

FRIENDSHIPS

Newsletter
of the
Friendship Sloop Society

Volume 3

Fall 1991

Issue 3

Commodore's Message

First, an important message. I hope you are planning to attend the Annual Meeting at the New England Center in Durham, NH, on Saturday November 23rd. If so, and you wish to spend the night there, best get your room reservation in pronto. Call 1-603-862-2800 to make a room reservation.

Jovial sea stories in the Hospitality Suite after the dinner plus a delightful relaxed Sunday breakfast is in store for all who stay over. Come join us.

What a superb summer it was. The New London Regatta, the Mass Bay Regatta at the Corinthian at Marblehead, and the Gloucester Festival went off famously. Happy comments have come in testifying to the worth of our Society and its activities. The warm sun, the blue sky and the gentle winds made life on

and near the water during most of July and August extremely pleasant, with that one obvious exception, of course. Even the tide cooperated. It obeyed Andy Holmes' orders and remained slack in the otherwise fast flowing Kennebec long enough for a dramatic parade of Friendship Sloops to sail past the big Aegis cruisers at the Bath Iron Works.

There were too many delightful highlights to recount them all here, but a couple stand out in my mind. On the Monday evening before racing started in earnest at Boothbay, we listened with reverence to a delightful sermon by Bruce Morang and Bob Rex on the fine points of the yacht racing rules. It reached to the depths of our consciences urging us to have fun but to come clean and do a 720 if we felt a competitor's protest had any basis in fact. The next day out on the course the VHF's were busier than ever before as

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Race Committee Report - 1991

This 31st season of the Friendship Sloop Society goes into the record books as a year of fair winds, challenging courses, and some callous Race Committee work. But no matter.

What does matter is that Commodore Bill Rand's **William Rand** sailed off with the premier State of Maine trophy,

Toddy continued her dominance of the Big Boat division, and Maine Maritime Museum's **Chance** showed her skirts to handily win among surviving Originals.

Elsewhere, trophy honors in Division I to **Salatia** and the remarkable

Bucephalus; and in Division II to **Chance**, **Phoenix** and **Anna B.** Following **Chance** in Class A were **Morning Star** and **Gladiator**.

The Owner-Builder half

model is being held this year by **Leading Light**; middle of the fleet honors and the Danforth trophy went to Kent Murphy's **Ollie M.**; the Post Office Trophy went to Judy Oneal for her sharp-elbowed starts; the Spirit of Friendship award to Capt. Ted Brown; the Jarvis Newman trophy (for most superior Pemaquid) went down east to **Salatia**; and the **Rights of Man** retained the Gladiator Trophy as the most-travelled Friendship of 1991.

We seem to recall that the Nickerson Trophy was awarded to Doug Amsbary's damned cat Binky, but in reality it went to Robert Langton who crewed with his folks on **Old Baldy**.

The United States Yacht Racing Union proscribes that no yacht shall have unfair advantage over another yacht by reason of "special" communication with or from the Race Committee. Your Race Committee violated that rule in

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RC Chairman Bruce Morang presents the Nickerson Trophy to Robert Langton with help from his sister Ruthie.

The 1991 Marblehead Gathering of Friendship Sloops

Written by David Graham, Marblehead Regatta Race Chairman

It wasn't so much the results of the 1991 Marblehead Friendship Sloop Regatta that made headlines this year, as it was the weather that was delivered to us the following day in the form of Hurricane "Bob" when the participating skippers were preparing to get underway for home, or in a few instances, were already enroute.

The two days of racing that preceded "Bob" were, for the most part, conducted under fairly steady breezes ranging between southeast to southwest, which is typical for the area waters of August. The planned 10:10 AM start on Saturday was postponed for ten minutes to allow the fifteen sloops an opportunity to gather within the starting area. The Sunday race went off as scheduled. Division I sailed a course on both days that was approximately 3/4ths shorter than that of Division II. It's a little fancier than that, but in round numbers, that's how it always works out so that both divisions finish among each other.

In the final analysis, the forecast on Sunday morning for the following day was ominous, resulting in a rather impromptu skippers' meeting where it was universally agreed that the wisest course of action called for having a fairly short race in the interest of making an early awards presentation so that anyone desiring to do so could get an early start home, or otherwise make preparations for an expected arrival of "Bob". Accordingly, trophies were presented in the early afternoon of Sunday to the following sloops:

	Division I	Division II
3rd Runner-up	#92 Puffin Suzanne Flemming	#157 Liberty Dick Salter
2nd Runner-up	#169 Defiance Jonathan Leavy	#152 Ollie M. Kent Murphy
1st Runner-up	#57 Old Baldy Jim Wilson	#123 Resolute Charlie Burnham

Winner - The Ridgway Trophy

#91 **Phoenix**

Tad Beck

That done, it was now time to focus on the weather that was expected for the next day. Several skippers decided to get underway immediately and were seen clearing the harbor around 3:00 PM. **Phoenix** made for Cape Ann and a straight shot to Vinalhaven, while **Rights of Man** departed for Newport, Rhode Island, followed by **Defiance** and **Ollie M.** who had shorter trips to Winthrop and Swampscott, MA respectfully. **Schoodic** found a mooring near **Liberty** in inner Manchester harbor. **Resolute** went home to Essex, as did **Tannis**, **Safe Home** and **Good Hope** to their Salem moorings. And so it went. The only sloop known to have stayed in Marblehead Harbor was **Puffin**, who found a secure mooring further down harbor. It should be recognized that Marblehead Harbor is a reasonably safe location, until the wind fetch is out of the Northeast. If "Bob" were to pass us to the west, the harbor would be a great location; however, an easterly passage would drive northeast gales, or worse, straight down the harbor. The worry then becomes not so much your mooring gear (provided it has been recently checked by a competent diver), but what the conditions are of those ahead of you. For that reason **Pegasus**, the Corinthian Race Committee boat, was taken that afternoon following the race to a protected area in Salem upper harbor. With that, it was deemed that all preparations were complete, with the exception of securing the Corinthian waterfront early Monday morning when we'd have a better idea of what "Bob" would do. All, that is, except of the concern for those who had gotten underway for distant home ports. Therein lies another story.

Monday morning dawned as forecast, grey and ominous. Imbedded thunder cells were everywhere and steady rain was pelting. The weather channel on T.V. was pretty clear in its prediction that "Bob's" eye would pass close to Block Island, work its way up Narragansett Bay, cross Mass Bay east of Boston and make landfall somewhere in the vicinity of Boothbay -- the worse of both worlds as it would place the Marblehead/Salem areas on the side of the hurricane where there would be strong northeast winds and anyone on the easterly side of "Bob" (**Phoenix?**, **Rights of Man?**) in the quadrant where winds would likely exceed 100 knots!

As the story plays out, **Phoenix**, sailing all Sunday night/Monday morning, made it to within short three hours of home, when it was decided to put off the "get-home-itis" and duck into safe anchorage in the Tennant's Harbor area to ride out the storm. **Rights of Man**, whose track took her closer to the approaching hurricane, made it to Onset Harbor, on the westerly end of the

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Do You Have Dinner Reservations?

The dinner at the Annual Meeting will again be a buffet featuring beef and fish. Last year's buffet was delicious. To help us in planning for the meal, we need to provide a count to the New England Center by November 16th. The cost of this year's dinner is again \$20 per person. To make your reservation, please send a check, payable to the Friendship Sloop Society, to:

Mary Cronin
164 Sturbridge Road
Charlton, MA 01507

Sail '92

The planning for Sail '92 in Boston has begun and will be discussed at the upcoming Annual Meeting. If you're interested in being a part of a memorable event, and you haven't sent in the questionnaire that was in a past edition of the newsletter, it's not too late. Either return the questionnaire or send a letter (indicate that you're a member of the Sloop Society) to:

Sail Boston 1992, Inc.
250 Summer Street
Boston, MA 02210

Sail '92 will add you to their mailing list of vessels attending. We'll be keeping the members informed of plans for this event through upcoming editions of the newsletter.

The Editor Wishes to Thank

- **Bob Phaneuf**, owner of Phaneuf Press, for supplying us with another year's+ supply of mastheads
- **Andrea Wilson** for the pictures in this edition.
- **Marcia Morang** for creating the PMTS's for the photos.
- **Bruce Morang, Jack Vibber, Dave Graham and Mary Cronin** for the articles and results of the regattas of this past summer.

Safe Home (An Unabashedly Sentimental Epitaph)

by Kevin Rose

Marge and I had looked at several sloops before we'd seen her, the usual 25-30 foot fiberglass jobs - small mains big jennies, plenty of head room, low maintenance. Fast, safe, sensibly priced, easy to sail craft of no memorable beauty or character.

Then the broker rowed us out to **Safe Home** on her mooring in Manchester's outer harbor. We've all heard people get gushy about Friendships and I'll be no exception. She was a part of the environment - like the gulls, the lighthouse, the rocky shore, she didn't intrude on the scene, she fit into it. We were smitten by her - not even the webbing of stays, shrouds, lazy jacks, out hauls, down hauls, and sheets could deter us. We were hooked, all the broker had to do was reel us in, and she did.

Six years later Hurricane Bob - (can you believe it? How do you take a hurricane named Bob seriously? I mean Ethel or Bertha maybe, but Bob?) took her from her two pennants, and, with the wheel tied down and her own windage, she sailed off, rail awash, on a beam reach to the rocks and the seawall on the Beverly shore. Cedar planks and oak frames are no match for reinforced concrete and fifteen foot waves. She was destroyed - utterly.

After Bob had passed, Marge and I went down to see her. A small crowd had gathered on the seawall above her in a strange, it seemed to me, funeral silence. When we arrived the people shifted uncomfortably on their feet, made no eye contact, and parted to make passage for us to the boat. No one there knew us, yet sensed who we were and that something important and dear to us had been destroyed here, and a respectful silence was being tendered there along that seawall in that twilight.

In retrospect, owning a Friendship, like climbing a mountain, defies logic and reason. They'll both punish, pummel, exhaust, frighten, humble and not infrequently try to kill you, but they'll also inspire, enthrall, and, for all time, claim you. A New Yorker that I met at a party recently, a sailor also sad to say, when I mentioned the loss of **Safe Home** simply asked, "Was it insured?"

"Yes." I said.

"Then go buy another one." he said.

I didn't even bother to respond. It was a little like explaining your emotional attachment to your grandfather's watch to a pawnbroker. I have some real prejudices about people with such opinions.

So here we are, bereft, with nothing to console us but a few mementoes and an insurance check. We've said good-bye to **Safe Home** but won't say good-bye to the people who often manifest many of the qualities of their Friendships - eccentric, cantankerous, humbling, forgiving and unfailingly kind. People like the Cronins, Salters, and Burnhams make it boldly clear that sanity, caution and reasonable behavior have never been conditions of eligibility for membership in the Friendship Sloop Society.

Marge and I will probably buy into a partnership with some close friends who own a larger version of one of those earlier detailed, easy to sail craft with heads, showers, autopilot, private staterooms, and dining salon. A sensible decision with rhyme and reason to it. A bit like taking the auto road up Mt. Washington instead of climbing it.

The day before Bob, Sunday race day at Corinthian, while lying in my bunk on **Safe Home**, I heard a young boy's excited shout from a passing boat say "Look Dad, a pirate ship!" And I thought, you're right kid, this is a pirate ship and I'm a pirate. Well, used to be.

Marblehead Regatta

(Continued from Page 2)

Cape Cod Canal, a few hours before the approach of "Bob" and secured herself to a tugboat mooring for the duration. She made it through the ordeal with but minor damage, but the story skipper Phil Smith has to tell, is truly hair-raising. To hear a real sea story, come to the Annual Meeting. What he can say is truly thrilling.

Most other sloops faired equally well. **Tannis** and one or two others went up into the protected area of the Danvers River; **Puffin** rode it out just fine at Marblehead. Sadly, however, it has to be reported that **Safe Home** at her relatively unprotected Salem Willows mooring, cut loose and was dashed ashore - an apparent total loss.

And so concluded the 1991 Marblehead regatta for Friendship Sloops, along with the aftermath. The story cannot be closed out without saying that **Old Baldy** was chosen as the 1991 "open house" boat for display at the Corinthian float following the Saturday Race, where a good time was had by all aboard this pretty sloop. Thanks, Jim.

God willing, the 29th Marblehead running of Friendship Sloops in 1992 will be held on the weekend of August 15 & 16. The date is loose at this moment. It could be the following weekend, but for now, stay tuned.

Maine Maritime Museum Apprenticeshop Winter 1991-92 Workshops

The Apprenticeshop has announced their Winter schedule of workshops which are \$50 for museum members and \$60 for non- members. The workshops are held in the Apprenticeshop at the museum unless otherwise noted.

November 17 - 9 AM to 4 PM

Marine Surveying with Sam Slaymaker

January 12 - 9 AM to 4 PM

Sail Maintenance and Repair

with Nat Wilson at Wilsons Sail Loft,
East Boothbay

February 12 and 13 - 7 PM to 10:30 PM

Marine Carving

with Greg Fisher

March 11 and 12 - 7 PM to 10:30 PM

Marine Mechanics (Gasoline)

with Al Papineau

March 11 and 13 - 7 PM to 10:30 PM

Marine Mechanics (Diesel)

with Al Papineau

April 4 - 9 AM to 4 PM

Painting and Varnishing Your Boat

with Paul Bryant

New London Windezvous

This report was submitted by Jack Vibber, Chairman of the New London Friendship Windezvous

The Friendship Sloops gathered at the New London Sailfest on the 13th and 14th of July and had two very good days of sailing weather. The Saturday evening picnic was enjoyed by all at the Green Harbor beach pavilion, and was followed late in the evening by a gigantic and wonderful display of fireworks.

Late Sunday afternoon the awards ceremonies were held at the Thames Yacht Club, whose personnel also supplied food and launch service for both days.

The results of the regatta were as follows:

A Class sloops: **Capt'n George** (Walter Durant) came in first on Saturday followed by **Rights of Man** (Phil Smith) and **Noahsark** (Dick Willis) in that order. Sunday's finish was **Rights of Man** first, **Noahsark** second, and **Capt'n George** third.

B Class sloops: **Elizabeth Jane** (Bill Owens) was first on Saturday, followed second by **Finast Kind** (Mike Loomam) and **Solomon Gundy** (Bill Butcher) was third across the finish line. Sunday was a repeat for the **Elizabeth Jane** which made her first overall in both races, **Fiddlehead** (Captain Harry Jackson) was second followed in third place by **Solomon Gundy**.

Special awards were presented to Harry Jackson and Walter Durant for participation in all Sailfest regattas in New London (5 years) for Friendships.

Jack added: "It would be nice if more of the local Friendships became involved with the Windezvous just by being present for the gathering, picnic and the camaraderie of fellow "Friendshippers" and load the harbor with gaff-rigged Friendship Sloops."

Annual Meeting Notice

Saturday, November 23, 1991

New England Center

University of New Hampshire

1-3:30 PM - Pre-Meeting Events

3:30-6 PM - Business Meeting

6-7 PM - Social Hour

7 PM - Dinner - \$20.00 / Person

Room Reservations - 603-862-2800 -
\$65.00/Night

Trophies, Anyone?

by Bruce Morang

It is becoming a custom in many, many yacht clubs for members to construct the significant trophies awarded at their regattas... trophies made all the more significant by the effort and creativity evident in their creation.

The Friendship Sloop Society's prime example is the handsome Owner-Builder trophy, a half model, partially planked.

But let your imagination and creativity loose! Blocks, mooring bits, gaff saddles... what could you mount on a piece of walnut or mahogany to help retire some of our very tired trophies?

Our immediate need is to replace the State of Maine trophy, the Eda Lawry (Wilbur Morse) trophy, and the Homecoming trophy. Looking for a significant winter project? We'll fund any necessary engraving if you'll respond with your hands, your tools and your imagination!

Contact Bruce Morang, 60 Park Street East, North Reading, MA 01864; or call Bruce at home (508)-664-4967; or at the office, (617)-922-2200.

Friendship Model Sloops

The Society is again planning on sponsoring model sloop racing at the Boothbay Rendezvous, and we're hoping that more of our members will be building the models this coming winter. The models that we are racing are Muscongus Bay Lobster Smacks (Kit #117) and are available in kit form from:

The Laughing Whale
174 Front Street
Bath, ME 04530-2609
Tel. 207-443-5732

If you are interested in building a model from scratch, the class rules, which are still being finalized, specify that the Load Water Line must measure 28.625" plus or minus .25"; hull and spars be of wood construction (the hull may be covered with fiberglass for strength); and sails must be of cotton or cotton blend woven cloth.

There will be a change to the racing of models at Boothbay this coming year. The last two years, we have raced the models on Tuesday and Wednesday afternoons after the regular races. In 1990 this proved to be successful since racing had been cancelled because of fog, but this past year it was difficult to organize since the model racing followed shortly after the finish of the afternoon racing. Model racing will now be held on Monday evening to encourage participation and attendance.

If you can't get your big sloop to the races, or you don't own a Friendship but wish to race one, here's an opportunity to come down to Boothbay and have some fun.

Gloucester Schooner Festival Friendship Sloop Class Saturday, August 31 - September 2, 1991

Written by Mary Cronin

All boats participating had a wonderful time, whether they raced or not. Just seeing all the old wooden hulls and spars, sails in all colors, sizes and shapes, meeting and renewing friendships with the affable crews, made for a memorable weekend. The Fish Fry was excellent and well attended.

On Saturday, we had wind - lots and lots of wind - many boats withdrew, including **Tannis**. **At Last** took first place, followed by **Chebacco** and **Old Baldy**. George Kwass of **At Last** jokingly mused after the race that he would have withdrawn but he couldn't get his sails down! Congratulations to all of those who finished the race.

Sunday saw the large schooners racing. The day started out with "schooner wind" but the winds died later in the afternoon. Three schooners, **Adventure**, **American Eagle** and **Spirit of Massachusetts** were only about 50 feet apart crossing the starting line - an absolutely breathtaking sight. **Adventure** pulled away quickly and with Jim Sharp at the helm rounded the first mark about a mile ahead of the other schooners.

The Coast Guard invited all the crews for a buffet lunch at the Gloucester Coast Guard Station, free of charge. This was followed by the awards ceremony.

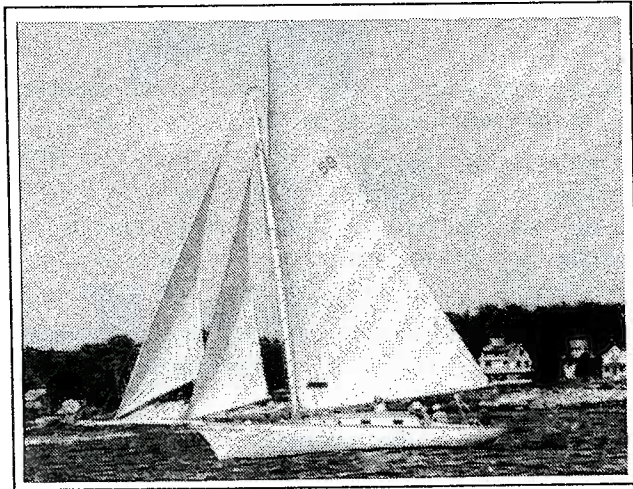
It was another great weekend and a marvelous end to the sailing season

Annual Meeting

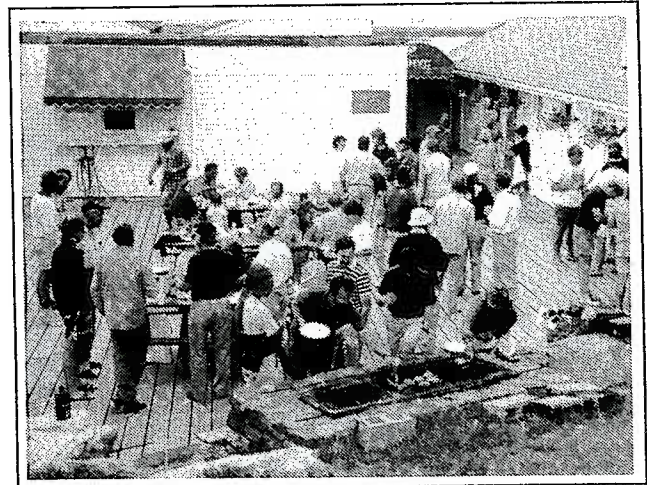
This year's Annual Meeting will be preceded by "Pre-Meeting Events" from 1 to 3:30. Last year, this was a time to socialize, look at exhibits and models that were on display, or watch a video or movie. Bill Rand narrated his 16mm movie on the building of the **William Rand**, Jack Vibber showed his video of the regatta at New London, and Jim & Andrea Wilson put together a slide show of the rendezvous at Boothbay and Marblehead.

We are again looking for your help in making this part of the program a success. If you have a movie, a video, a model in the making or completed, a scrapbook, or anything that you think would be of interest to the group, we encourage you to bring it along. If you have a movie or slides, please contact Vice Commodore Jim Wilson at (603)-431-7004.

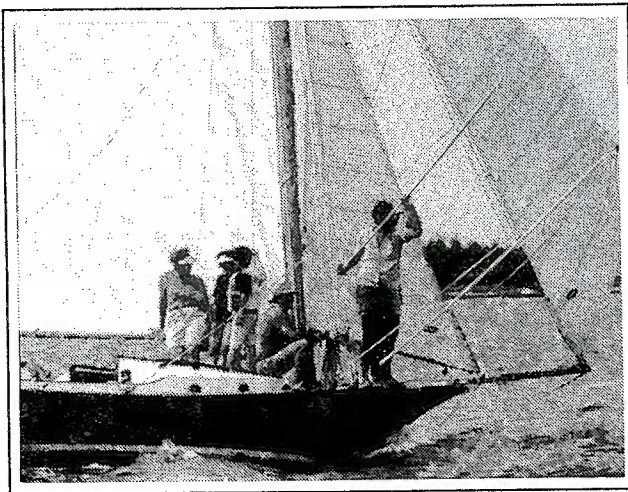
BOOTHBAY HARBOR



#59 **Sarah Mead** beating to windward after the start.



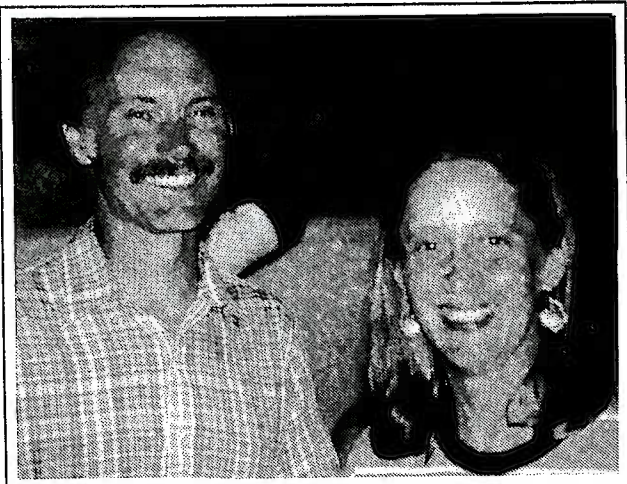
A popular event are the nightly cookouts behind the yacht club.



Salatia's wing & wing for the run to the finish & the Jarvis Newman & Bruno & Stillman Trophies.



Skippers and crews enjoying pre-dinner discussions of the day's racing.

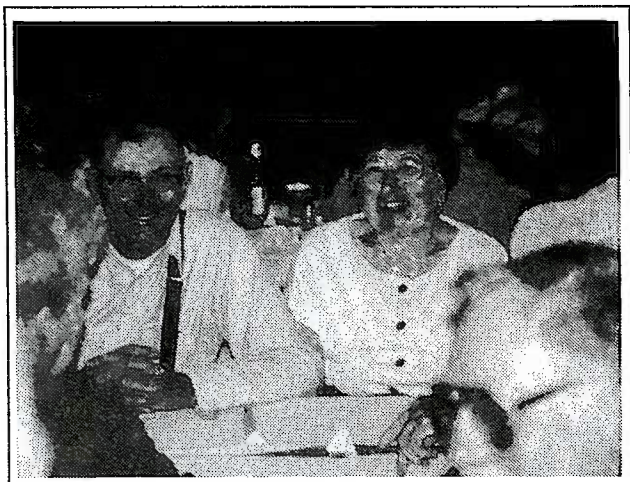


Rich & Beth Langton, owners of #5 **Content**, enjoying the socializing at the Friendship Dinner.



Commodore Bill Rand with daughter Louisa, son John, & daughter-in-law Laurie on the **William Rand**

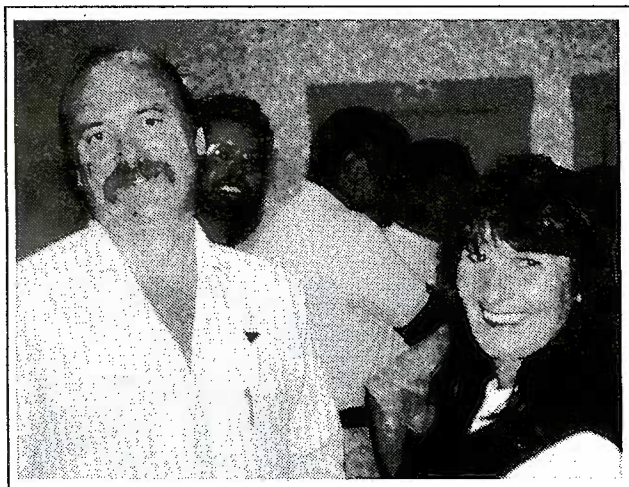
1991 RENDEZVOUS



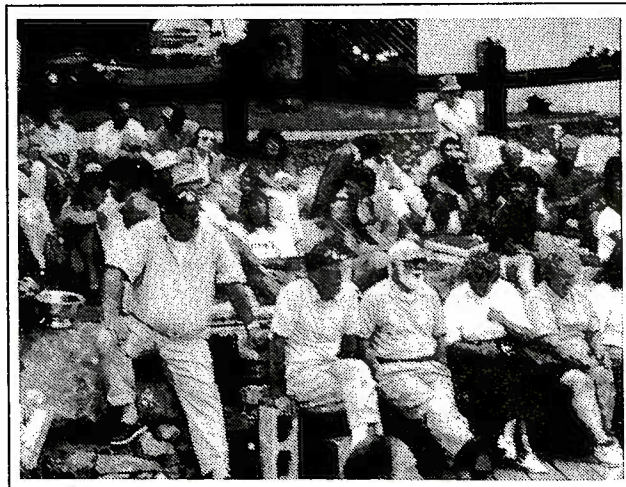
Ralph and Marion Stanley at the Friendship Dinner.



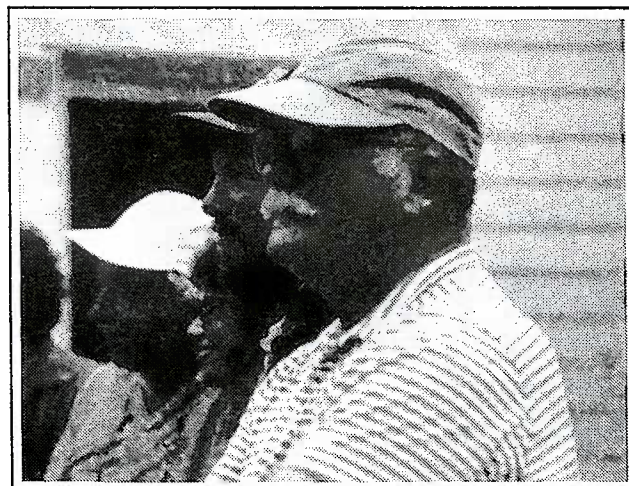
Bob Stein, owner of **Essential**, with daughter Irene and son-in-law Doug Amsbary, owners of **Departure**.



Kent Mockler and Sheri Dupre, model racers and members of the Central Park Model Yacht Club.



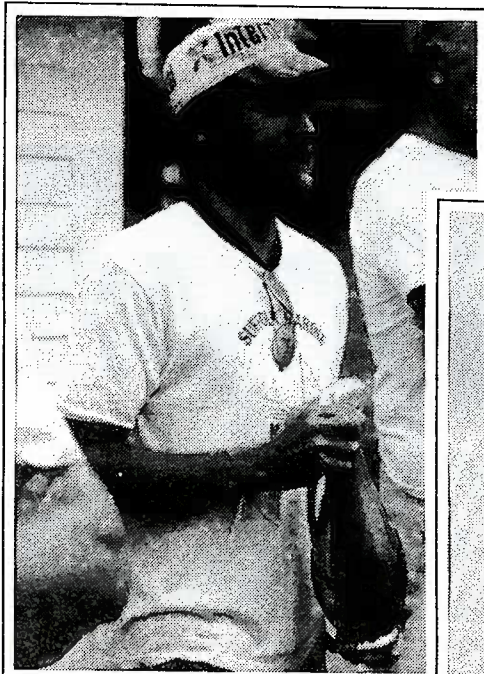
The crowd is listening to Bruce's every word during Thursday's awards ceremony.



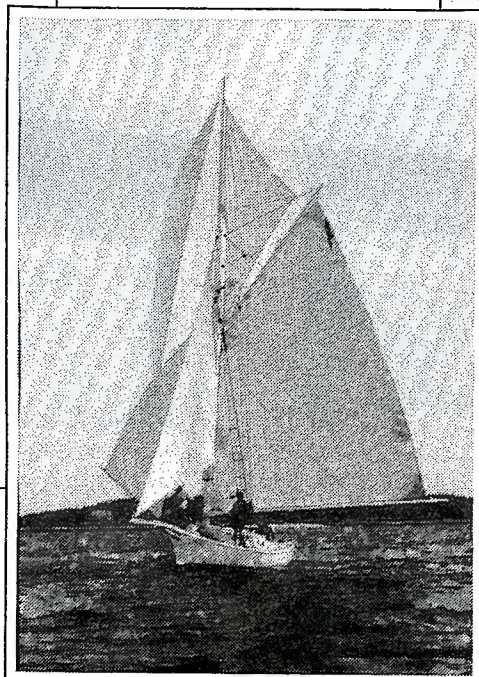
George Pew, owner of the **Dragon Lady** which serves as our race committee boat.



Bruce Morang awarding the Owner-Builder Trophy to John Crumpton, owner of **Leading Light**.



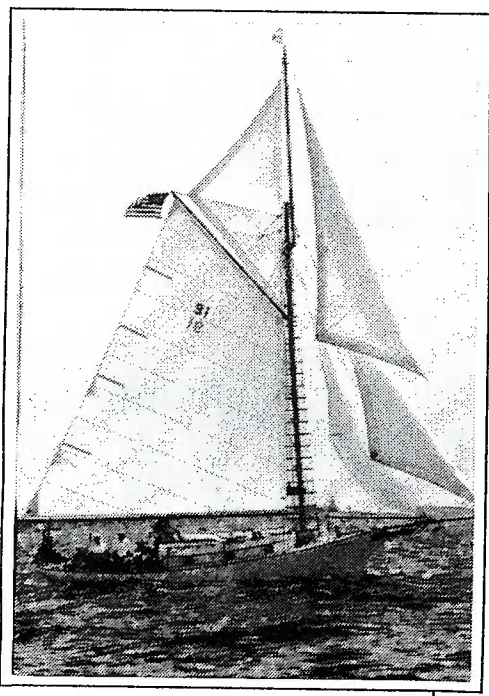
Phil Shelton, skipper of **Chance**, with the Eda Lawry Trophy, awarded for first place in Class A.



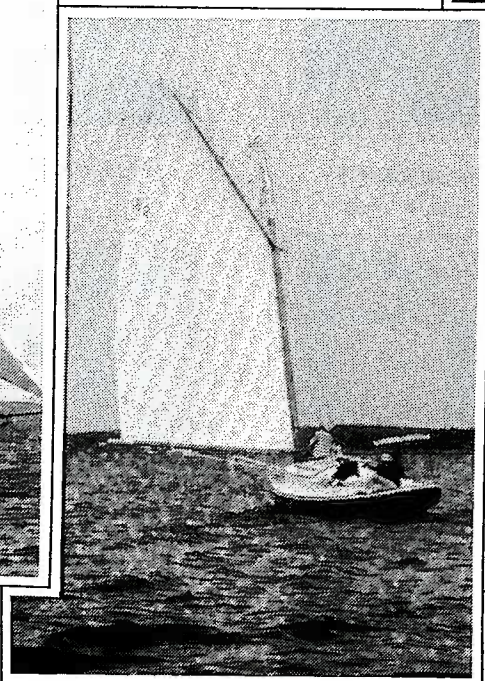
Rights of Man, skippered by Phil Smith, was awarded the Gladiator Trophy for the longest voyage to the rendezvous.



Priscilla Rand, wife of the Commodore, doesn't seem to mind cleanup duties after Wednesday's dinner.



Al Beck's **Phoenix**, winner of the Homecoming Trophy.



Judy Oneal Brooks' **Morning Star** running for the finish line.



Alex Forbes, owner of **Bucephalus**, and winner of the Lash Brothers Trophy for third place in Division I.

Commodore's Message

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violators sheepishly called in to admit fault and report their 720s, thus restoring their integrity in the eyes of the Lord and the Race Committee. A satisfying statistic came out of one race: we all finished within 54 1/2 minutes, and this without a staggered start; and thanks to Jim Wilson, computerized results were waiting for us at the end of each race. On to the information age we go.

Another highlight at Boothbay was the Wednesday evening happy hour and supper party arranged by Beth and Rich Langton and the Wilsons, with a memorable slide show by Craig Milner that pictured Ralph Stanley as he built a Friendship. I have passed too quickly over many other highlights: three sloops coming out of the mist at Popham and reaching up the river bow to bow in a fresh so'wester; the tasty bar-b-q at the Museum; the 28 boat fleet jockeying at the starting line; the small, hardy group eating hamburgers in the rain at Friendship; David Bell's beautiful thoughts at the memorial service in the sun the next morning; and reports of sparkling good times at New London, Marblehead and Gloucester which regretfully I had to miss.

The summer was a good one because of the planning, execution and enthusiasm of many, but I think specially of Jack Vibber, Jim and Andrea Wilson, Andy Holmes, the Boothbay Yacht Club Officers and Staff, the Langtons, Dave Graham, Roger Duncan and his Yearbook, George Pew, and our indispensable Morangs. Thank you, good friends.

Race Committee Report - 1991

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Race 2 at Boothbay by radioing a yacht to inform her skipper he was ruining his vacation by sailing the wrong course. We were caught at it and properly protested by another competing yacht. But that protest was subsequently withdrawn when the yacht we initially sought to help filed its own protest against us for failure to make clear our sailing instructions. A protest committee of Society elders heard the case, returned no indictments, deciding (apparently) there was enough blame to go around, but showed no disposition to hang any of us.

We're looking forward to sticking our necks out again in 1992.

Sloop Society Pins for Sale

Lapel pins, in the form of the Society burgee, are available for purchase. The pins are 7/8" long, are a cloisonne finish, and can be purchased for \$6.25 apiece. If interested, send a check payable to the Friendship Sloop Society to:

John Wojcik
347 Lincoln Street
Norwell, MA 02061

Trustee's Report - Pendleton Memorial Scholarship Fund

From time to time over the last four years, the Trustees have reported on the activities of one of our scholarship recipients, Rebecca Benner. We are pleased to announce that last June, she graduated from Bowdoin College magna cum laude, a member of the Phi Beta Kappa Honor Society, with a major in mathematics. Rebecca is now teaching math at the high school in Wiscasset.

Also, last June, six of the seniors who graduated from Medomak Valley High School and two upper class students, already in college, received scholarships totaling \$5000.00 for the school year 1991-92. Including the scholarships given this year, eighty have been awarded since 1967, when the program was established, for a total of \$39,450.

This is a commendable record. However, one sees that each applicant receives only a few hundred dollars to apply toward tuition and other costs. The fund does continue to grow slowly. The Society makes a contribution each year. Members and friends make contributions and memorial gifts. On Friendship Day, the Sloop Society table brings in a few hundred dollars. A few of the pewter Sloop Plates have been sold. Occasionally, one of the out-of-print Sloop Books is presented for sale.

The Trustees have decided that it is time for a fund drive. Their plan is to canvass the members of the Sloop Society, Friendship residents, and friends. Work is already underway on the Friendship solicitation. We hope that the Sloop Society will join in this effort.

Respectfully submitted,

Elbert S. Pratt

President, P.M.S.F.

Friendship Sloop Video Available

The New Film Company of Arlington, Mass. has reduced the price of their video, "Friendship Sloops, A Heritage Retained". This 28 minute full-color video is being sold for \$29.95 + \$3.00 for shipping and handling. Massachusetts residents should also add \$1.50 for the state sales tax. For each video ordered through the Society, they will make a \$5 donation to the Society. To order, send a check made payable to: THE NEW FILM COMPANY to:

Mary Cronin
164 Sturbridge Road
Charlton, MA 01507

Friendship Plate Available

Pewter-like Friendship plates are still being offered for \$20 by the Friendship Sloop Society's Pendleton Scholarship Fund as a fund-raiser. Place your order with:

Elbert Pratt
P.O. Box 129
Friendship, Maine 04547

Boothbay Rendezvous Race Results and Trophies

State of Maine Trophy

(overall winner)

William M. Rand

Division I (25 ft. & under)

Herold Jones Trophy - **William M. Rand**

Bruno & Stillman Trophy - **Salatia**

Lash Brothers Trophy - **Bucephalus**

Division II (26 ft. & over)

President's Trophy - **Toddy**

Winslow Trophy - **Chance**

Homecoming Trophy - **Phoenix**

Cup - **Anna B.**

Class A (Originals)

Eda Lawry Trophy - **Chance**

Jonah Morse - **Morning Star**

Cup - **Gladiator**

Owner-Builder Trophy - **Leading Light**

Danforth Trophy - **Ollie M.**

Nickerson Trophy - Robert Langton - **Old Baldy**

Post Office Trophy - **Morning Star**

Spirit of Friendship Trophy - Ted Brown

Jarvis Newman Trophy - **Salatia**

Gladiator Trophy - **Rights of Man**

New Members

We have the following new members:

Ed Childs of East Longmeadow, Mass who built and races a model of the **Rita**.

Craig & Evelyn Milner of Wellesley. Craig is a photographer and was the featured speaker at the Friendship supper at Boothbay.

Steve & Eliza Bailey of Tenant's Harbor, Maine, owners of #49 **Surprise**.

Roland Shepard of Brunswick, Maine who was a member years ago.

Bruce Alderson of Rehoboth, Mass. Bruce is a marine illustrator.

Annual Yearbook

Roger Duncan is again preparing for the Annual Yearbook. If you have any material for publication, please send it along to Roger at: Post Office Box 66, East Boothbay, ME 04544

Secretary's Notes

#102 **Toddy** has been sold to a party from Baltimore and will probably be leaving Maine waters.

Dick & Alice Salter have sold #57 **Liberty** to Peter Carter of York, Maine. Peter is a new member of the Society.

#161 **Summerwind** and #220 **Aikane II** are off the For Sale market. **Aikane II**'s owners have purchased a home in Boothbay and may participate in next year's rendezvous. #106 **Hold Tight** is also off the market.

#97 **Gannett** is now owned and being rebuilt by Tom Miller of New Boston, NH.

#85 **Ann Frances** has been sold to Matthew Gabrilowitz of Cranston, RI and will be renamed **Heidi Lee**. Matthew is hoping to spend part of the summer months cruising Maine waters.

Jarvis Newman is again the owner of #2 **Dictator**. Jarvis is rebuilding her at his shop in Southwest Harbor, Maine.

Tim Hoffman of Camden, Maine has purchased #177 (unnamed and unfinished Ahern 22' hull). He would like ideas from other members on how they finished their interiors. Please give him a call if you can help him out.

We have learned that Fred Holbrook of Rochester, Mass. has passed away. Fred owned #125 **Billy Bud**.

Mrs. Jane McInnes of Balpre, Ohio wrote the Society to inform us that her husband Richard, who built and owned #222 **Lady Jane**, has died.

Preston Schiwitz of El Cajon, California, owner of #159 **Pacific Child**, sent a note along informing us of the death of his wife Linda and that his sloop will be up for sale.

Charles Wiesel of Friendship, a charter member, has also passed away.

"US News & World Report's" August 26/September 2 edition was a special on the best in America. The magazine chose Ralph Stanley as the quality craftsman and featured him in a three page article titled "Not Made in Japan". If you can find a copy at your library, it's well worth the reading.

John & Diane Fasak announce the birth of their son John, born on October 4th. John & Diane are in the process of restoring #95 **Westwind**. Diane is the daughter of Don & Dotty Huston, owners of #53 **Eagle**.

There were two marriages in the Society in the past few months:

Harold Burnham, whose folks own #123 **Resolute**, married Kim Parsons of Essex, MA. The wedding reception was held at the Burnham Boatshop on the Essex River.

Kelly Morang, daughter of Bruce & Marcia Morang, married Bill Quinn this past summer. The bride and groom are both FSS members (Bill serves on the Race Committee). The ceremony was in the dooryard of the family farm in North Nobleboro, Maine and was presided over by FSS Treasurer, Reverend David Bell.

Thank You

It's one of those little paradoxes of life that things that outwardly look so simple and easy are usually the result of a lot of hard work. Arranging the events for our Homecoming this year was especially easy for the Vice-Commodore only because there were so many who pitched in to provide the hard work. To them, from all of us: **Thank you!!**

- To all of you who quietly tied a sheep's shank in the slack lines of the various events; you're unprompted initiative made all the difference. Thanks.
- To **Andy Holmes** and the wonderful folks at the **Maine Maritime Museum**. We felt so welcome and well taken care of that we're eagerly looking forward to inflicting ourselves on you again.
- To **Glen** and the garvey: thanks for the patience, good humor and the lift
- To **Carol**, the **Sherman Zwicker** and the **Stanley/Rand Trio**; thanks for truly memorable evening.
- To **Andy**; thanks for everything.
- To **Aaron Scharff**, the **Officers & Staff of the Boothbay Harbor Yacht Club**; Thanks. The BHYC has the enviable knack of making everything a little better than it has to be while making us feel as though we're the ones doing you the service.
- To **George Pew** and the **Dragon Lady**; you both get better looking each year . . . what's the secret?
- To **Beth & Rich Langton**; the Lion's Club dinner was so well done that we're going to have a tough time topping it.
- To the **Milners**; your time, interest and talent reflect the beauty of these vessels and remind us how talented are the craftsmen that build them.
- To **Bruce & Marsha Morang**; the Sloop Society is truly blessed by a race committee who exhibits such competence, good humor, and pride in the fleet that they shepherd.
- To the **Friendship Day Committee**; thanks for all the reasons that the Sloops keep coming Home.
- To **Roger Duncan** for his editing of the annual yearbook.
- To **Jack Vibber** for organizing and hosting the New London Regatta and to **Mike Lamperelli**, Executive Director of the New London Marine Commerce & Development Committee for their support of the New London Regatta.
- To **Dave Graham** for organizing and hosting the Marblehead regatta with a special thanks to the **Corinthian Yacht Club** for use of their facilities.
- And, to **Commodore Bill Rand**, thanks for the calm hand at the tiller.

Maine Maritime Museum Rendezvous

Eight Friendship Sloops rendezvoused at Fort Popham at the mouth of the Kennebec River on an unusually hot summer afternoon in July to sail as a fleet up the river to the Maine Maritime Museum. The breeze was variable out of the southern quadrants, but was strong enough to provide an enjoyable sail to the mooring area at the museum.

That Saturday evening the crews gathered on the lawn of the museum shipyard to gam and to enjoy a cookout of hotdogs and hamburgers.

Sunday morning was another hot day on the river. A parade of sail by the gathered sloops, lead by Commodore Bill Rand on the **William Rand**, sailed up the river to the bridge, past the Bath Iron Works, and down the river by the museum shipyard to the delight of museum visitors gathered on the dock. The sailing provided welcome relief from the heat of the day, at least until the ebb tide started to run, making it difficult to sail up river. Sunday afternoon was spent by many of the crews touring the exhibits in the museum's new building

A catered chicken barbecue, served on the lawn in front of the building housing the lobstering exhibit, served as the social gathering for all of the assembled crews and friends. Following dinner, a guided tour was provided onboard the **Sherman Zwicker**, while the trio of Ralph Stanley on the fiddle, Commodore Bill Rand on harmonica, and Bill's son Matthew on the mandolin, played a variety of tunes for the entertainment of everyone onboard the **Zwicker**.

Monday morning brought bright blue skies, northerly breezes, and a welcome relief from the oppressive heat of the previous days. The smaller sloops, those that could make it under the Sasanoa Point bridge, headed for the Sasanoa River and enjoyed a delightful trip down the river through Hockomock and Nubble Bays, across the Sheepscot River and through Townsend Gut. The fleet of smaller vessels was met by the **Dragon Lady** and the race committee to provide assistance, if needed, through Upper Hell Gate and Lower Hell Gate. The larger sloops sailed back down the Kennebec and across Sheepscot Bay.

Participating at this year's rendezvous were:

**At Last
Banshee
Chance
Leading Light
Old Baldy
Ollie M.
Secret
Tannis
Toddy
Voyager II
William M. Rand**