (not a Friendship) **St. Kilda**. They are now on a two year voyage around the world. The February meeting of the Mass. Bay Friends of Friendships was a bon voyage party for Kevin and Marge where they showed slides about their plans and answered questions. They are submitting progress reports to the "Worcester Telegram" from along the way.*

### The Departure

**Ellen Greene** - Between us, Marsh and I said good-bye to five children during the first week of January, and it never got easier.

They sobbed and said over and over, "Please be careful!" We sobbed and confided to each other later that for the first time our confidence was shaken about selling the house and going to sea.

Could the next few days have gotten anything but better? We and the "yard" tackled repairs and cleaning up, and on a brisk Sunday morning four days later, Marsh and I headed south down the Intercoastal Waterway.

Some of the cities along the Waterway are stunners - Charleston, Savannah, Fernandina Beach and St. Augustine, to name some favorites. As we peeled off layers of clothing, our mood lifted until we were down right jubilant sliding into a slip at Ft. Lauderdale. Now the good times would really roll, we thought, because we would turn left and head for the Bahamas.

But first, more boat repairs. The engine needed work, this time for an overheating problem, along with wiring and minor carpentry. A rule of the sea, one we are becoming anxious about, is that something is always broken on a boat and it always takes more time and money to fix than estimated.

A week later, we were ready to go. I had provisioned the boat for two months. I liked the challenge of planning 60 days worth of meals and not worrying about shopping.

### The Bahamas

We left the United States at 8 AM Feb. 9 and, sailing through the night arrived in the Bahamas 24 hours later. Huge cruising casinos accompanied us all night and their bright lights were comforting. Crossing the Gulf Stream was easy, but we still felt elated and relieved when we finally threw a docking line to a smiling Bahamian at Chub Cay.

Chub Cay is a funky little place with that warm-weather, down-at-the-heel look to it on one side and miles of spectacular white sand beach on the other. And, of course, that post card perfect water.

We hopped down the Exuma Island chain, and anchored inside cays with low coconut palms, jagged volcanic rock

shorelines and deserted beaches. The views and pace of life made us feel kind of permanently dreamy.

Our little rituals - listening to the weather net every morning at 7:45 AM and the BBC every evening at 6 PM, afternoon excursions to snorkel or swim and an after-dinner drink of coconut rum on the after-deck - are extremely pleasurable. We are so happy that Kevin and Marge have met us here to share it all.

**Kevin Rose** - We four are unanimous in this: saying good-bye to family and friends is the pits. We've dreaded it, known it would be awful, and it was.

After two trips in our inflatable dinghy out to the **St. Kilda** with 400 pounds of luggage that included a laptop computer, we are at last with our partners.

The wind is gusting to 40 mph, which will delay our departure to George Town. We need a good weather window to the Windward Passage between Cuba and Haiti and, eventually, the Panama Canal, a distance of about 900 miles with an estimated time of 10 days. We're securely anchored to the island with hundreds of other boats riding out the gale. Shafts of sunlight on opalescent water, snow-white beaches, coconut rum... I could get used to this.

### A Honeycomb of Systems

An offshore boat such as the **St. Kilda** is a honeycomb of systems: diesel, electrical, waste management, sail, propane, wine, plumbing... something is always getting broken and, on the Kilda, occasionally getting fixed. A failing alternator means no electrical power, hence, no compass light, no radio, no auto-pilot... so a small detour to Great Inagua Island, frightfully small Matthew Town Harbor and Cleveland Palacios, who monitors Marine Band Channel 16, the restaurant, bar and hotel, and helps vessels and people in distress. Morton Co. evaporates sea water on Great Inagua to make salt. Its head electrician and two friendly assistants summoned by Cleveland patch us up and move us on.

The next night, in the Windward Passage between Haiti and Cuba, Kevin flips the wrong switch and thinks he's cooked the entire electrical system. Simultaneously, a squall hits and we are hand-steering through the inky blackness of a busy shipping channel by a compass lit with a kerosene lantern and without running lights. A few minutes later, power comes back on. We still don't know why.

When you passage, a system of watches is set up to ensure that someone is always watching the compass and taking hourly position fixes on the chart; on the reef-strewn Caribbean, you want to know where you are at all times. So, the person on watch, especially at night, sits in the pilot seat and watches the compass, the Geographical Positioning System (GPS), and the fathometer. But there are stars and planets that dome above and reflect below off cresting waves

(Continued to Page 6)

# The Log of the St. Kilda

(Continued from Page 5)

and **St. Kilda's** phosphorescent wake that helps pass the four hours of watch - that and the sound track from "The Big Chill" in the headset.

We are almost finished with our first leg from George Town, the Bahamas, to Panama. After 11 days, we're ready for shore time. Tomorrow, showers, cold beer and the Panama Canal, in that order.

**Marge Rose** - As we left Great Inagua, Bahamians told us to expect a visit from the U.S. Coast Guard. We weren't too concerned: older sailboat and crew, Texas sandals, L.L. Bean shirts... Somewhere between Cuba and Haiti, we saw the unmistakable red stripe of a U.S. Coast Guard ship steaming toward us. Four of the seven armed men came aboard, holstered, bullet-proof-vested and young - about as young as our youngest children.

"Now, sir, I'm going to ask you about weapons, but I do not want you to reach for them or look for them," the officer said. "Are you carrying any guns?"

"No."

"Knives?"

"Many. We cook. We fish. We each have a Leatherman."

Somehow assured, they (and we) all relaxed a bit, Kevin pointed at bullet-proof vests. "We must have really scared you guys."

They grinned for the first time. The officer pulled forms and a rule book from his bag and got down to business. They inspected **St. Kilda** to make sure that she met with Coast Guard regulations. It took about an hour. **St. Kilda** passed handsomely except for a warning: we had no written waste management plan posted in the galley. "You can write it by hand. Say what you do with it and who does it." And that was it! We shook hands and waved good-bye.

**Ellen** - Life doesn't get much slower than passage-making - 100 miles in 24 hours, clouds and waves as scenery. We have begun some rituals to fill the time and these have taken on almost laughable importance. One, a bucket bath every other day - lowering a pail on a piece of line, hauling up sea water, dousing yourself and soaping down - highlights a morning.

At high noon, we each have one warm can of Schlitz, which we look forward to and savor (no refrigeration on **St. Kilda**, just ice when we can get it). Our children, the micro-brewery slobs, would bite their knuckles in horror. Afternoons, we read, write and fall asleep over manuals on weather at sea and celestial navigation. Promptly at 5 o'clock comes cocktail hour, consisting of one glass of warm box wine and a sunset, then dinner before dark. All but the first nightwatch person are in bed by 8 and happy to be there.

## Dining Ritual

The most sacred ritual is meals; dinner is High Mass. I am the cook on the Bahamas-to-Panama leg and chief food worrier. I worry about running out of eggs and onions,

poisoning us with bad mayonnaise, maximizing mileage from a head of cabbage (the secret: peel off the leaves, don't chop into the head). But cooking is an ego trip because our clever crew knows it's in its best interest to be lavish with praise and I take it any way I can get it.

Picture this: the boat pitching and yawing in 5 to 10 foot seas; me down below with spoon in one hand and holding onto a grab rail with the other, trying to stir a pot of something. Minutes later, Wonder Woman emerges and hands up plates of hot food, created miraculously from cans with just the right sprinkling of herbs - one of more than 100 road-tested recipes with her on 5x7 cards. I'm tired of thinking about food, however, and gladly turn over the can opener to Marge for the next leg.

**Marsh Greene** - On every passage-making sailboat since Columbus there have been arguments as to who on board does the most work. In modern crafts, these arguments persist. The navigator maximizes sympathy during odd hours to look at the stars and planets and do the calculations required to locate us on the chart - much less convincing since the advent of GPS, which a 5-year old can use with 10 minutes training.

The deck crew, having to change sails, sometimes at night, and making repairs while off-watch, can legitimately stake a claim as the hardest working group. The captain is never off-duty: always planning, preparing and, above all, worrying.

I contend that none of the above has the title of hardest working on **St. Kilda**. That goes to the ship's cook. **St. Kilda** has no refrigeration - fruits and vegetables soon "go south," eggs must be coated with Crisco to keep and the ice box without ice smells like a swamp. This dictates that almost everything comes from can or box, especially on long trips. There is about 6 square feet of working space. And, except on dead-calm days, the galley is always moving, sometimes violently. A protective apron is a necessity at the stove and sometimes the cook requires an apprentice just to hold pots and bowls of the meal in progress...

Ellen has been at it since we started and is heartily sick of it. However, Marge is enthusiastically waiting in the wings for her chance to be the hardest working member of the crew for next leg.

We languish now in Panama waiting for transit through the canal. Getting permission to do this is about as simple as getting a marriage annulment in the Catholic Church and nearly as expensive.

**Kevin** - The canal transit was boded to be a boat bruiser with stories of parting lines, scarred hulls and demoralized crews. We were rafted with other boats, took on extra line handlers, and a pilot (advisor) and inched into the first locks at Gatun behind a 1,000-foot container ship. The locks lift you up to Lake Gatun, where we had a 3 1/2 hour sail across the

(Continued to Page 7)

## Friendships to Help Celebrate New London's 350th

by Jack Vibber

The city of New London is celebrating its 350th birthday this summer, and on the 13th and 14th of July, the Friendship Sloops will be a part of the celebration.

This year marks the 10th year that Jack Vibber and New London have hosted the Friendships at the Windezvous. There will be, as usual, two days of racing on Saturday and Sunday. On Saturday night there will be a beach picnic and gam for skipper, crews and friends at the Thames Yacht Club, which is also a good location to view the gigantic fireworks display. On Sunday morning there will be a breakfast at the club, followed by the start of the race. The awards ceremony will be held at the club following the race.

It is not necessary to enter the regatta to attend the Windezvous. The idea of the New London Windezvous is to have as many sloops in the harbor as possible to make a showing. Come with your sloop, anchor, or follow the participants around the course.

If you have any questions, please call Jack Vibber at (203) 442-7376.

---

### Support Our Supporters

Our move to Rockland has had a positive impact on our yearbook, thanks to the advertisers. 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.

---

### The Log of the St. Kilda (Continued from Page 6)

"cuts" and then down to the Pacific side and Panama City.

We are moored at Balboa Yacht Club on the last mooring near the shipping channel where huge vessels slide by about every 20 minutes just 100 feet away. Balboa Yacht Club serves good seafood and paella amid a funky ambiance of loud Latin music, U.S. servicemen and hopeful Panamanian girls.

Our next leg is from Panama to the Galapagos (expected to take about 10 days).

## 1996 Schedule of Events

**New London Regatta**

**July 13 & 14**

**New London's 350th Anniversary  
Southwest Harbor Rendezvous**

**July 20**

**Homecoming Rendezvous at Rockland**

**July 23, 24 & 25**

**Marblehead Regatta**

**August 10 & 11**

**Gloucester Schooner Festival**

**August 31 & September 1**

**Annual Meeting**

**November 16 - The New England Center**

---

### Cruising Downeast in Company

Nothing's better than Friendships cruising together along the coast headed Downeast. The **Banshee** and **Gaivota** will be passing through the Cape Cod Canal on July 13th headed for Rockland. If you're looking for other sloops to cruise with, and wish to join them, call John Wojcik at (617) 659-2280.

---

### Sloop Society Internet Home Page

The address of the Sloop Society home page is: [HTTP://WWW.BRIGHTLINE.COM/FSS](http://WWW.BRIGHTLINE.COM/FSS). Browse the home page, enter your comments, questions, or ideas, and communicate with others who are interested in our sloops.

---

### Newsletter Editor

If you have any ideas, comments, or an article you wish to have published in the newsletter, please contact the editor:

John Wojcik  
347 Lincoln Street  
Norwell, MA 02061  
(617) 659-2820

---

### Dues Reminder

If you haven't mailed your annual dues in for 1996, please send them to:

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