

Friendships

Newsletter of the Friendship Sloop Society

Volume 15

Winter / Spring 2003

Issue 1

Commodore's Message

We finally got a break from one awesome stretch of cold weather – about a month when the mercury never rose above 25, and numerous nights were –10. Watching the wood pile disappear with little help from the low angle January sun gave me a feeling of mild despair, similar to that of rounding the third buoy inside the breakwater and having most of the other Division 1 boats pull away from the **William M. Rand**. The doors to the Sloop Shed here in Raymond have three feet of snow in front of them, providing a high level of security against any attempt at running an orbital sander before April 1. And that feels good.

It is an uneasy time by all measures for America these days. While the issues are complex, I believe there are two relatively simple steps we can all take to help us through this period: 1. Use less oil (i.e. make energy conservation and renewable energy a top priority in our lives), and 2. Keep our passions alive.

Members of the Friendship Sloop Society are dedicated to vessels that are powered by the fastest growing source of renewable energy in the world – the wind. Included in our constitutional purpose is the charge for "owners and friends to meet and enjoy each other around a common interest, and to promote the history and traditions of the Friendship Sloop." Pursuing this shared passion by investing family time in our Society will keep Friendships sailing for generations to come.

The Executive Committee has been busy maintaining our traditions, making sure we remain solvent, ensuring that races and meetings are scheduled and planned, permits filled out, ideas for the yearbook and newsletter articles are developed, trophies are in order and that the Society as a whole is trimmed and sailing to windward. After a good debate and review of costs, we decided to move our annual meeting to Best Western Merry Manor Inn located in South Portland. While many agreed the New England Center has served us well in a great setting, the majority felt a change that would provide more services, a better set up for kids and better affordability was worth trying.

Dates for this year's regattas and functions are provided elsewhere in the newsletter. While the FSS can boast international membership, it also noteworthy that our events span New England and reach even to Chesapeake Bay. I encourage you to

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42nd Annual Meeting

Report submitted by Caroline Phillips, Society Secretary

The 42nd annual meeting of the Friendship Sloop Society was held November 9, 2002 at the New England Center on the campus of the University of New Hampshire in Durham. Commodore Paul Haley called the business meeting to order and began the meeting by introducing the current executive board: Vice Commodore - John Rand, Secretary - Caroline Phillips, Treasurer - Jonathan Leavy, Race Committee - David Graham, Publicity - Bob Monk, Membership - Bill Cronin, New London Regatta - Greg Roth, Southwest Harbor - Miff Lauriat, Measurer and handicapper - Dick Salter, Yearbook Editor - Roger Duncan, Newsletter and Website - John Wojcik, Chandlery - Bill and Kathy Whitney, and Cannoneer - Pamela Hooydonk

He then introduced a new member who was present - John Major. Paul also announced that 3 weeks ago, Tim and Ruth Sullivan were wed. Tim owns sloop #61 **Windward**. Paul then proceeded to introduce past commodores that were present.

Secretary's Report: Caroline Phillips

The totals for 2002 are as follows:

Boat Owners:	107
Full/Associate:	52
Cooperative:	24
Honorary:	5
Total:	188

For 2003, there are 4 new boat owners.

Treasurer's Report: Jonathan Leavy

(Report Published in the Fall newsletter)

Jonathan mentioned that there are a lot of volunteers in the society who donate their time, which is not shown in the financial statement. Jonathan has put a line in the budget for General Fund Donations. If anyone has any questions, Jonathan stated he would be happy to answer them after the meeting, or can e-mail him at Treasurer@FSS.ORG.

Pendelton Scholarship Fund: Bill Zuber

Bill stated that the scholarship fund investments were not all that they have been in the past. Last June the board awarded \$800 each to students in 2nd year college and seven \$700 scholarships to graduating high school students. The shortfall due to the economy was \$1,900. The board hopes to make it up by December-January with donations.

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Commodore's Message

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make reservations in Rockland within the next couple of weeks for your favorite fixed berth ashore. Last year, the crew of the **Rand** neglected to do so until mid Spring and found most in-town rooms were taken (in case you didn't notice, the five of us did not sleep aboard the 22 footer!). I have taken the liberty of reserving a block of rooms at the Tradewinds (July 21 through morning of July 25) for which you will get a 15 % discount if you say you are with the Friendship Sloop Society.

One of my goals for 2003 and 2004 is to make sure the Society is easy and fun to participate in, and that we are running as smoothly and efficiently as possible. If you have ideas to help meet these goals or any other item worthy of attention feel free to contact me at jbr@prexar.com or 207-655-4277. I look forward to seeing you all in Rockland or sooner.

Yearbook Submissions

The Langtons are advancing their duties as assistant yearbook editors under the sharp editorial eye of Roger Duncan, our Senior Yearbook Editor. Roger is recovering from a persistent infection that required significant quantities of antibiotics to beat and an extended period of recuperation. He is doing well and has assured us all that his pencil will be sharpened for the 2004 yearbook.

So, if you are writing an article for this year's yearbook please send it to: Rich and Beth Langton, 868 Cross Point Road, Edgecomb, ME 04556. If possible please send it on disk, as a Word file, or better yet, submit it as an attachment via e-mail. The Langtons e-mail address is Resource@clinic.net. Ads and Bulletin Board notices should also be sent to the Langtons. Rates for advertisements depend on the page requirements and are included in this newsletter. Please note that the Bulletin Board costs are \$20 per posting. Electronic messages are, again, acceptable but we need the check too!

Class A Birthdays

There are a number of member Class A sloops that are celebrating significant "birthdays" in 2003. Our congratulations to the owners and crews of the following "Senior" members of the fleet:

100 Years:

#97 **Gannett** Tom Miller, New Boston, NH

90 Years:

#44 **Sazerac** Roger Lee, Weston, MA

Friendship Museum Report

By Dan West

The last two years have seen plenty of activity at the Friendship Museum. In May 2001 the artifacts were reorganized and exhibited in several categories: Friendship sloops, boat building, fishing, home and farm, and of course the schoolhouse itself. That's a lot of material to include in a 24' x 18' space, but by adding a large glass case and several drawers beneath the cases and rotating a number of artifacts into temporary storage we were able to feature all of the most significant pieces without overcrowding the room.

In addition, the museum hosted guest exhibits during the last two seasons: a presentation by the Lobster Conservancy in 2001 and last year an exhibit describing the granite industry at the Union Quarry on Friendship Long Island from 1890 to 1902.

During 2002 the museum received grants - for the first time in its history - to finance several projects. In an effort to involve the community in museum activities, several museum members created an oral history project in conjunction with the sixth grade at the Friendship Village School. Students are recording personal reminiscences of older citizens in town; these interviews are recorded, supplemented with photographs and other memorabilia, and will be made available to the community via the museum, school, library and website of the school district. This project is expected to continue for a number of years.

Two additional grants were awarded to the museum to accomplish work on the building. The first was to bring the electrical system up to code and included all new wiring and lighting - twenty-two halogen lights with UV filters make the interior like broad daylight, and all displays a pleasure to view. The other grant covered the cost of installing a vented propane heater and UV shades for the windows, as well as some archival storage containers. The heater, it is hoped, will solve the moisture problem that has always plagued the building. Museum volunteers insulated the attic with R30 fiberglass and fit styrofoam board onto the inside of the windows and fireplace.

The 2002 season opened with a reception honoring the Foster family, during which a plaque was unveiled commemorating their gift of the museum land and schoolhouse to Friendship Museum, Inc.

Ongoing projects are inventorying and re-labelling all exhibits - which can continue year round, thanks to the heater and the new lighting.

Visit your museum! The season is July 1st through Labor Day, 1:00 to 4:00 P.M. Monday through Saturday and 2:00 to 4:00 P.M. Sundays. At other times, feel free to call president Lynn Case (207-832-4337), who will be happy to open the museum for your visit.

Dues Reminder

If you haven't mailed your annual dues in for 2003, please send them to: Caroline Phillips, Society Secretary

164 Sturbridge Road
Charlton, MA 01507

Pendleton Memorial Scholarship Fund Report

The following report will appear in the Annual Report of the Town of Friendship

In spite of the fact that 2002 saw a decline of 11% in the value of the trust fund investments, the local Board of Trustees of the Pendleton Memorial Scholarship Fund awarded seven scholarships of \$700 each to the following graduates of Medomak Valley High School:

Jennifer Tamra Balsler	Sarah Louise Havener
Chad William Benner	Trevar Jay Simmons
Timothy James Ehle	Andrea M. York

In addition, Amander Nancy Wotton was the 2002 recipient of the **John Harlor Scholarship** in the amount of \$700.

Ryan Olsen was not able to use the scholarship of \$800 awarded to him in 2001 and returned the check. The Trustees voted to award grants of \$200 each to previous graduates of MVHS: Rachel Lydia Lash, attending St. Joseph's College; Sarah R. Lash, attending Gordon College; Dael B. Nelson, attending Yale University Graduate School; and Leslie D. York, attending Wellesley College. The Trustees are pleased and proud to have been able to award a total of \$5,700 in 2002 to these deserving, hard-working and ambitious young people from our town.

Comparison of the value of the Trust Fund 12/31/01 and 12/31/02:

<u>Cash and Bank Accounts:</u>	<u>12/31/01</u>	<u>12/31/02</u>
Money Market	\$1,249.63	\$1,932.07
Savings	<u>223.18</u>	<u>242.86</u>
	\$1,472.81	\$2,174.93
 <u>Investments:</u>		
Putnam Div. Int. Trust	\$22,118.07	\$21,737.54
Putnam Growth & Income A	27,814.84	22,195.36
Putnam Growth & Income B	2,678.97	2,137.96
Putnam High Yield Ad Fund	<u>17,890.55</u>	<u>15,913.01</u>
	\$70,502.43	\$61,158.87
<u>Total Assets:</u>	\$71,975.24	\$64,158.80

With the decline in the value of our Trust Fund, there was also a decline in the amount of income received in dividends and interest. The Scholarship Fund received the following amounts of income during 2002:

Dividends	\$ 4,082.44
Interest	3.68
Return of Scholarship (2001)	800.00
Friendship Sloop Society	500.00
Auction at Annual Meeting	201.00
Miscellaneous Sales at Regatta	15.00
Donations from individuals	<u>900.00</u>
	\$ 6,502.12
Scholarships Awarded	\$ 5,700.00

Memorial Donations were received during 2002 in memory of the founder and first president of the Friendship Sloop Society, **Bernard Mackenzie, Dorothy Bellhouse, Betty Christy, and John Gould, Jr.**

The Pendleton Memorial Scholarship Fund, begun in 1967 when the sloops were racing in Friendship, has provided

scholarship assistance for 35 years to 120 individuals, several of whom received multiple year assistance. It was especially gratifying at the end of this difficult year, to receive the following note, with a check enclosed:

12/16/2002

Dear Mr. Bell,

Enclosed please find a donation to the Pendleton Memorial Scholarship Fund. As a past scholarship recipient, I know first hand of the assistance this fund provides and I wish to express my continued gratitude by helping others pursue their higher education goals.

*Sincerely,
(Signed) Derek J. Benner
McLean, VA*

The young people of Friendship need your support. This is **our** Scholarship Fund, for the benefit of the young people of the town of Friendship. Donations are needed and welcomed in any amount so that the Trust Fund can grow. More dollars invested mean more dollars for our scholars.

Your donation is deductible to the full extent of the law. All donations will be acknowledged. Please continue the support rendered over the years by members of the Friendship Sloop Society by sending your contribution to David Bell, Treasurer; 35 Pumpkin Cove Road, New Harbor, ME 04555.

Bill Zuber, Chairman
Pendleton Memorial Scholarship Fund

Current Trustees:

- David Bell, Treasurer
- Constance Pratt
- Fay Bragan
- Betty Roberts, Secretary Emeritus
- Susan Campagna
- John Rand, Commodore of the F.S.S.
- Viola Davis
- Bill Zuber, Chairman
- Noel March
- Caroline Zuber, Secretary

Thank You

We would like to thank the membership of the Friendship Sloop Society for supporting our efforts during the time we worked with the chandlery. We appreciate the kind words and award/ gifts at the annual meeting. Please continue to support the chandlery and best wishes to Bill and Kathy! Peggy and Tom

2003 Schedule of Events

Chesapeake Bay Rendezvous

June 28th & 29th

New London Regatta

July 12th & 13th

Southwest Harbor Rendezvous

July 19th

Homecoming Rendezvous & Races at Rockland

July 21st - 24th

Friendship Days

July 25th & 26th

Marblehead Regatta

August 9th - 10th

Gloucester Schooner Festival

August 30th & 31st

Annual Meeting

November 8th

Best Western Marry Manor Inn

700 Main Street

South Portland, ME

The Rebuilding of "Heritage"

Steve Dunipace, who bought Heritage in August of 2002, sent this update to Bill Cronin, our membership chairman.

Thought all might enjoy an update on **Heritage's** progress... She has moved indoors for the winter where we visited her on January 25th. Her ballast, keel, garboards, dead wood, broadstrake, horn timber and a bunch of other nautical terms that I do not know the meaning of have been removed, and a truckload of white oak has arrived from Connecticut to replace all of the above. (I have learned two things as well: that white oak does not grow in Maine in sufficient size for a keel and that trucking white oak across New England is not cheap.)

Heritage is a very intimidating sight to one not familiar with boat building, but I am confident that someone at the Riverside Boat Company knows just how to put her back together. Her diesel rests in her cockpit and most of her interior and sole are scattered about the shed. Light, as would unfortunately water, moves freely from outside to in through her missing planks which will someday be replaced with new Maine cedar. Murphy's law clearly states that the lighter wood for your restoration will grow locally and shippers will charge by the ton. Thanks for listening and hope to see all in Maine come summer.

42nd Annual Meeting

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New London: Greg Roth

Greg stated that they were fortunate to have great weather, and everyone had a good time. All activities took place in the US Customs house. He then announced race results and had trophies for each winner. Winner of Class A was Joe Hliva on **Natanya**, and Class B was John Wojcik on **Banshee**.

Southwest Harbor: Miff Lauriat

Miff stated that this race is for fun and there are no trophies for the winner, just the bragging rights. Tad Beck on **Phoenix** was over the starting line early - which gave the other boats a chance to win. However, **Phoenix** proceeded to win the race anyway.

Rockland: David Graham

David stated that we raced all three days inside the breakwater and that he had zero complaints about racing inside. The rum line trophy (conceived by Don Huston) was well received by the Commodore Paul Haley, who incidentally, won the trophy. David stated that the race committee would like to try an anchored start on one of the race days in 2003. David announced that Bob Rex has retired from the race committee after many years of service. David awarded him with a plaque for his dedication to the society and the race committee. David then presented Ralph Stanley a book ("Around the World in Old Ironsides"). David stated that a few years ago, Ralph, Richard and Tim conducted a survey on the **Constitution**, which allowed the bottom to be rebuilt.

Marblehead: David Graham

The Marblehead races began 38 years ago. This year five sloops made it to the starting line. David stated that the participation was depressingly low this year and that the society is competing with other organizations for that weekend slot in the schedule. David also said that he could not do another year with five sloops.

Gloucester: Jack Cronin

Jack stated that it was the same as the past few years -- too windy Saturday for the little boats and no wind on Sunday for the Schooners.

Yearbook Editor: Roger Duncan

Roger received a lot of good articles and pictures for the 2002 yearbook. He apologized for the mishap with Alex Forbes' article and stated he would do his best to see that it does not happen again. Roger stated that the contract was the same: half of the pages for ads and half of the pages for articles. Therefore the more ads we get, the more pages we can use for articles by the members. The bulletin board is \$20 per slot.

Newsletter and Website: John Wojcik

John thanked everyone who has contributed to the newsletter in the past. It is what makes the newsletter. John is going to try pictures in the newsletter again, and try to improve on the quality of the pictures. John stated that the website is still very active with about 35,000 hits so far. The website also has pictures of 50-60 sloops on it in the sloop registry. John said

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Tech Tips

Written by the "Old Salt (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. Normally at this point in the column I list the past topics and transition skillfully (or not) into the next planned item. This time we'll depart from the ordinary and discuss another practical task that has nothing to do with electricity. We'll get back to navigation instruments in the next installment. (After I finish rewiring my NMEA and SeaTalk networks and can relate real world problems with some first hand experience to back it up.)

I thought I'd share my latest "On-the-Job" training project with those of you who have not had the pleasure of pulling the ports out of the cabin sides. Call me a maintenance fanatic but during the doldrums of winter I got this crazy idea that I had to inspect the caulking and wood structure under the verdigris-covered opening ports that have been in place since we purchased the boat in 1988. There were no signs of rot or other deterioration, butwhat was lurking unseen behind all that solid looking bronze? Did I have a disaster in the making? Were the ravages of rampant fungi relentlessly consuming the biodegradable parts of my boat? (Insert theme music from "Pac Man") I had to know!

Problem #1, how do you get the darn things out? Wheel puller? Big hammer? Three of your strongest friends armed with crowbars? None of these alternatives seemed particularly conducive to removing the assemblies without causing considerable damage so the engineer in me went to work. I found that by using some old scrap red oak and two pieces of 3/8" threaded rod and an assortment of nuts and washers from the garage, I could construct something that looked a little like a primitive gear puller. One piece of 1 1/2" x 3/4" stock was cut to 8 3/8" which gave it about 1/16" clearance beyond the width of the outside face of the port and it was rounded to match the curvature of the port opening so it would fit inside the hole cut in the cabin side through which it is mounted. Two 3/8" holes are drilled 3/4" from each end to accept the two 3/8" x 8" threaded rods. The 3/8" rods are permanently mounted to this exterior piece using two nuts and washers on each rod to firmly hold it in place.

Inside the boat there is a strong-back assembly that is made of two 1 1/2" x 1 1/2" x 8" blocks that mate to the inside of the cabin sides just beyond the edge of the port assembly's flange, and a 1 1/2" x 1 1/2" x 13" back piece. The 8" blocks are padded with scraps of carpeting to protect against any damage to interior paint/varnish, and are screwed to the 13" back piece just under each end. 3/8" holes are drilled in the back piece to match the piece at the outside face of the port. Figures 1 and 2 are photographs of the Port Puller assembly from two perspectives.

Figure 1 shows the puller from the front, as it would be seen from outside the cabin. Figure 2 shows the puller from the top (or bottom). Of course the materials can vary so it could end up looking very different from this one, but I think you get the idea. By the way, if your ports measure 8 1/4" across the outside of the opening this one is for rent, cheap. I won't need it for another fifteen years.



Figure 1



Figure 2

Getting the ports out of the cabin sides was actually fairly easy. After taking out all the bolts, (1/4 x 20 x 1 1/2") use a sharp knife to cut the paint and varnish away from the outside of the interior and exterior flanges. This helps break any seal it may have established on the assembly and should prevent any chipping or peeling of the finish as the assembly is pulled away from the cabin side. Next, install the puller making sure that the puller is square in the port opening and the padded blocks are aligned just outside the edges of the flange on the interior side of the port.

Gradually tighten the nuts on the threaded rods keeping the compression as equally distributed between the two rods as possible. The amount of torque that you have to apply to each nut will be a function of how pliable the old caulking is. I was lucky. After some tense moments of listening to the inevitable snap-crackle-pop noises that any assembly that has been undisturbed for 15 or so years will make, the port pulled smoothly out of its hole.

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42nd Annual Meeting

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that anyone whose boat is not pictured could send a picture and John would get it on the website.

The budget for the upcoming fiscal year was voted on by the membership and passed.

Awards:

Morang Award: Tom Berry for the article "Winter Dreams" in the 2002 Yearbook

Bill Hadlock Award: Tom and Peggy Miller

Bancroft Award: Tad Beck

Omaha Award: Tom and Peggy Miller

Special Awards: Dick Salter

- Distinguished Service Award: Dick Salter presented this award to Rich Langton. While picking up the race marks on **Messing About**, Dick was viciously attacked with water balloons by the crew aboard **Queequeg**.

- Dick then awarded Bill Finch the "Golden Chock" award for a mishap that occurred in Marblehead.

- Jack Cronin was the recipient of a plaque (a mounted rowboat) for ramming **Messing About** two times during the rowboat races.

- Dick's final award went to Commodore Paul Haley - a small shot bottle of Mount Gay Rum mounted on a plaque to serve as the keeper trophy for the Rum Line Trophy.

Election of Officers: Dick Salter

Commodore:	John Rand
Vice Commodore:	Charlie Burnham
Secretary:	Caroline Phillips
Treasurer:	Jonathan Leavy
Inspector of Mast Wedges:	Peter Toppan

John Rand presented Tom and Peggy Miller a signed book "Tall Ships" for all their work in the Chandlery. John then presented Paul Haley with a plaque for his service as Commodore.

With no further items to be discussed, the annual meeting business meeting was adjourned.

Crew Tips

When you have the luxury of having crew aboard do they understand what you are trying to communicate when casting off from or docking at the pier? Here is a glossary of linehandling terms.

Hold – Have enough turns around the cleat to control a line under strain by hand, but still be ready for further movement of the line.

Ease – Slowly and steadily pay out a line under strain.

Check – Intermittently hold a line, then ease it in order to slow the boat.

Surge – Momentarily ease a line under strain in order to let the boat move.

Take Up – Take all slack out of a line.

Slack – Relax a line to keep all strain off.

Make Fast – Secure the line. Vessel maneuvers are complete.

Cast Off – Let a line go from cleats, bollards or whatever else on the pier you may be fastened to.

Tech Tips

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Once I got the ports out, and the bulk of the caulking removed, a close inspection showed that the builder did an excellent job sealing the end grain of the wood. Much to my relief there was no rot to be found. All 8 cutouts were well sealed with either fiberglass or epoxy resin. (Its' hard to tell which.) After I cleaned all the old caulking residue out I re-coated the cutouts and bolt holes with a fresh coat of epoxy to make sure they stay sealed.

Cleaning the bronze was relatively easy too. But before you start make sure you have all the proper safety gear; latex disposable gloves, safety glasses, an old apron, and plenty of clean fresh water for rinsing things off. Make sure you read the safety precautions on the bottle. The recipe for the cleaning solution is ½ cup of muriatic acid (diluted hydrochloric acid) mixed with 2 to 3 gallons of water in a plastic tub. Added to this, after the acid and water are well mixed, is a ½ cup of all-purpose degreaser made by the Fuller Brush Company called "Fulsol". If you use another degreaser read the contents of the bottle carefully to make sure it does not contain any chlorine type bleach.

Start by taking the port assembly completely apart so you can get to all the normally inaccessible areas. Scrape any paint and heavy accumulation of caulking off the bronze and place one piece at a time into the tub. Try not to leave the bronze in the cleaner for more than 30 minutes at a time. Use a stainless steel pot scrubber to clean off the surfaces of the bronze, and flush it with plenty of fresh water to stop the etching action of the acid when you have it cleaned to your satisfaction. Dry the piece with an old towel to remove any residue.

This is where I stop. If you want you can polish everything, but why complicate your life. Brown bronze is beautiful. I don't remember where I got this tip from, but after the bronze goes back to its' oxidized state you can coat it with "Deks" no.2 to prevent verdigris from turning everything green again.

Handicap Rating Notice

The Race Committee will be happy to equitably handicap any member sloop for which a completed handicap application is received prior to the 30th of June. Handicap rating applications are available from the Race Committee or the handicapper.

All sloops with a handicap rating dated prior to 1999 will be considered to have no handicap rating this year (2003) due to the expiration of handicap data.

Sloop owners must file an updated handicap application for their vessel every five years, whether or not changes may have been made to the hull or rig. However, when such changes have been made it is necessary to immediately re-apply for an updated handicap. New owners of sloops are required to submit an application for a handicap rating before entering their first regatta.

Beginning in 2000, participating skippers / owners declining to file an updated handicap application in a timely manner will receive a dockside handicap, which will include a severe penalty!