

Friendships

Newsletter of the Friendship Sloop Society

Volume 11

Winter 1999

Issue 1

Commodore's Message

It's that time of year when I start looking through my **Phoenix** scrapbook a little more frequently, when I start staring at the shrink wrapped fleet along Route 95 in Connecticut, when I start to see the wind as a sailing breeze as opposed to a wind chill factor and I start fantasizing about launching earlier this year. Where is that list of things I meant to get done this winter? **Phoenix** is going to have a bundle of new running rigging, new engine mounts and even a new tea pot, special from Santa Claus. With a new tea pot on board how could I not get her into the water? Santa would be greatly disappointed.

The launching process is always so much work. But I take great comfort in knowing that we all go through it. We all put unreasonable hours into our Friendships, and far too few hours sailing them. I know I have much less to do than many of the membership. My girl used to be a member of our "Class D." But we are all hard at work in our different workshops. There's a great boat shop in Franconia, NH, another in Sturbridge, MA and there's even a boat being built in a grape vineyard in Chile. **Phoenix** is wintering, as usual, on Vinalhaven. I think the Friendship Sloop Society may also help us keep our boats going. Lord knows I think of **Tannis** when I'm painting my bottom. I can always make it a little smoother, a little faster. So I hope you can all find the time to get your boats in the water. I know I will. I can barely find the time to write this commodore's message, but I will launch her somehow.

The upcoming year promises to continue all the great times that we have gotten used to. Dates have been set for all of our regattas, homecomings and plain old meetings. New London is July 10-11. Its going to be a hard sail to SW Harbor to get there in time for July 17th. But from there you can relax and stretch out eight days between Sommes Sound and Rockland. Our Homecoming will begin for some on July 25. Most everyone will be arriving on the 26th though and the races are July 27 - 29. Friendship Day (in Friendship, Maine for convenience) is July 31. David Graham and the Corinthian YC will be hosting us again on August 14th and 15th. (I also think about lounging on that Corinthian porch this time of year.) Finally, the Gloucester Schooner Festival will be again on Labor Day weekend. That puts the race on September 4th. There is a more compact listing of these events elsewhere in this newsletter, I think. So again I urge you hoist sail and try out our

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Annual Meeting

Caroline Phillips has written the following report:

The 38th annual meeting of the Friendship Sloop Society was held at the New England Center on the campus of the University of New Hampshire on October 24th. Commodores Larry and Debbie Plumer called the meeting to order at 3:30 PM. Debbie, in her opening comments, stated that the Society has grown over the years and was a thriving society with 1998 ending with 202 members. She then stated that the communications lines of the Society are very active: the newsletter is a complete success and is a way of keeping all the members informed about events and Society happenings. Jim and Andrea Wilson have created a website for the Society on the Internet. Bob Monk is communicating with magazines and other publications on the Society's calendar of events, and the yearbook is a success year after year with the help and dedication of Roger Duncan. Debbie then said that as commodores, she and Larry just needed to fine tune events and did not have to deal with any major changes thanks to all the past commodores. She then asked all the past commodores to stand and be recognized. The Society is on an even financial keel and is maintaining a good account balance.

Secretary's Report - Caroline Phillips read the membership numbers for 1998 which are as follows: Boat Owners: 105; Full Members: 57; Cooperative: 29; Honorary: 7; Total: 202

Caroline stated that three members who did not pay 1998 dues have rejoined for 1999. So far there are 7 new members for 1998: 3 boat owners and 4 Associates / Full members. Caroline then read letters received from the membership.

Treasurer's Report - David Bell stated that he did not have anything further to discuss and would answer any questions regarding the financial reports. David's report can be found on Page 3 of the newsletter.

Pendleton Scholarship Report - Bill Zuber stated that there was approximately \$5,000 in the checking account and \$74,000 in investments for a total of \$79,069.20. He stated that the had fewer donations due to the fact that they did not send letters out this year. Bill felt that they should not send out letters every year. He then stated that they would be awarding \$5,000 in the spring of 1999. The financial report for the Fund can be found on Page 3.

Yearbook Editor - Roger Duncan stated that Sunshine Books will publish the yearbook again. We will have to pay \$300 if we do not get enough advertising. The bulletin board will be

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Commodore's Message

(Continued from the Front Page)

events. The more the better, for all of us. And the post card photographers will be happy with large fleets too.

I know my family is planning on making it to Rockland. **Phoenix** should have more Becks on board than I can remember in the past 15 or so years. I look forward to seeing you all out on the water, on your own boat, or on one of our many friends' Friendships. Fair winds to you all.

On a sad note, it is with great sorrow that I report the passing of Bill Rand this past January. We are all going to miss our past commodore and friend. I know that each and every member of the Friendship Sloop Society sends out their warm wishes and condolences to the entire Rand family.

Tad

WoodenBoat Regatta

The Eggmoggin Reach Regatta, part of the WoodenBoat Racing Series, will be held this year on August 6th in Brooklin, Maine. This race has opened its entrants to classic boats of both wooden and fiberglass construction, and will establish a separate class for Friendship Sloops if at least five sloops are entered. If you're interested in sailing in this year's regatta, and need an application and measurement sheet, contact Bill Cronin at 508-248-7026.

Sloop Books Available

Secretary Caroline Phillips has received the following letter from Eugene Raup of New Jersey. He also sent along his collection of yearbooks.

The enclosures I am returning to the Society with the hope some member may be pleased to be given them.

I always wanted to own a Friendship but family and business commitments made it unrealizable from this distance. Now, age and health make downsizing our home necessary; and, I believe somebody there would enjoy getting these yearbooks.

I also have the books "Enduring Friendships", "Friendship Sloops", "Eastward" and "Sailing In The Fog", the latter three by Roger Duncan; his "Eastward", personally endorsed by Roger Duncan to me. The books are in near-mint condition and I would seriously consider a fair and equitable offer for them; I simply cannot just give them away.

For an individual so interested, I also have a new-mint copy of Carrick and Henderson's "John G. Alden and His Yacht Designs", published by International Marine of Camden, Maine, available. A great book for the blue-water enthusiast.

I will answer any inquiries. Thank you.

Respectfully,

Eugene R. Raup

P.O. Box 396

Rancocas, NJ 08073

William M. Rand Jr., avid skier, sailor, Navy veteran

Past Commodore Bill Rand passed away at his home on January 6th. Bill served as our Commodore in 1991 and 1992. The following story is from the January 14th issue of the "Lincoln Journal".

William McNear Rand Jr., 77, of Raymond, Maine, formerly of Lincoln and Hingham, died at his home on Wednesday, Jan. 6, 1999. He was the husband of Priscilla (Whitehouse) Rand for 45 years.

Born in Boston, he was the son of Lucy and William M. Rand. He graduated from Exeter and Harvard, class of 1943. He was a U.S. Navy veteran of World War II, serving in the Pacific.

Mr. Rand's career began at the Dewey & Almy Chemical Company, which took him around the world and to Australia on product development assignments. This ultimately led to the formation of his own company, Management & Marketing, where he specialized in designing and marketing new products with numerous scientific firms.

As a volunteer, he served on the Board of the Emerson Hospital in Concord and as its president in the 1970s. In Lincoln, he served on the Board of Assessors and on the Open Space and Neighborhood Land Programs and as the first president of the Old Town Hall Corporation. He also coached children in The Buddy Werner Ski League, urging them "to go slow and win." For Harvard, he continuously took joy in fundraising. He is remembered for the slogan, "Harvard Pays you to Give."

Having sailed with Admiral Donald Macmillan on the schooner, **Bowdoin** in 1939 and trained in navigation during the war, he subsequently navigated many an ocean race to Monhegan Island in Maine; Halifax, Nova Scotia; Bermuda and once "across the pond" to Cork, Ireland. He was a member of the Cruising Club of America and the Friendship Sloop Society, where he continued to enjoy racing with his family on the sloop built in Lincoln by his son, John.

For over 50 years, he also cherished friendships with fellow members and families of the Drifters Ski Club.

In Raymond, he has devoted his efforts to preserving land, managing woodlots, raising Christmas trees, blueberries and grandchildren.

In addition to his wife, he is survived by his daughter Louisa; three sons, David, John and Matthew; seven grandchildren; two sisters, Emily Herman of Georgetown, Maine and Lucy Everts of Weston; two brothers, John R. Rand of Freeport, Maine and Dr. Peter W. Rand of Cape Elizabeth, Maine.

A memorial service was held on Saturday, January 16 at the Woodfords Congregational Church in Portland, Maine.

Sloop Society Financial Statement October 1, 1997 to September 30, 1998

Treasurer David Bell has submitted the following unaudited treasurer's report:

Receipts:

Dues: Boat Owners	\$3,230.00	
Assoc. Members	1,680.00	
CO-OP Members	620.00	\$5,530.00

Rendezvous:

Entry Fees	915.00	915.00
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Annual Meeting:

Dinner	1,431.50	
Auction	330.50	
50/50 Raffle	105.00	
Soda Offerings	41.50	1,908.50

Miscellaneous:

Trophy CD Interest	113.09	
Donations	135.00	
Chandlery Sales	2,935.00	
Bulletin Board	560.00	
Bank Interest	155.12	3,898.21

Total Receipts

12,251.71

Disbursements:

Administration:

Printing	489.82	
Membership	243.00	
Newsletter	933.54	
Yearbook Bulletin Brd	500.00	
Postage & UPS	702.33	
Phone	10.55	
Secretary's Comp.	1,000.00	
Other Administration	151.50	
Returned Check	30.00	3,560.74

Rendezvous & Race Committee Expenses:

Trophies	484.22	
PA System	75.00	
Race Insurance	321.30	
Commemorative Plaques	274.00	
US Sailing Membership	117.15	
Skippers Gifts	279.84	
Mast Hoops	30.00	
Other Expenses	117.31	
Rockland Stewards	60.00	
Other Expenses	26.32	2,291.14

Donations and Gifts:

Friendship Museum	300.00	
Scholarship Fund	400.00	
Maine Maritime Museum	300.00	1,000.00

Meetings:

Annual Meeting	1,803.54	1,803.54
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Miscellaneous:

Chandlery	2,509.81	2,509.81
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Total Disbursements

11,165.23

Total Receipts

12,251.71

Receipts over Expenses

1,086.48

Balances:

Checking Account	1,045.34	
Savings Account	3,817.29	
Total		4,862.63

Pendleton Memorial Scholarship Fund of the Friendship Sloop Society

The following report will appear in the Friendship Town Report and was provided by Bill Zuber, Chairman of the Scholarship Fund.

The trustees are pleased to report that eight graduating seniors of Medomak Valley High School were awarded \$500 scholarships at the June, 1998 graduation ceremonies. The recipients and the schools they are attending are:

Megan Barrett	Framingham State College
William Bramhall	Washington County Technical College

Andrew Havener	Gordon College
Keith Knight	Bershire Inst. for Christian Studies
Rachel Lash	University of New England
Seth Neal	Northern Technical College at Presque Isle

Oren Robinson	University of Southern Maine
Ellen Simmons	Wheaton College

Five students were awarded \$200 scholarships for their continued studies. They were:

Amanda Barrett	Montana State University
Lori Burns	University of New Hampshire
Kimberly Merrifield	University of Southern Maine
Richard Neal	Central Maine Technical College
Dael Nelson	Wesleyan University

Income added to the Fund during 1998 was from the following sources:

Donations:

Friendship Sloop Society	\$400.00
Lobster Cookout	200.00
Bottle Returns (Rockland Regatta)	42.70
Auction at FSS Annual Meeting	243.00
In memory of Pete Lawrence & Geard Hendel	50.00
Individual Donations	415.00
	1,350.70

Dividends and Interest Earned

TOTAL	3,697.24
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Total Scholarships Awarded:

5,000.00

Not too long ago we were scratching our heads to find a way to encourage more graduates to take advantage of our financial help. Times have changed! This year we awarded a record \$5,000 to thirteen Friendship students. We did not aggressively solicit donations this year, as the Trustees did not want to "wear out our welcome", and many other local organizations also raise money for scholarships. But, a successful fund raiser once told me "If you don't ask, you won't receive." If you feel you have \$5, \$10, or any other amount and you want to invest wisely, invest in our youth. It is a gift that multiplies, and will benefit our town as these young people become better educated and productive citizens. Donations in any amount can be sent to:

Rev. David Bell, Treasurer
35 Pumpkin Cove Road
New Harbor, ME 04554-4912

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Pendleton Memorial Scholarship Fund

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or given to any of the trustees listed below. We thank you for your continued support to benefit the young people of the town of Friendship. The need continues to grow!

Bill Zuber, Chair

Pendleton Memorial Scholarship Fund

Trustees:

Tad Beck, Commodore, Friendship Sloop Society	
David Bell, Treasurer	Viola Davis
Faye Bragan	Elbert Pratt
Mary Carlson	Betty Roberts, Secretary
Sue Compagna	Betty Wotton

Financial Statement - December 31, 1998

Cash and Bank Accounts:

Cash	\$	0.00
Money Market		745.92
Savings		121.48
Subtotal:		867.40

Investments:

Dividend Income Trust	\$22,675.85	
Growth & Income A	2,325.31	
Growth & Income B	24,915.01	
Hybrid B	25,083.70	
Subtotal:	74,999.87	
TOTAL ASSETS 12/31/98:		75,867.27

Sitka Mast w/Topmast Needed

On February 1st, 1999, there was a devastating fire at Brewer's South Freeport Marine in Maine. Eight boats were lost and over 70 masts. Two of those masts belong to Friendship Sloops. The first, #88 **Apogee**, hull #2 Bruno & Stillman. The second was #147 **Solace**, formerly the **Anna B**.

We are desperately trying to figure out where we can source used masts short of new construction. If any FSS members have ideas, we would really appreciate hearing from you. Thank you!

Apogee

Paul Collet
98 Bow Street
Freeport, Maine 04032
207.865.3736

Solace

Ronald Shaw
27 Maple Street
Peaks Island, Maine 04108
207.766.3394

Dues Reminder

If you haven't mailed your annual dues in for 1999, please send them to: Caroline Phillips

Society Secretary
164 Sturbridge Road
Charlton, MA 01507

Friendship - 1998

by Caroline Zuber

A record number of Friendship Sloops headed home to Friendship at the end of the three days of racing in Rockland. Despite a flooding tide and a brisk southwest breeze dead on the nose, they beat down the Mussel Ridge channel and then romped across the mouth of the St. George River and dropped anchor in Friendship Harbor. Twelve sloops and **Messing About** sent close to 100 members and friends of the Friendship Sloop Society ashore to partake of the gracious hospitality of Tom and Alice Loomis at their home on Friendship Long Island. Sloops coming from Rockland were the **William Rand, Tannis, Flying Jib, Rights of Man, Voyager, Windward, Banshee, Sorceress, Gaivota, Content** and **Gladiator**. Coming from Massachusetts was the **Ollie M**, with Kent and Ollie Murphy aboard. Due to a gear failure, they couldn't make it to Rockland, but were warmly welcomed in Friendship. Other sloopless society members were ferried out to the island from the mainland for the party. Owners and/or crew members from **Gypsy, Departure, Omaha** and **Bluenose** were in attendance. Betty Roberts, Dick Lozier, and the Zuber crew prepared a lobster cookout for the group down on the pier. Local Friendship lobstermen had sold the lobsters at boat price, so a total of \$200 was realized and donated to the Scholarship Fund. Alice and Tom Loomis have extended the invitation to us to return in 1999, the Friday evening before Friendship Day.

Although most of the sloops left at dawn for the long trip home, five sloops stayed long enough to participate in a Parade of Sloops around the harbor without mishap this year. Before the parade, sloop society members had gathered at the site of the Friendship Memorial Stone for a service of remembrance. The Society bagpiper, Donald Duncan, piped us ashore and the service was led by our Treasurer, Rev. David Bell. One of the early founders and supporters of the Society, Carleton Simmons, had passed away during the past year. His niece, Margo Wallace Zuber, paid a moving tribute to her uncle, and expressed particular thanks to the Society for the Scholarship fund which has benefited so many Friendship students in their pursuit of education and training beyond high school. The service ended with the names of others dear to the members of the Society and the piper's rendition of "Amazing Grace".

It is always a thrill for us to sail "home to Friendship," and we hope that even more sloops, members, and friends will make the effort to join us again this year.

Sloop Society Internet Home Page

The address of the Sloop Society home page is: **HTTP://WWW.FSS.ORG** Browse the home page, enter your comments, questions, or ideas, and communicate with others who are interested in our sloops.

1999 Schedule of Events

New London Regatta

July 9 - 11

Southwest Harbor Rendezvous

July 17

Homecoming Rendezvous & Races at Rockland

July 26, 27, 28 & 29

Please note that Rockland is the last week of July!!

Friendship Day

July 31

Wooden Boat Regatta

August 6

Marblehead Regatta

August 14 & 15

Gloucester Schooner Festival

September 4 - 5

Annual Meeting

November 13

New England Center, Durham, NH

Sloop Society Officers

Commodore Tad Beck 380 Broadway New York, NY 10013 (212)-966-4690	Vice-Commodore Paul Haley 46 Cedar Street Marblehead, MA 01945 (781)-631-8244
Secretary Caroline Philips 164 Sturbridge Road Charlton, MA 01507 (508)-798-0178	Treasurer David Bell 35 Pumpkin Cove Rd New Harbor, ME 04554 (207)-677-2069
Yearbook Editor Roger Duncan P.O. Box 66 East Boothbay, ME (207)-633-4780	Newsletter Editor John Wojcik 347 Lincoln Street Norwell, MA 02061 (781)-659-2820
Race Committee Chairman Bob Rex 151 Grove Street Reading, MA 01867 (781)-944-1481	Membership Chairman Doug Amsbary 1297 Easton Road Sugarhill, NH 03585 (603)-823-8459

Measurement / Handicap Reminder

The Society Measurer and Handicapper, Dick Salter, would like to remind all sloop owners 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: (978)-526-1004

Sloop Society Chandlery

Tom Miller and Peggy Dotter, owners of **Gannet**, are the Society's new store keepers. There are still a number of items available in the chandlery which will make great gifts for the start of the upcoming sailing season. If interested in what is currently in the inventory, you can drop Tom & Peg a note at:

77 Bedford Road
New Boston, NH 03070

Race Committee Seeking Volunteers

Race Committee Chairman Bob Rex is looking for volunteers who would be interested in joining the Race Committee. Volunteers would be provided an opportunity to assist the committee in their duties at the annual homecoming regatta, learn how to prepare and manage a sailing event, and also get a great view of the races. If interested, write to Bob at:

151 Grove Street,
Reading, MA 01867

or call him at: (781)-944-1481.

Also, the Society is always looking for volunteers who can help out in anyway. If interested, please contact Tad Beck or any one of the officers.

Do You Play a Musical Instrument?

Last year at the Rockland Homecoming, a number of our members brought their musical instruments and performed under the tent on Wednesday night. We listened to Tim Sullivan play the bagpipes, Ralph Stanley with his fiddle, the Merrill family trio consisting of cellos and violins, and a kazoo quartet. It was such a good time, that we decided to ask our members again to bring their musical instruments. Don't be shy, start practicing now, and come and have a good time!

Membership News

The Membership Department (Doug Amsbary) has been receiving an extraordinary amount of membership inquiries as well as requests for our "Sloops for Sale Listing" the last couple of months. Below is a sampling of the information he has received.

A 22' Ahern model sloop was bought from the Maine Watercraft Museum by Steve Blessington of Bangor, ME. Steve had a new bowsprit made for his newly named sloop **Malissa* Ann**. This was a previously unregistered sloop and we have issued our newest number (266). A previous name of this sloop was **Zazupitts**. Her homeport will be Winterport, ME. The Society would like to pass along a warm welcome! If any member has any information about this sloop that they would care to share with Steve, please contact the Membership Chairman and Doug will put you in touch with him.

#13 **Easting** has been sold to Harvey & Frances Rockburn of Pembroke, NH. They will be keeping the boat in Rockland, ME. The Rockburns were able to get out on the water a couple of times before the end of the season. We would like to take this opportunity to welcome Harvey & Frances into the Society.

The Membership Chairman saw a recent color picture showing #145 **Yankee Lady** (Dictator hull #2) participating in Antiqua race week last winter. The last we heard about this sloop was that its new owner, Horst Beyer was on his way across the North Atlantic heading towards Emden, Germany. If anyone has information about the current owner please contact the Membership Chairman.

#46 **Dirigo** has been sold to the Bayfront Center for Maritime Studies of Erie, PA and is currently receiving "a bit of a hug" from the dedicated members of that organization. The sloop will be used on Lake Erie for development and education purposes for at risk and disadvantaged youths.

Sloop #228, now **Mermaid** (ex **Cairdeas**), owned by Al Doucette and his wife Louise, recently came aboard as a member sloop. They live in Mattapoisett, MA and will be homeporting **Mermaid** in Mattapoisett Harbor.

Chaos #254 has been acquired from a boatyard in Chester, CT by Gary Crowell of Summit, NJ. He mentioned that he is having new sails made and will be renaming the sloop shortly.

Rita #247 has been purchased by Vaughan Hawley of Rockport, MA. He is going through the documentation process and will be having it certified to carry passengers out of Rockport. Vaughan was the past owner of the schooner **Apple-dore III**. He has a Web site for his new endeavor: (sloop-rita.com).

A bit of bad news reached us recently when, because of the major boat yard fire at Brewer's Yard in South Freeport, ME, two sloops lost their spars. #88 **Apogee** lost all of her spars while #147 **Solace** (ex **Anna B**) escaped with only the loss of its mainmast and topmast. Roland Shaw, owner of **Solas**, also mentioned that he had heard that #40 **Comesin** has been recently sold to unknown parties.

Spoke with Dan West whose father "Pat" still owns and sails #89 **Erda** out of Vineyard Haven at the age of 92! His family insists that he goes out with others, though he still prefers to sail alone according to Dan. An extensive rebuild was done by

Gannon & Benjamin Boatyard which included new garboard planks, entire new deck, and new cockpit coaming.

We would like to welcome new members: Michael O'Neil of West Newbury, MA and Robert & Virginia Bartlett of Newton, NH.

Correction: Due to a transcription error in the last newsletter, the newly issued number to Rafael Prohens sloop **Maria Emilia** should have read #265 in lieu of 256.

Support Your Yearbook

Roger Duncan has started to assemble the stories for the 1999 yearbook, but he needs your support to complete this task. First, Roger is in need of additional stories relating to Friendship Sloops to include in the book. If you have a story, please send it to Roger by the April 15th deadline. Roger is also looking for a painting for the cover of the book. If you have a painting, or a picture that you think would be appropriate, please contact Roger.

We also need your support to keep the yearbook going. For the last few years, we have guaranteed the publisher a certain amount of advertising and bulletin board notices from our members in order to defray the expense of producing the yearbook. This agreement has resulted in the yearbook being published at no cost to the Society.

We have included as an insert in this edition of the newsletter the rate sheet for advertising. Please consider asking your local boatyard, marine supplier, or other businesses to advertise in the yearbook. Each page of advertising provides another page to the Society for our use for our members' stories.

The other side of the rate sheet is a form to use if you wish to take a spot on the bulletin board page. Please fill out your message on that sheet and send it with a check for \$20 to Roger.

Your continued support of the yearbook is much appreciated.

Auction Items Needed

It's never too early to start to think about gathering items for the auction held at the Annual Meeting in November. As you work to prepare your sloop for commissioning this Spring, you may come across a piece of gear that may be of value to another member. Consider saving that item and bring it to the auction in the Fall. Also, for those that have craft skills, it's not too early to start to make an item for the auction.

Racing Numbers

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

Annual Meeting

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available again and the cost is \$20 / block. Roger stated that he needs articles, pictures, etc. for the 1999 book. The deadline for any items is April 15th. The book will go to the publisher on May 1st.

Donations: The membership voted unanimously for the following donations: Bath Maritime Museum - \$300; Pendleton Scholarship Fund - \$400; Friendship Museum - \$300.

F.S.S. Publication - Tad Beck stated that he had brought 8 copies of the manuscript and that he needed the membership's help in obtaining a publisher.

Chandlery Position - Debbie Plumer stated that the Executive Board had accepted Doug Amsbary's letter of resignation as chandlery chairman. Doug stated that he would maintain the position until after the Christmas holidays. Debbie informed the membership that the Society was looking for someone to take over the responsibility for the chandlery.

Reports on Events:

Southwest Harbor: Tad Beck reported that it was a beautiful day with great winds. **Gladiator** participated for the 1st time. Everyone had a great time with **Hieronymous** winning the race.

New London: Jack Vibber stated that New London had two wonderful days of racing and socialization. He also mentioned that the fireworks display was terrific. He then mentioned that the Tall Ships were meeting in New London in the year 2000 and the Friendship Sloops will be allowed to participate in the parade.

Marblehead: David Graham reported that the weather was good and everyone had a good time. **Phoenix** won the overall trophy followed by **Tannis** and **Gannet** in their divisions. The date for the 1999 event is August 14-15.

Rockland: Bob Rex started out by thanking his race committee (Gerry Ross, Eugene Costanza, David Graham and Dick Salter) for their time and help. He also thanked Marcia and Penny Morang for their work in collecting trophies and organizing the trophies for presentation and harbormaster John Trumbell and his assistants for their help on the docks. Bob stated that 30 boats had registered to race and that 26 had started. **Tannis** won the State of Maine trophy followed by **Rights of Man** and **Margaret F.** in their respective divisions.

Friendship: Bill Zuber said that those who participated had a wonderful time. He thanked Tom and Alice Loomis for their wonderful hospitality. He stated that just under 100 lobsters were sold. They were able to give the scholarship fund \$200 due to the low cost of buying the lobsters. He also said that there was a good memorial service the next morning.

New Business:

Awards:

Bancroft Award: Presented by Jack Cronin, (his committee consisted of Maria Burnham, Jim Wilson, and Doug Amsbary) to Roland Barth, author of "Cruising Rules".

Bill Hadlock Award: Presented this year to Greg and Annette Merrill, owners of **Celebration**.

Bruce Morang Award: Presented by Marcia, Kelly and Penny Morang, it is awarded to the person with the best story in the yearbook. This year the award was presented to Robert

Duncan for his story on the family sloop: "From One Year to the Next".

Special Friends Award: Presented by Adrian & Pamela Hooydonk to Charlie & Maria Burnham & family.

Special Award: Presented by Debbie Plumer to Jack Cronin for chaperoning her daughter Carol and his grandson Andrew this past summer.

Special Presentation: Jack Vibber thanked the committee in New London for all their help with the regatta. He then presented Larry and Debbie Plumer with two half hull models made from wood from a 1900 Friendship Sloop and pieces from the Sloop Tern for all their help and support while they were commodores.

Election of Officers: Dick Salter announced the following nominations: Commodore: Tad Beck, Vice Commodore: Paul Haley, Secretary: Caroline Phillips and Treasurer: David Bell. This slate of officers was then voted in unanimously.

Dick Salter then thanked Larry & Debbie for all their hard work and dedication despite personal problems that arose during their tenure., to which the membership gave them a standing ovation.

The meeting was then adjourned

Thank You Note

Jack Cronin, Chairman of the Bancroft Award Committee, received the following from Roland Barth, this year's award recipient.

Dear Jack,

A very special parcel has washed ashore here in the Florida Keys.

I'm flabbergasted! And delighted that the Bancroft Committee has found merit in "Cruising Rules". I raced in Friendship and Boothbay for many years and never received a single trophy. And now two of them... the Morang and the Bancroft. What's that say? I guess the pen is mightier than the wheel... for me at least. I shall treasure this treasure.

And I'm so glad the Committee members found my stories captured some of their own experiences aboard. I often marvel at how many MORE stories there must be out there awaiting to be relinquished by other sloop sailors. I wish that we could find ways to bring more of them to light.

Finally, let me say that Petra and I thoroughly enjoyed our afternoon aboard **Tannis** last summer. Enjoyed a lot; learned a lot! Saw a lot of bowsprits instead of transoms for a change. I'm so pleased I was able to move my butt over the house and head under the boom often enough to warrant a return invitation! If I get to Rockland you'll see me.

Meantime, Jack, please extend my appreciation to the Committee and my very best Christmas Greetings to Mary and the brood.

Fair winds,

Roland Barth

Tech Tips

by Old_Salt

During recent meetings and gatherings we've been asking your opinion on ways to broaden the appeal for this newsletter. Several folks have suggested that articles on various marine systems or boat maintenance may be beneficial. Hopefully, this column will be a forum for sharing the vast range of practical experience accumulated by our membership. It is also intended to be the place where you, the reader, can submit technical questions and either obtain answers or direction to appropriate reference material.

Since the flood of letters and e-mail has been so magnificently overwhelming in response to previous articles I can safely assume either of two scenarios. One, you loved it but are too embarrassed to ask questions; or two, you haven't understood a word I wrote. In either case I can safely continue my assault on the six chosen topics without fear of criticism or revocation of my membership. In case you don't remember, the topics are; electrical wiring, alternators and regulators, batteries, grounding and bonding, radios and antennas, and instrumentation (depth, speed, GPS, LORAN, etc.).

The previous articles covered wire and connections that comprise the electrical power delivery system of a boat. But what produces the power? Since Friendships spend most of their time away from a pier and power receptacle, it's a safe bet that most of our electrical power production comes from the engine driven alternator. I don't know if there are any boats out there with 12vdc generators, but for the sake of brevity I'm not going to get into them. If you have one and have any questions give me a call, or e-mail me at old_salt@ix.netcom.com.

Most of the problems I've encountered with marine alternators were caused by replacement of the original alternator with the wrong part, or gradual "consumption creep" that overpowers the existing one. The scenarios are quite different, but the results are the same....an unsatisfactory and potentially unsafe electrical system.

As delivered from the factory and installed on a boat the alternator installation was probably well done. However, years of operation in a marine environment eventually take their toll forcing its replacement or addition of power hungry navigation equipment (i.e. the 12-volt blender for the Margaritas) gradually forces recharging the batteries more often. In the either case adding a high output alternator to the electrical system is a good idea. The trick is to do the installation correctly.

If you have a gasoline engine you have to make sure that the replacement unit is certified for "MARINE" use. Units so certified have internal screens and shielded brush assemblies that greatly reduce the potential for ignition of gasoline vapors. Additionally, sealed bearings are normally employed to keep salt moisture out. But buyer beware! Even though you have the original part number it may be wrong and not for a MARINE grade item. The engines used in boats are usually available in several configurations, many of which are industrial.... not marine. Another problem is that an alternate or substitute part number for the original may be called out in the parts catalog and it may not be "MARINE" grade alternator. Check it out carefully or have a marine mechanic/electrician inspect it for you.

Replacement alternators usually don't have pulleys installed on the shaft when taken out of the box. This is good! It forces you to use the original pulley that is more than likely sized correctly. Since the pulley on the engine that drives the alternator is bigger than the alternator pulley, the alternator rotor spins faster than the engine. For instance, if the engine crankshaft pulley is 8" in diameter and it is turning at 1,000 RPM, a 4" pulley on the alternator will turn the rotor at 2,000 RPM. The speed ratio is inversely proportional to the pulley diameter. A modern alternator needs to spin at 5,000 RPM to produce its rated output. If your engine RPM for normal cruising is 3,000 RPM the alternator is only turning at 6,000 RPM, just above the speed it needs to

produce its rated output. Higher RPM certainly won't hurt it. They can safely operate at rotor speeds in the 10,000 RPM range.

Gasoline fueled engines normally operate in higher RPM ranges than diesels. If you have diesel power, the alternator pulley's size is more critical than in a gasoline engine installation. Because of the lower engine RPM range involved the pulley on an alternator used with a diesel engine will normally be smaller than one used on a gas engine. If we use the same pulley sizes as in the previous example, 8" crankshaft and 4" alternator rotor pulleys, and use a normal diesel's cruising speed of 2,000 RPM, the alternator is only spinning at 4,000 RPM. Well below the speed needed to reach its rated output. In diesel applications size really matters! And unlike most things in life, smaller is better.

One of the problems I see on older boats directly relates to pulley size. In an attempt to maintain our reputation as frugal Yankees we replace the ancient, rusty, burned-out alternator off the beloved behemoth below decks with one from the old Chevy out behind the barn. The wiring isn't that tough to figure out and the "idiot light" on the engine panel goes out when the engine is up to speed. The voltmeter even reads 12 VDC. But the darn thing just won't keep the batteries charged. The reason is that the alternator isn't spinning fast enough to produce the current needed to recharge the batteries. The boat's engine, being a diesel, won't turn the Chevy's (gasoline powered engine) alternator fast enough because no one thought to change the pulley.

Here's a good way to check the alternator installation. Before you start it up, measure the voltage across the starting battery with a digital meter. You can use an analog meter but be aware that the change in the voltage reading is fairly small and may not be easy to read on an analog scale. A new, fully charged battery should read about 13.7 VDC, but the actual value isn't that important for this test, just remember what the value was. While holding the meter leads across the battery terminals, have someone start the engine. The voltage will drop while the engine is being cranked. This is normal. When the engine starts and you release the starter motor the voltage across the battery should increase, up to the original value that you read before you started it, then slowly beyond that value to about 14.2 VDC or greater. At an idle (600 - 800 RPM) the alternator should be able to maintain an output voltage of about 14.2 VDC across the battery.

If your results are somewhat less than these, you more than likely have a problem somewhere in the charging system. A good place to start troubleshooting it would be to measure the diameter of the pulleys and calculate the RPM of the alternator. If it isn't in the 1800 - 2400 RPM range while the engine is idling it may not have the right size pulley. The best way to determine the minimum RPM for the alternator is to check out the manufacturer's technical data sheet (if you can get a copy). The next best thing is to install an ammeter in series with the battery output and actually measure the charging current going to the battery under varying engine speeds. The ammeter should always read slightly above zero or a greater positive value. It should never read a negative (discharge) value with a good alternator and regulator.

There are several sources of alternators if you need to purchase one. Boat US, West Marine and J.C. Whitney are good mail order sources. The West Marine Master Catalog also has a very informative Advisor section on how to choose alternators and regulators. The last J.C. Whitney catalog I received listed a marine alternator in their marine section that was very reasonably priced when compared with West and Boat US. If you are thinking of upgrading your alternator I highly recommend getting an externally regulated model. But more on that subject in the next article.