

Friendships

Newsletter of the Friendship Sloop Society

Volume 24

Winter 2012

FSS.ORG

Issue 1

Message from the Commodores

It is almost March as we write this greeting. The Boston Boat Show has come and gone, the weather is unbelievably warm, and we are tempted to uncover the boat. We will try to restrain ourselves for a few more days. As the quiet time after the holidays gives way to the anticipation of the new sailing season, we have some things to share with you.

First of all, the Executive Committee is working on the Friendship Sloop Society 2012 annual yearbook. This year, we need everyone's help increasing the advertisers in the yearbook. One major change we have made, after feedback from visitors to Rockland and members, is to remove the Rockland emphasis from the cover and broaden the appeal by titling the yearbook the "FSS 2012 Annual Yearbook" and featuring a phrase similar to "Sailing New England." We hope this will make it easier to sell advertising to companies in other ports. So, if you have a favorite marina, marine store, boat dealer, or any other local store that helps you along the way, please approach them for an ad. The advertising rate sheet is included in this newsletter and can be found on the FSS website. Remind folks that the yearbooks are distributed all along the coast, from Maine to Connecticut.

Another way to help is distributing yearbooks. If you are willing to put yearbooks in stores, marinas, or tourist centers in your area, let us know. We will figure out the best method of getting yearbooks to you.

Plans for the Rockland Homecoming Regatta are also underway. The dates are July 19, 20, & 21, 2012; with boats arriving on Wednesday, July 18th. The slips and the tent will be ready for you. As always, we would love to see more boats than we had last year and we look forward to seeing all the returning faces, with or without your boat. If you can drive up, or down, and spend a few days with the fleet, it would be wonderful. Remember, your Commodores come without their boat. Please join us by water, or by land.

On another topic, the Society is now looking for a Publicity Chairperson to assume the duties relinquished by Jim and Brooke Drake. Jim has had ongoing medical problems with complications following hip replacement surgery and has asked to step aside for now. He is making progress in healing, but has to limit his involvement in extracurricular tasks.

The primary duty of the position is getting information about the Society and our events out to newspapers, magazines and media outlets in the coastal area. The Executive Committee is working on compiling a list of contacts from many sources to

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Minutes of the Annual Meeting

The following report was submitted by Nancy Toppan, recording secretary

Prior to the meeting, the Commodores announced that Kirsten Cronin, Recording Secretary and Yearbook Advertising Chairperson, was stepping aside from her duties due to increases in family obligations. Kirsten, with Caroline Phillips, will continue to coordinate the dinner for the Rockland Homecoming. Kirsten and Wayne have made remarkable contributions to the Society over the years and the Society is sorry to lose Kirsten's involvement in these positions. The Society recognizes that family must always come first and the membership thanked Kirsten for her many years of hard work.

Commodore Peter Toppan called the meeting to order at 3:10 PM. He welcomed everyone and thanked them for participating. He announced that we had 46 adults and 6 children registered for dinner this year, a large increase over last year. He also announced that Kirsten was overseeing the 50/50 raffle and that the winner would receive at least \$100.

Report of Minutes from 2010 Annual Meeting

A motion was made and seconded to waive the reading of the minutes from the 2010 Annual Meeting and to accept them as presented in the packet given to each member. The motion carried unanimously.

Recording Secretary

It was announced that Co-Commodore, Nancy Toppan, had agreed to take on the job of Recording Secretary for the remainder of the term of the current Recording Secretary until new officers are elected in November, 2012.

Membership Secretary – Carole Wojcik

Carole reported that the Society had the following numbers in different membership categories.

186 – dues paying members

96 are boat owners

53 are full members

33 are cooperative members

4 are honorary members

There are 17 new members.

Carole also reported that she is encouraging cooperative memberships for crews, friends and those who have sold their boats. She asked the members also to encourage people they know to choose cooperative membership.

Carole reported that Nancy Bell, an active member of the Society for over 30 years, had recently passed away. Nancy was particularly active in supporting the Scholarship Fund.

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Friendship sloops: The old ladies still got it

The following story, written by Laurie Scriber, appeared in the July 23rd edition of the *The Bar Harbor Times*.

Southwest Harbor — It was a battle of the grand old dames during the Friendship Sloop Society's Southwest Harbor Rendezvous on July 16.

Two of the oldest boats in the Friendship Sloop Society registry sailed to first- and second-place finishes just a minute apart.

Taking back the crown was the oldest boat in the registry, **Alice E.**, which won the rendezvous in 2009. Built in 1899, **Alice E.** is owned by Karl Brunner of Bass Harbor and still works as a summer tour boat out of Southwest Harbor.

Gladiator came in second. Built in 1902, **Gladiator** is "the Friendship from Friendship" and is owned by Bill and Caroline Zuber. **Helen Brooks**, also owned by Brunner but skippered in the rendezvous by Lou Gallagher, crossed the finish line third, just over a minute after **Gladiator**. **Helen Brooks**, a 1971 Bruno and Stillman build, and serving as a tour boat in Northeast Harbor, won the top trophy in 2010.

All together, 15 Friendship sloops were on the water and 14 raced in perhaps the biggest turnout yet for the annual Southwest Harbor Rendezvous.

To the disappointment, perhaps, of the fleet's fiercest competitors, the race course was missing the expected arrival of Tad Beck in **Phoenix**, hailing from Vinalhaven. Also a Bruno and Stillman boat, it had been expected that **Phoenix** and **Helen Brooks** would make for a great match race.

As it was, the pack made a sight with gaff-rigged sails handsome in an adequate wind that had the fleet out and back again in times that ranged from 1 hour 11 minutes to 1 hour 27 minutes on elapsed time.

Appearing for the first time on the course was **Old Baldy**, the Pemaquid Jarvis Newman used to make his fiberglass molds back in the late 1960s. After Newman bought **Old Baldy** last fall and took the winter to rehabilitate it, he had launched it just two days before the race.

The FSS race schedule for the summer continued on July 19 with the Pulpit Harbor Rendezvous. That will be followed this weekend by the society's biggest event of the summer, the 51st Homecoming Rendezvous & Races at Rockland, July 21-23.

Regatta Keeper Plaques

Marcia Morang, chairperson of the Trophy Committee, has a number of keeper plaques from prior years. These plaques are given to skippers who sail their sloop to Homecoming. If you attended a Homecoming with your sloop for one of the following years (1988, 1990, 1991, 1997, 2005, 2006, 2007, 2020, 2011), and your plaque has been lost, damaged, tarnished, or you would like an extra, please send a self-addressed stamped envelope to Marcia at:

18 Commodore Drive
Sanford, ME 04073

2012 Schedule of Events

Spring Executive Committee Meeting
April 21st
TBD

Southwest Harbor Rendezvous
Saturday, July 14th

Pulpit Harbor Rendezvous
Tuesday, July 17th

52nd Annual Homecoming Rendezvous & Races
at Rockland

Thursday, Friday, Saturday - July 19th to July 21st
Marblehead Classic Boat Regatta

August 11th & 12th

Gloucester Schooner Festival

Saturday, September 1st

Fall Executive Committee Meeting

To Be Scheduled

Annual Meeting

Saturday, November 10th

Best Western Merry Manor Inn
South Portland, ME

2011 FSS Financial Report

Greg Merrill, treasurer, presented the following summary financial report at the annual meeting:

	'08-'09	'09-'10	'10-'11	'11-'12
	Actual	Actual	Actual	Budget
Net Results				
Membership	3,560	3,432	4,863	4,771
Yearbook	526	-160	-402	1,655
Chandlery	1,406	1,258	1,404	1,521
Contributions	583	765	1,095	1,095
Auction & Raffle	426	408	754	754
Bank Interest	206	114	66	66
Book		720		
Annual Regatta	-3,563	-4,816	-3,689	-3,675
Donations	-1,500	-1,500	-1,622	-1,142
Communications	-1,254	-1,511	-1,272	-1,356
Secretary Comp.	-1,000	-1,000	-1,000	0
Insurance Premium	-565	-565	-565	-565
Dinners	-112	-551	-807	0
Miscellaneous	-336	-155	-494	-108
Documentary	-1,000	0	0	0
Net Gain or (Loss)	-2,623	-3,561	-1,671	3,016
Ending Balance	9,203	5,642	3,969	6,985

Thank You

Carole Wojcik, Membership Chairman, received the following letter:

The Trustees of the Friendship Memorial Scholarship Fund thank the membership of the Friendship Sloop Society for the generous donation of \$400 voted at the annual meeting. In these difficult times, it is harder than ever to support charitable activities such as the Scholarship Fund. We appreciate such a generous donation more than we can express.

The trustees awarded two \$1,000 scholarships in June to graduating seniors from Friendship. We were also able to award three \$300 scholarships to students who were continuing their studies. The total amount awarded was \$2,900, which will be mailed to these students in December, 2011 by the Maine Community Foundation, which manages the distribution of these awards.

Bill and I were present at the Sloop Society annual meeting in November of 1967, held in Portsmouth, New Hampshire. After much discussion, the members voted to found (and fund) a Scholarship Fund to benefit the young people of the village of Friendship. Little did we realize that 44 years later we would be on the Scholarship Committee, now trustees of an endowment fund totaling more than \$90,000. My goal for 2012 is a complete listing of recipients and the total awarded since its inception. It should be an impressive total!

Please express our thanks to the membership.

Best Regards,
Caroline Zuber

Message from the Commodores

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help the new chairperson with this task. A future goal is to have more written articles about the Society appear in maritime publications – this is a work in progress. Let us know if you are interested, or have questions about the position, or if you have a publishing contact to add to our list.

There is a feeling of spring in the air already and March is just around the corner. Let us know if you can help with selling ads, or are interested in the Publicity chair position. Good luck getting your boats in the water and we will see you in Rockland.

Your Commodores,
Peter & Nancy Toppan

Contact us at
FSS website: commodore@fss.org
Home email: toppan@verizon.net
Home phone: 781-545-9099

Rockland Homecoming

2011 Results

State of Maine Trophy

Best Overall Performance	Banshee
<u>Division I</u>	
Herald Jones Trophy	Banshee
Bruno & Stillman Trophy	Salatia
Lash Brothers Trophy	Celebration
<u>Division II</u>	
Commodore's Trophy	Phoenix
Gordon Winslow Trophy	Mary Anne
Rockland Trophy	Rights of Man
<u>Class A</u>	
Wilbur Morse Trophy	Gladiator
Charles Morse Trophy	Not Awarded
Alexander McLain Trophy	Not Awarded
Rum Line Trophy	Gladiator
<u>Special Trophies</u>	
Chrissy Trophy	Mary Cronin
Spirit of Friendship	Karl Brunner
Gladiator Trophy	Hegira (Woods Hole, MA)
Nickerson Trophy	Content
Owner/Builder Trophy	Hegira - Laurie Raymond
R.W. Stanley Cup	Mary Anne
Liberty Trophy	Mary Anne
Jarvis Newman Trophy	Banshee
Cy Hamlin Trophy	Content - Noel March
Tannis Award	Gladiator
Danforth Trophy	Gladiator

Trophy Engraving Reminder

Please remember, before you return the trophy you won at the Rockland Homecoming to the Race Committee, it is your responsibility to have the trophy engraved with your name or the name of your sloop and the year.

Class A Birthdays

There are a number of member Class A sloops that are celebrating significant "birthdays" in 2012. Congratulations to the owners & crews of the following "Senior" members of the fleet:

110 Years:

- #71 **Gladiator** Bill & Caroline Zuber, Friendship, ME
- #95 **Westwind** John & Diane Fassak, Mansfield, MA
- #242 **Tecumseh** David Frid, Oakville, Ontario

100 Years:

- #18 **Chrissy** Edward Zimmerman, Bar Harbor, ME
- #66 **Venture** Bill Finch & Carol Rose, Beverly, MA
- #82 **Morning Star** Terry McClinch, Southport, CT

Dues Reminder

If you haven't mailed your annual dues in for 2012, please send them to our membership secretary:

Carole Wojcik
Membership Secretary
347 Lincoln Street
Norwell, MA 02061

Tech Tip #16

Written by Vice Commodore Bill Whitney

During the last several months I've had the opportunity to witness a few vessel surveys and overhear the surveyor's comments as they went through the major systems of the boats. It got me thinking about some of the things I've seen over the years but never completely considered the ramifications of what I saw. One of these is the way we connect the thru-hulls and seacocks to the systems inside the boat. Maybe its self-preservation or just that I'm a cheap Yankee but I don't like holes in my boat. They let the water outside become water inside unless you spend a lot of money putting the right stuff in the holes. Thru-hulls, seacocks, nipples, hoses, packing glands, dripless seals and in some cases rudder seals are the more common things you find plugging the holes in your boat. You could also have the occasional wooden plug or bung, but hopefully not many of them.

The principle concerns voiced during many surveys center around basic safety (as it should), mixed metals, and poor design layout of many of these thru-hull and seacock installations. I was surprised to discover a few problems with my own boat over the years but these were minor and I suspect added during "upgrades" to the boat. And I have to admit, some of them were installed by me.

As I was preparing this article my Jan.2012 issue of *WoodenBoat* magazine arrived in the mail and I was glad to see the piece that Steve D'Antonio did on seacocks and thru-hulls. It is a very good read and on a subject that everyone with a boat should review. The essence of the article is that, just because the seacocks or thru-hulls are already installed in your boat it may not be done "correctly" or with the right materials. I put "correctly" in quotes because there are no steadfast rules governing recreational craft as there are with government mil-spec or commercial craft. The ABYC (American Boat and Yacht Council) has widely accepted standards for pleasure craft, but there are no "boat police" to enforce these standards. And many of our boats were built well before the ABYC, or their standards, even existed! So while the boat is laid up, and as you go thru her greasing the seacocks, it may be prudent to look over their installation and see if anything needs to be done to avoid letting the water outside from becoming the water inside.

The ABYC standards recommend seacocks, such as the one pictured on the right, on any fitting penetrating the hull that may be submerged when the vessel is heeled under maximum design load. Since our Friendships sail with the rail at or under water on a stiff beam reach, it follows that nearly all the thru-hulls should have seacocks. Guess what! My cockpit drains, which are submerged even at the mooring, had no valves until I installed them about 15 years ago. From what I've seen on other Dictator and Pemaquid glass hulls I'll bet there are more thru-hulls out there with no seacocks.

A sampling of some of these "less than ideal" installations occurred last year when a recently purchased Pemaquid came to the yard and the new owner started going through the boat, correcting these problems. On his boat there were no seacocks fitted on the cockpit scupper thru-hulls; instead gate valves were used, the kind with the round blue handles you see on household garden hoses. Inasmuch as the thru-hull mushroom has straight threads as shown in the picture, and the gate valve has tapered pipe threads, there was only about 2 turns of thread holding back the ocean. Gate valves, of course are a no go for boats as you cannot see if it is open or closed and it could get stuck open with something blocking the gate closure.

The bilge pump was attached to the port cockpit scupper thru-hull with some brass nipples and bronze street fittings.

There was no vented loop (or any loop for that matter) in the bilge hose – it ran straight downhill to the bilge. The only thing keeping the submerged scupper thru-hull from siphoning the ocean in was the backflow preventer at the pump. A piece of dirt, hair, lint or the run-away lime pulp from your last gin and tonic stuck in the valve of the backflow preventer could result in a sinking.

Another common problem is the seacock-to-hose connection. On the Pemaquid there was a complete lack of "pipe to hose connectors", i.e. a fitting with a male threaded end and a hose barb end. Instead every hose seemed to be fastened to the threaded end of a pipe with a single hose clamp, which was all that the limited surface area allowed. In some cases the threaded pipe was not bronze pipe, but brass. In many cases the pipe is not threaded where the hose is attached which doesn't give the hose much of a surface to grip.

Although not in the same safety category as a thru-hull, I ran into this same problem with my raw water pump. The input and output connections were smooth pipe. Thankfully they were long enough to position two hose clamps on the hose over the solid surface of the pipe to get a good seal. But it would not have taken much back-pressure to blow the hose off the smooth pipe. There was also a mix of metals; stainless on one end and bronze on the other. Not a show stopper, but I would rather see bronze hose barb fittings on both ends. Hose barbs are superior to threaded fittings because the threads cut the interior surface of the hose, especially when compressed by a clamp.

On the Pemaquid, the cockpit scupper drains in the aft end of the cockpit on both sides had street connection fittings fiber

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Tech Tip #16

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glassed into the sole, and the threaded end was used for the hose connection. The reinforcement wires in the hose were rusted from the bronze threads cutting into the hose. A simple twist of the hose resulted in the hose just tearing away. The other end, at the gate valves, also had the hoses connected to male pipe threads.

As with most boats, these fittings are buried deep in the aft lockers or under floorboards and are not very accessible, either for inspection or for servicing. In this case, the bilge pump hose was connected to a male pipe thread at the port cockpit scupper thru-hull under the quarter berth. You have to ask yourself: "How accessible are these valves if something happens and they need to be closed?" Does your storage plan allow you to get to all your valves? Do you have tapered wooden plugs to drive into a broken thru-hull or fitting that fails?

The engine cooling water seacock had a street fitting on it and the Groco seawater strainer had a brass nipple inserted with the result of having two male threaded ends to which the hose was connected. The raw water hose at the exhaust elbow was the wrong type of hose. Someone had installed soft, unreinforced, rubber automotive hose that was kinked because it could not sustain the bend required. A 90 degree pipe to hose connector would provide a better hose path.

The fuel filling hose was attached to a male threaded fitting at the tank with the result that the seal was not tight, allowing fuel to leak out of the hose/thread joint.

Another common problem, as pointed out in the *WoodenBoat* article, is the stress that can be put on the seacocks and thru-hulls by any tight radius hose bends or heavy pipe that are attached to them. Ideally you should only use seacocks. They have wide bases that support the mass of the valve and distribute the load imposed by hoses. Thru-hulls with separate valves attached to them have to rely on the mushroom head and backing nut to support the side load imposed by hoses or other pipe fittings attached to them. Either can be used, but carefully assess the installation to see if any excessive side loads will be present.

Care also has to be taken when storing gear and equipment to prevent damage to your seacocks and thru-hulls. A 30 pound anchor sliding across the stern locker can do a lot of damage! Plan your storage and secure any heavy loads so they can't move around in a heavy sea.

Hamilton Marine and Jamestown Distributors have a good stock of these seacocks and barbed tail pieces. So if you find that your installation leaves something to be desired, now might be the best time to upgrade.

Note: Special thanks to Bill Lundquist for providing input to this article.

Yearbook Deadline April 15th

Please send your articles, bulleting board messages and advertising to Rich Langton at editor@fss.org

Membership News

Carole Wojcik, membership chairman, sent along the following news about our members:

- John Rand wrote: "... We are in the midst of college searching and applications for Allison and just finished a successful cross country season for Julia - both at Windham High School now. So we won't make it to the annual meeting - best to you and the rest of the fleet. Hope we can get the **William M Rand** in the water in 2012 - it is a launch year according to our alternating year method of slooping!"

- From Tom Berry, owner of #118 **Wenonah**: "Today my wife, dog and I cross the Mexican border at San Diego and drive to our new home & future lives in La Paz, Baja California Sur, Mexico. The FSS is coming with me! Sadly my **Wenonah** is not. She remains on the Magothy River off the Chesapeake Bay and is for sale. I'm very happy that she and I got to Rockland for the Society's 50th Homecoming in 2010, a fond memory that will be cherished as long as I live. My best wishes and appreciation to everyone in the FSS for the memories, tips and aid I've received over the past 19 years."

- Peter Sellers, owner of **Lucy Bell** wrote: "In response to the FSS 2011 personal update request, let me report my surprise and pleasure at the launching of the **Boat-Like-Object** as reported in the November / December issue of *WoodenBoat*. This sloop and mine are truly sisterships, each having been lofted and built by the owners on lines having been obtained from Howard Chapelle's Pemaquid offsets multiplied by a factor of 1.5.

I sincerely hope that the builder of the new 38 foot Friendship is - or will be invited to be a member of our society."

- Morgan Hendry of Wilmington, DE updated us on #160 **Defiance**: "After 10 years of being on dry land (college education, divorce, etc.) **Defiance** is nearly renovated and is scheduled to hit the water in May, 2012. Home port will probably be Round Pond - I am excited! At the moment, it is being worked on at Pemaquid Marine in New Harbor. Most of the work was done over the past two years by Bobby Jones, The Carpenter's Workshop, Bristol, but as you probably know, Bobby retired and is seeking a new adventure."

John Crumpton, owner of #117 **Leading Light**: "Sorry to be so slow with my response. The degree of my tardiness is an indication of how far behind I have fallen. Eve has dementia and is a resident at a nursing home. I visit at lunch and supper to assist in eating. She is 89. I'll be 87 next month. We're slowing down but I wish to remain members. We did not launch last year or this year but I'm hopeful about next year.

- Noel March, owner of #5 **Content**, wrote: "**Content** enjoyed her summer on her brand new mooring in Rockland Harbor. Well, it really feels more like "outer" Rockland Harbor since I think the breakwater may actually be closer than the town dock! Someday, maybe, we'll be closer to land than even our friend **Rights of Man** ... but Ed Glaser, our harbormaster, has this far been immune to my bribes of coffee and muffins during our winter visits. We suffered a near-sinking just before hurricane Irene hit. Seems a rusted bolt in the saddle that holds our propeller shaft in place allowed more of the harbor to leak in than our pump could manage. Thanks, Ed, for the rescue... can our little wooden sloop get moved closer in now?"

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Minutes of the Annual Meeting

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Carole then read some letters from members and reported on new members for this past year. The membership news and letters are on page 5.

Registrar – John Wojcik

John reported that there were no new registered sloops in 2011. There was a new sloop launched in Vancouver. There are 281 registered sloops, 34 are listed as destroyed, 17 as lost and 68 as “unverified.” There are 162 known sloops.

Treasurer – Greg Merrill

Greg Merrill discussed the actual results for the current year and the budget for the next year. He suggested that the membership first review the actual results for the just-ended year and then discuss the proposed budget for 2012. In discussing the current-year results, Greg explained each item compared with the previous years.

Greg then presented the proposed budget for 2011-2012. The members agreed that each item would be presented and members could place a “hold” on items that required further discussion. Greg explained each item and the following items were held:

- Membership Fees
- Advertising Committee
- Regatta Entry Fees
- Regatta Meals Costs
- Rockland Storage Fees
- Yearbook Color Printing
- Donations
- Changing FSS IRS filing status.

There was a motion made and seconded to accept the “non-held” budget items. The vote was unanimous.

Further discussion on each “held” item is as follows.

Membership Fees – after discussion from the members, the motion was made and seconded to increase membership fees to \$35.00 for 2012. The vote to accept was unanimous.

The Executive Committee suggested an increase from \$40 to \$45 for the Regatta entry fee to help cover the deficit incurred each year in Rockland. There were several members who spoke about this issue. An amendment was offered from the membership to increase the fee to \$50. The motion was made and seconded. The vote to approve was unanimous.

Regatta dinner costs were discussed. Kirsten Cronin recommended that the cost remain the same and that we have better advanced planning to have a more accurate count on dinner numbers. It was agreed to set the dinner costs at the same \$10.00 for everyone who registers in advance and to charge \$12.50 at the door. The difference in costs will be included in the Homecoming registration forms.

Rockland Storage Unit Costs – the item in the 2011-2012 budget was accepted. Membership expressed the desire to find a less expensive storage facility or ability to store the gear with members.

The proposed Donations budget was accepted. A motion was made and seconded to accept and the vote was unanimous.

Greg Merrill and Bill Whitney presented the research done concerning the FSS IRS status as a 501c4 organization. The points were made that the Society might be a “better fit” for a 501c7; however, the Society does fit the original designation as a 501c4, Social Group, with its activities supporting the Friendship Scholarship Fund. The Society does not really fit the 501c3 charitable category. There is a \$400 filing fee to attempt to change categories. The meeting members agreed to leave the designation as it is. No vote was required.

An amendment was proposed from the floor to change the line item for Skippers’ Gift to remove the skippers’ gifts and only give the brass plaques that have been traditionally presented. The amendment was seconded and passed unanimously.

A motion was made and seconded to supply lunches in Rockland only for the members on the Race Committee boat. Other skippers who provide support boats would provide their own lunches. Several members who provide support boats spoke in favor on this amendment. The vote on the motion was unanimous.

The vote on the budget was held until after discussion on other Agenda items that could change the line items.

Yearbook – Rich & Beth Langton

Rich Langton reported that the yearbook was a successful publication. However, he made the point that he is always in need of articles, having used many of the ones held from other years, and requested ideas from the membership about the dedication for the 2012 yearbook.

Rich explained the suggestion from the Executive Committee that we go back to titling the yearbook the “FSS Annual Yearbook 2012” to emphasize that the yearbook covers activities beyond the Rockland Homecoming Regatta. It is hoped that the emphasis on year-round activities will attract more advertisers and encourage business/town facilities to keep the yearbooks out for distribution for more months of the year.

After much member discussion, the meeting agreed to set up a committee to organize the effort to sell advertising. For 2012, the Commodores & Vice Commodores will contact members to encourage them to reach out to vendors in their areas to increase sales. The outline for the future committee is to have several members working in their own contact areas and to find one person in the membership to coordinate the committee. The geographic areas suggested were: Rockland, Southwest Harbor, Boothbay, Connecticut, and the Massachusetts South Shore. For 2012, the Commodores and Vice Commodores will contact previous advertisers.

Rich explained the differences in costs for two options for color in the yearbook. One option is to keep color throughout the book and the other option is to return to color only on the front and back cover, both outside and inside. The membership voted to reduce the cost of publication by limiting the color to the front and back covers, with the provision that the Executive Committee could choose to include color on the inside pages if the advertising revenues increased next spring. It was also voted to decrease by 500 the number of yearbooks printed to further reduce costs. These two changes will reduce the cost of publishing the yearbook from \$4,602 in 2010-2011 to \$2,908 in 2011-2012.

Rich circulated a sign-up sheet for the Bulletin Board in the 2012 yearbook.

Chandlery

Caroline Phillips reported that FSS 2012 calendars were available for sale in the Chandlery and that more could be ordered if needed. She requested ideas for the T-shirt design for 2012.

Newsletter

John Wojcik reported that there will continue to be two editions published each year. He is looking for contributions. Tech tips and the Society calendar will continue to be included.

Website

John reported that the website has approximately 82 hits daily. The most popular page is the “For Sale” page. John acknowledged Ted Walsh for his efforts to provide a link on the homepage to “There and Back Again,” the Friendship Sloop Cruising Guide, which has postings of mooring information, cruising tips, member information on favorite harbors or destinations, etc.

Publicity

Peter Toppan reported that Jim Drake, the Publicity chairman, has had complications after recent surgery and we have not heard from Jim &

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Brooke recently. Peter will continue to try to contact them.

Bill Whitney reported that he had been in touch with the WoodenBoat publicity group. A booth for the WoodenBoat annual boat show is \$400. It may be something the Society will want to consider in the future.

Scholarship Fund

Caroline Zuber reported that the scholarship endowment is down; however, the committee is pleased with the investments which have always been conservative in nature. As of 9/30/2011, the Pendleton Scholarship Fund had an endowment balance of \$82,426.24.

This year, there were two \$1,000 scholarships given to high school graduates and three \$300 scholarships granted to students continuing their education.

Caroline reported that, after Nancy Bell passed away, David Bell contributed two FSS lapel pins to the auction to benefit the Scholarship Fund.

She also reported the Friendship, Maine historical committee had acquired a building in Friendship that would provide much needed storage and other facilities. The Friendship Museum will have use of storage and display space in the newly acquired building.

Nominating Committee

Bill Whitney reported that the Nominating Committee needs a new chairman. Bill now serves in that position and needs to step aside because he & Kathy will be nominated for Commodore in 2012.

With all financial subjects having been discussed, it was moved and seconded to accept the proposed budget for 2012 with the changes previously voted by the membership on the "held" items and changes for the yearbook. The vote was unanimous. Greg Merrill will provide an updated budget to the Executive Committee.

The meeting agenda was suspended in order to allow our guest, Captain Barry King of the Schooner **Mary Day** sailing from Camden, Maine, to give his presentation. Capt. Barry spoke about history of wooden sailing ships along the Down East Coast and the windjammer fleet that continues the tradition of wooden sailing ships today. Capt. Barry's entertaining presentation also included photos of many of the older ships featured in his discussion.

After Capt. Barry's presentation, the agenda was resumed.

Race Committee

Dick Salter and Jerry Ross discussed the concern of the Race Committee about ways to simplify the race course in Rockland to encourage skippers who might race for the first time and those with limited racing experience.

Jerry Ross and Bill Whitney presented the revised race course chart for Rockland. The race course chart will be distributed to all skippers at the first Skippers' Meeting in Rockland and the modifications will be explained to everyone who will be sailing.

Regatta Reports

New London – Greg Roth reported that the New London race is in the process of "recalculating."

Southwest Harbor – Miff Lauriat reported that all went well during this year's event. Miff reminded everyone that the Southwest Harbor Regatta is "free."

Gloucester – Jack Cronin reported that there was not a race this year.

Rockland – Dick Salter presented the race results, which are attached to these minutes.

Marblehead – Dick Salter reported that there were no Friendships at the Marblehead Regatta this year.

New Business

Discussion of renovations to Merry Manor Inn

Peter Toppan discussed the renovations and improvements being done at Merry Manor Inn, which were outlined in a handout included with

the agenda. He suggested that, with these changes, there was no reason to move the meeting place. He also reported that several other hotel/conference sites had been investigated and none had a better offer for the group. Several members expressed a desire to remain at the South Portland location. There was no motion made to change locations.

Discussion of broadening Rockland Homecoming activities

Bill Whitney discussed the desire for the Society to attract more people to the Rockland Homecoming. Bill explained suggestions made by several members to increase participation which included continuing the "cruise" day trip and providing activities for those crew members who remain ashore. Such activities might include mini-seminars and organized trips to some of the attractions in the area. This remains a work in progress.

Presentation of Awards

The Morang Award for the best article in the yearbook, presented by John Wojcik on behalf of Marcia Morang & Penny Richards (both of whom were "under the weather") in memory of Bruce Morang, was presented to two people this year. They are Murray Hamlet, for his rebuttal of Ted Walsh's story from the year before, and Judy Heiningner for her story about her first Homecoming in 2010.

The Bancroft Award was presented to Bob Rex by the Cronin family, previous winners.

The Omaha Award was presented to Peter and Nancy Toppan by Roger Lee, whose wife Gail O'Donnell had received the award in 2008.

The Messing About award was presented to Ted Walsh by the award's originator, Dick Salter.

The winner of the 50/50 raffle was Wayne Cronin.

The motion was made and seconded to adjourn the business meeting. The vote was unanimous.

The silent auction results were announced and the live auction was conducted during dinner in the Governor' Ballroom.

Respectfully submitted,

Nancy Toppan
Interim Recording Secretary

The Society Needs Your Help!!

Everyone can make a difference. Please help increase the advertisers in the 2012 yearbook by selling an ad or two to your favorite marina, marine store, boat dealer, or any other local store owner who would like to see their ad in over 4,000 books distributed from Maine to Connecticut. One major change is that the yearbook cover will broaden its appeal by using the title, "FSS 2012 Annual Yearbook" and featuring a phrase similar to "Sailing New England." We hope this will make it easier to sell advertising to companies in other towns along the coast. The advertising rate sheet is included in this newsletter and can be found on the FSS website.

Everyone can also help in distributing yearbooks. Can you distribute yearbooks to stores, marinas and tourist sites in your area? Please contact Commodores Peter & Nancy Toppan (commodore@fss.org) and they will figure out the best method of getting yearbooks to you.

This is your chance to help your Society and have a little fun along the way.

Membership News

(Continued from Page 5)

• Victor Trodella, owner of #94 **Euphoria** sent this e-mail: “The last three years have been progressively worse for the business of architecture and I had to cut back severely on many expenses. I never launched **Euphoria** this year due to finances. So that is why you haven’t seen me around the FS Society lately.

Now for the good news. I have been hired as an architect and project manager for the State of Maine for the Design, Planning & Construction Department of the Bureau of General Services. My financial worries have suddenly ended and the steady income will allow me to sail **Euphoria** each year. So I am guessing that I will see you all more next year.”

A number of people joined the FSS at Homecoming:

• Sarah McLean Anderson and her husband Joshua, owners of #93 **Anna R** have joined. **Anna R**’s homeport is Rockland.

• Irv & Willi Lash who crewed onboard Joe Griffin’s #10 **Mary Anne**, have also joined. They reside in Augusta, ME.

• Terry & Carole Klintworth of Tolono, IL, who were at Homecoming, joined as well.

Also joining during the year were:

• Fred & Debi Schwarzmann of Summit, NJ sail aboard the family sloop #133 **Independence**.

• Dave & Julie Merrill of Brunswick, ME who crew aboard Greg Merrill’s #227 **Celebration**

• Steve & Lana Boyd of Falmouth, MA - friends of Laurie Raymond

• Ryan Snowe of Southwest Harbor, ME

• Rusty Strange of Falmouth, MA, who sails with Laurie Raymond on #230 **Hegira**

• Robert Tupper of Standish, ME who owns #222 **Elsbeth MacEwan**, homeported in Sebago Lake

• Dan & Kathy Pease of Rockport, ME, owners of Dictator hull #7 (FSS sail #174) are now members. Dan is working to complete the yet unnamed sloop.

• Raul Gonzalez of Alicante, Spain, sent an e-mail to the society since he is interested in building a Friendship. Raul has joined the society.

• Steve Dunipace has sold #50 **Heritage** to Bill Heritage & Sandi Williams of Loxley, Alabama. The sloop is now homeported in Fairhope, AL.

• Jaxon Vibber of Gales Ferry, CT has purchased #24 **Tern** from Leo Greene. As a result, Jaxon has returned the sloop to the family. Jaxon’s father Jack, who for many years organized the society’s New London rendezvous, owned the sloop in the 70’s & 80’s, and rebuilt her while he owned her. The sloop was named **Ancient Mariner** when Jack owned her, but Jaxon intends to keep the name **Tern**.

• The membership chairman, while on a camping trip to Michigan, visited the Inland Seas Education Association in Suttons Bay, owners of #157 **Liberty**, and had a tour of the facility by the administrator, Stephanie. Inland Seas has joined the society. Visit their website at schoolship.org.

• The February / March issue of Maine Boats, Homes & Harbors features an article about Ralph Stanley titled “A Boatbuilder’s Second Career”. This is a story about Ralph building and repairing violins.

Permit In Hand and Ready To Go!!!

By Dave Graham, FSS Race Committee Chairman

Each year, shortly after recovering from New Year’s Eve, your Race Committee Chairman makes it a point to file the required “APPLICATION FOR MARINE EVENT” form with the Coast Guard relating to our July Rockland race program. Once completed, the form is sent to the South Portland office of the USCG, via Certified Mail – Return Receipt Requested. The signed receipt becomes the proof that the form had indeed been delivered - - - and the waiting begins.

In almost every instance, the actual permit will be received a week before the departure for Rockland - - - close!!! Frequently, as race-time approaches, it takes a call or two to determine where we stand toward receiving said permit, for the day when we might start a Rockland race without the permit (we wouldn’t), could be the very day when our USCG friends at Station Rockland will be stopping by our Race Committee Boat, “Seven Girls”, for a visit to see a copy of the long-sought but non-existing permit! I can assure you that such an occurrence would never happen, for while it might be just a piece of paper, our being legal with the Powers-that-Be, hinges on that very document.

This year, the customary filing with the United States Coast Guard for our 2012 race program occurred, once again, during the first week in January. The shock came when the approved permit arrived in time for presentation at our February 4th FSS Executive Committee meeting!

Perhaps you can figure it out - - - I certainly cannot!!! But as the old saying goes, “Never look a gift-horse in the mouth”. Delighted with favors, large or small, we gladly accepted the USCG permit’s early arrival, which now sets the tone for our Rockland Homecoming Days!

Happy spring, everyone!!!

FSS Tidbits E-Mails

Bill Whitney, our vice-commodore/ safety guy / mast wedge inspector, started sending out an informational e-mail entitled “FSS Tidbits” which covers various things that are boat (Friendship Sloop) related. He currently sends them to registered Friendship Sloop owners, but if you would like to receive it just send him an e-mail at wmcwhitney@verizon.net or vicecommodore@fss.org and he will add you to the list of recipients. Likewise, if you get it and don’t want it cluttering up your e-mail about once per month just let him know and he’ll remove your address from the group. NOTE: We can’t send you an e-mail if we don’t have a correct e-mail address, so keep your registration information up-to-date.