



FRIENDSHIPS

Newsletter of the Friendship Sloop Society

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Fall 1994

Issue 3

Commodore's Message

The "devil" is the seam between the deck planking and the timbers. It's called the devil because it is the "devil" for the caulkers to work. The full saying is "the devil to pay and no pitch hot" and what it means is that there is something hell-fire difficult to be done - must be done - and nothing to do it with. So it was with the Society's financial construction . . . it had been leaking sufficiently to threaten our little vessel. When the Executive Board went to fix the leak we found that the caulking tools were all locked up.

The Constitution actually prevented the membership from adjusting the Society's dues to cover expenses in sufficient time to prevent whatever buoyancy was left in the Society's finances from being overwhelmed. To "pay the devil" we had to - no fail - revise the Constitution before red ink filled the bilge. For those of you at last year's Meeting, you know that this was not an easy thing. Yet it had to be done. Having just closed the books for the Society, I'm delighted to report that our efforts to use the Constitution to pay our financial seam has worked. The Society is afloat financially and with any luck at all this particular leak won't have to be worked for at least another 10 years or more.

Now to the purpose of this year's annual meeting; Society business (5 minutes), special recognitions and the joy of each others company. Now that our little vessel has been recommissioned we can truly enjoy the sail. There are lots of projects underway to learn about and as the Executive Board has voted to have our annual Homecoming in Rockland, Maine next year, lots of plans to make.

Here's wishing that you may have fair winds and a following sea on your voyage to the Annual Meeting in Durham, New Hampshire.

Boothbay Regatta a Success Despite Fog

Bob Rex, Race Committee Chairman, sent in the following:

As we look back over the years at race reports, weather seems to be the prime topic. I wonder why? At the 1994 rendezvous, fog was the bugaboo. The race on Tuesday was cancelled when visibility dropped to below a quarter of a mile.

Wednesday's weather was the best of the three days, a light haze with a breeze out of the north giving the fleet a running start from the starting line at "A".

The Race Committee was counting on a 180 degree windshift which did occur providing the fleet with a beat to the first mark which was also the turning mark for the "Alley". Coming out of the alley, the sloops close reached then beat, as the wind continued to veer, to the Cuckolds. A broad reach to the finish line at "A" completed the course.

The first "Cronins' Alley" race was won by none other than Jack and Mary Cronin's **Tannis** with **Anna B** in second place and **Phoenix** third in Division II. **Salatia** won Division I handily over **William Rand** with **Banshee** third.

The race on Thursday was sailed in a 12 knot easterly with another unusual start, this one unplanned and the Race Committee' Chairman's aberration, however. Some skippers rose to the challenge and had thrills while getting innovative starts. The first leg was a reach to "C" or "T4" depending on the division. After rounding these marks the fog closed in again which caused problems in locating mark "E". The wind became very light at this point and the fleet drifted to the finish line in fairly dense fog.

In Division I the race was won by **William Rand** on corrected time, **Salatia** second, and **Banshee** third. Division II saw Tad Beck's **Phoenix** winning on corrected time over Murray McQuaid's **Anna B** with **Tannis** third.

A welcome sight was the return of **Chrissy** to the rendezvous. Harold Burnham deserved the accolades he received for rebuilding her so quickly. In her very first race in many years **Chrissy** won Class A on Wednesday.

All things considered, people had fun, "Cronins' Alley" went
(Continued to Page 2)

Bothhbay Rendezvous

(Continued from Front Page)

well, **Chrissy** floated, and no one was lost in the fog, permanently!

Hand me the envelope please. Here are the results:

Boothbay Regatta 1994 Results

State of Maine Trophy

Best Overall Performance - **Tannis**

Division I

Herald Jones Trophy - **Salatia**
Bruno & Stillman Trophy - **William Rand**
Lash Brothers Trophy - **Banshee**

Division II

Commodore's Trophy - **Phoenix**
Winslow Trophy - **Anna B**
Homecoming Trophy - **Toddy B**

Class A

Wilbur Morse Trophy - **Gladiator**
Charles Morse Trophy - **Chance**
Alexander McLain Trophy - **Sazerac**

Spirit of Friendship - Bill Cronin
Gladiator Trophy - **Banshee**
Nickerson Trophy - Robert Langton
Content
Owner/Builder Trophy - Harold Burnham
Post Office Trophy - Race Committee
Danforth Trophy - **Chance**
R.W. Stanley Cup - **Sazerac**
Liberty Trophy - **Sarah Meade**
Jarvis Newman Trophy - **Salatia**
Chrissy Trophy - Mary Lanning
Cy Hamlin Trophy - Dick Willis

Annual Meeting Notice

Saturday, November 19, 1994
New England Center
University of New Hampshire
1-3:30 PM - Pre-Meeting Events
3:30-5:30 PM - Business Meeting
6-7 PM - Social Hour
7 PM - Dinner - \$22.00 / Person
Room Reservations - 603-862-2801 -
\$68.00 Single / \$78.00 Double / Night

The 1994 Running of Friendships at Marblehead

Written by David Graham, Chairman of the Marblehead Regatta.

In a sense, they don't come any tougher than the 1994 Marblehead regatta for Friendship Sloops. Eleven sloops arrived at the starting line on Saturday, August 13th, following a one hour and thirty-five minute hold to let a squall pass by. Then the wind went flat - - - barely enough to provide steerage. An 11.15 NM course had been planned for Division II, with a shorter 7.75 NM course for the troops in Division I. Both involved triangle-leeward-windward courses, based on a forecast of improving southwesterlies that never developed during the course of the race day. The net result was a near drifting match (frequently in the wrong direction) near a shortened course at the end of the triangle. For example, the first Division II sloop, **Tannis**, crossed the finish line at 13:19:30. Then there was a gigantic gap as everything went absolutely flat until 15:32:30 when within the next six minutes and twenty-five seconds, all other Division II sloops finished. Struggling to cross the line were the entire fleet of Division I sloops and none were to finish until 16:22:55. By 16:46:05, they had all crossed and the day was put to bed as far as the racing was to go.

Another stronger squall passed through during the evening while we were all enjoying ourselves ashore, leaving us with the fresh southwesterlies that were forecasted for the day. As night passed into Day 2 of the regatta, the wind never scaled down. If anything, it was to build to the degree where we delayed the starting sequence while a majority tucked in a reef.

Following the Day 2 start, they one-by-one began to W/D and head for the harbor. Of the ten that started on Sunday, only four would finish with the gusty southwesterlies of the early afternoon.

The net result when we were all ashore was that we had some sloops and crews that were a little beat up by the seas created by the 30 Kt + mid-day winds on the race course. In the end, there was a general good feeling about the day, although everyone wished that some of the wind of Day 2 could have been shared with Day 1.

When all the times of the two days had been collected by Scorer Jerry Ross, the final results were as follows:

Overall Winner - The Ridgway Trophy

Voyager II

	<i>Division I</i>	<i>Division II</i>
1st Runner-Up	Kim	Phoenix
2nd Runner-Up	Defiance	Chrissy
3rd Runner-Up	Not Awarded	Tannis

Next years' Marblehead races are in the planning stages for the second weekend of August, the 12th and 13th. We look forward to seeing you then, as well as at the Annual Meeting.

Southwest Harbor Sloop Races

The following article, written by Sandra Dinsmore, appeared in the July 21st edition of the "Ellsworth American"

Last Saturday, as soft and lovely a summer day as anyone has a right to wish for, nine Friendship sloops raced in a triangular course off Greening's Island, while International One Designs raced from Northeast Harbor in a 5-15 knot breeze. At one point, boats from the two regattas, other pleasure-bound sailboats, and a lone schooner added up to some 50 sail-powered vessels enhancing the mouth of Somes Sound with their beauty. What a setting: mountains filling the space between a sky filled with puffy cumulous clouds and the sea, the colorful spinnakers of the IOD's, the concave curves and varied sails of the gaff-rigged Friendships, and the other sails in the background made for an afternoon not easily forgotten.

The low-key Southwest Harbor Friendship Sloop Regatta seems to appeal to all ages: small children sail with their parents, and skippers range from youngish to seventy-ish.

Phoenix, a 30-foot Bruno & Stillman, owned and skippered by Tad Beck of Vinalhaven, took a gorgeous lead right from the starting gun and never relinquished it, winning the race for the second year. The equally large and sleek **Blackjack**, built by Wilbur Morse in 1900, cut right along in second place, skippered by owner Wilson Fletcher, followed by **Freedom**, a 28-footer built by Ralph Stanley, with owner Richard Dudman of Islesford, Cranberry Isles, at her helm. **Resolute**, a 28-footer built and skippered by Charlie Burnham, of Essex, Mass., got off to a poor start, but was hauling. It was clear she wouldn't stay in last position long.

Phoenix rounded the bell buoy off Bear Island with **Blackjack** following a few seconds later, while further back Peter Blanchard of Somesville in his **Peregrine**, a 26-foot Ralph Stanley, which had started in eighth place, challenged third-place **Freedom**. As the boats raced to the bell off Spurling Point, near Islesford, they picked up some wind from Northeast Harbor as the wind shifted to the east. **Phoenix** and **Blackjack** kept the lead, while **Resolute**, which was fighting a grudge match with **Phoenix**, pulled ahead of the pack into third place. Alex Forbes of Greening's, in his 19-foot Ralph Stanley, **Bucephalus**, who had been in fourth place, lost that position to Miff Lauriat of Southwest, in his larger 26-foot Jarvis Newman, **Salatia**.

At Spurling Point bell, the boats had to make a 360-degree turn before heading back to Greening's Island. Several skippers, unbelieving, called asking "360?" "360?" Commodore Peter Forbes would affirm to unwilling ears. And around they jibed. Beautifully. The breeze just right, with **Phoenix** and **Blackjack** still leading, but with **Freedom** now in third and cutting through the water ahead of **Resolute** in fourth and **Salatia** in fifth place.

As they tacked back into the harbor to the last mark, Greening's Ledge, **Resolute** pulled into second place and **Freedom**, moved ahead of the larger **Blackjack**, now in fourth place.

As they sailed over the finish line, **Phoenix** came in first place way ahead of **Resolute** in second and **Salatia** in third. **Blackjack** charged over the line for fourth place, **Freedom** came in fifth, **Endeavor** sixth, **Peregrine** seventh, **Bucephalus** eighth, and **Summer Joy**, ninth.

"Protest" Lodged at Boothbay

*The crew of **Desiree** submitted the following letter of protest to the Race Committee after the first day of racing at Boothbay. Seems as if a member of the committee (name not to be mentioned), attached a sign to the portable mark at the entrance to "Cronins' Alley". As a result of the protest, the Race Committee was awarded the Post Office Trophy, otherwise known as the POT.*

Date: Wednesday, July 27, 1994

Re: Protest from **Desiree** to Race Committee

This is to serve as official notice to the Race Committee that the crew of **Desiree** hereby lists the following protests against the Race Committee:

- 1) The Race Committee blatantly broke the rule of providing fair sailing for all vessels by posting a derogatory, politically incorrect sign on Mark T-1. (To refresh your memory the sign "Beat **Desiree**" was clearly visible to all vessels passing that mark.)
- 2) **Desiree** has accumulated a great wealth of witnesses (the whole fleet) and has pictures and affidavits ready to provide proof of the sign's presence.
- 3) The crew of **Desiree** became distraught after viewing the sign, thereby greatly influencing our ability to sail, and in our confusion we almost turned the engine on.
- 4) The two young members of the **Desiree** crew (Carol, age 9 and Kevin, age 6) were greatly disturbed by the sign. This event was supposed to introduce the next generation of Friendship Sloopers to the joy of fair seamanship. How could we explain the presence of such a sign to our innocent children?
- 5) Even a prejudiced crew member, planted by the Race Committee to assure that all vessels viewed the mark prior to **Desiree**, fully confessed to the brutal distress and hardship caused to **Desiree**.

In view of the above listed facts we totally believe the entire crew of **Desiree** is entitled to a fair and equitable compensation from the Race Committee.

(Signed) Skipper - Lawrence Plumer

Crew - Carol E. Plumer - Debbie Plumer

- Kevin E. Plumer

Friendship Sloop Regatta Completed Despite Fog

*Written by Rich Shew, this article was published in the August 4th edition of the "Boothbay Register". The article also included a front page picture of **Salatia** and **Tannis** crossing tacks in the fog, and an inside picture of Eastward.*

Despite heavy and persistent fog during the last week of July, the Friendship Sloop Society held its annual regatta in Boothbay Harbor. According to Richard Langton of Edgecomb, the Society's Vice Commodore who coordinated the event, the fog did hinder racing somewhat. "Everybody got out near Squirrel Island which is roughly where the race begins," said Langton referring to Tuesday, the first scheduled day of racing, "and the committee boat called up and said, 'forget it'. We all wondered what was going on. About five minutes later the fog hit and we ended up in various places along the shore trying to find our way back in."

Fortunately for Langton and the rest of the Society, the weather improved considerably on Wednesday. When all the racing had ended, **Tannis** of Salem Willows, Massachusetts won the State of Maine Trophy, the overall prize for the week's racing. The top three Friendship Sloops in division one, sloops to up to 25' in length were **Salatia** of Southwest Harbor, **William M. Rand** of Cundy's Harbor, and **Banshee** of Mattapoisett, Massachusetts. The top three boats in division two, sloops greater than 25' in length, were **Phoenix** of Vinalhaven, **Anna B.** of Boothbay Harbor, and **Toddy B.** of Key Largo, Florida. In addition, for the third time, the youngest crew member award was given to Robert Langton, age 4, son of Richard and Beth Langton of Edgecomb.

Langton insists that things went well despite the heavy fog. Nearly all of the twenty-four boats that were expected, arrived, including three of the original "Class A" Friendship Sloops, **Gladiator**, **Chance** and **Sazerac**. Much of the success of the regatta, of course, was due to the assistance of the Boothbay Harbor Yacht Club which hosted the event. "The Boothbay Harbor Yacht Club has been extremely accommodating to the Sloop society," says Langton, "and we certainly thank them for hosting the event."

*Ed. Note - There were four Class A's at the regatta - the writer forgot **Chrissy**.*

Dues Notice

Secretary Caroline Phillips will be mailing the dues notices for the 1995 season. We will be reviewing the mailing list and deleting those members who are delinquent in their dues payments. Please renew your membership if you wish to continue to receive our publications and notices.

Membership News

Doug Amsbary sent along this information that has crossed his desk during the past summer:

- #80 **Headway** was seen earlier this past summer at the Preservation Shipyard in Newburyport, MA undergoing some serious repair work. Her garboards were out and adjacent planking. All her inside ballast (cement, iron weights, etc.) were sitting on the ground around her. Looks like she needed a new rudder and floor timbers.

- #236 **Aunty Poole** was seen at her dock in York Harbor. She looked real pretty, ready for another summer sailing season.

- #182 **Muscongus** has been sold to Harry Oatley of Old Lyme, CT. An invitation has been extended to him to join the Society.

- #106 **Hold Tight** has been sold to John Herron of Mt. Desert, ME. It is reported that a lot of work has been done to her by the John M. Williams Yard in Halls Quarry, ME.

- #222 **Lady Jane** was sold to Raymond Dupere of Fayetteville, NC and participated in the annual Boothbay Regatta. He mentioned that he was changing the name "slightly" to **Lady Jean** to reflect his beloved's involvement.

- #131 **Noahsark** has recently been sold to Nick Kingsbury who also owns #11 **Shulamite**. He mentioned in his letter to us that he would like to join the Society and said that he "no doubt qualified as a potential member."

- Ms. Jill Schoof and Rodney Flora of Georgetown, MA sent in a membership application back in August. They join us as "friends" of the Society.

- Stan Krome of Santa Barbara, CA very recently joined our ranks. His love affair with Friendships started 20 years ago when he first set eyes on #100 **Morning Watch** in Vineyard Haven. He hopes to someday own a Friendship.

- #39 **Downeaster** was seen by Doug & Irene Amsbary while visiting Tenants Harbor on our Downeast cruise this past August. The owner, Forest Valle mentioned that he had been using his sloop to commute out to work at a boatyard on Vinalhaven from Sprucehead Harbor. The accommodations down below consisted of a plywood bunk, 5 gallon bucket and a Optimus stove! His theory was to keep life simple. He has rigged her for single handed sailing with all lines led aft to the cockpit.

- I recently spoke with Paul Edwards, the previous owner of #145 **Yankee Lady** about the status of Horst Beyer, the new owner who planned to take her to Germany. He said that he had made it to Newfoundland and had to leave her there in order to return to work. He planned to return later this past summer to complete his trip but hasn't been in touch with Mr. Edwards since. Will keep you posted on any further news.

- #88 **Apogee** changed hands back in April and was purchased by Paul Collett. We saw her sailing in Boothbay Harbor the Sunday before the start of the Boothbay Regatta. An invitation has been extended to him to join the Society.

Getting Her in Shape

Harold Burnham wrote this story on the re-building of Chrissy.

My childhood memories of **Chrissy** are not necessarily fond ones. Children can be very cruel and I can remember how we all made fun of that old boat every time we rowed past her. Back then **Chrissy** was nothing short of the most hogged Friendship Sloop I had ever seen. It is amazing how maturity and ownership can change the way one looks at an old boat.

To be quite honest, when I bought **Chrissy** I was so concerned with whether or not she would float that I didn't even notice what she looked like. My father recognized **Chrissy** as a beauty right away, but I really had to wonder about him exclaiming over a tar covered wreck while I was simply trying to keep the water out of it. So it was not until **Chrissy** was safely back in Essex that I began to look at her classic lines rather than to worry about her seaworthiness.

Chrissy had lost a lot of shape over the years and I knew that if I was going to rebuild her it was going to take a lot of jacking to get her right. Recognizing the fact that they aren't making any more Class A sloops, I thought it was important to preserve what I had before I set about changing her, so I spent some time recording **Chrissy's** lines and making a model of the boat. Once I had done this I was more than ready to start jacking.

Just before I headed off to sea last Fall, I slipped a jack stand under either side of **Chrissy's** transom and cranked until the entire weight of the boat was on those two stands. Then while I was at sea my father went down to the yard every so often and gave those jack stands a twist. By the time I returned in February **Chrissy's** sheer looked much more typical of a Friendship Sloop. With a new stern knee and a few plywood gussets the problem of **Chrissy's** drooping stern was solved.

Although jacking her stern greatly improved **Chrissy's** looks above the water line, the metamorphosis she underwent below the water line took far more time and concern. **Chrissy's** real problem was that from her engine mounts forward to her stem her sides had "panted", or lost their hollow, or in a layman's terms: popped out in a most horrific manner.

I gave this a lot of thought while at sea and came up with a number of complicated ideas as to how I might solve it. What I finally wound up doing was actually quite simple. First I strengthened **Chrissy's** back bone by replacing all her deadwood with enormous long lengths of locust. Then I removed all the floors and pushed the sides into where I thought they ought to be with a number of borrowed jackstands. With no floors to hold her shape I discovered I could easily change **Chrissy's** bow anyway I wanted it. In places I had to push three or four inches in order to get her to look right.

All this movement caused **Chrissy's** frames to pop loose from the planking and stick several inches inside the boat. This was not a problem because I intended to reframe the entire boat below the water line to the new shape anyway. I used one inch by two and one half inch frames and I boxed each frame down to the bottom of the rabbet. These wide frames may seem unusual now, but from what I can tell this is what **Chrissy** was originally framed with.

There were several advantages to using wide frames in **Chrissy** again. First it provided a large area at the bottom of each frame so that I could put several fastenings directly into the keel. Secondly, **Chrissy** had been reframed so many times that there was almost more notches in her keel than there was rabbet and the wide frames filled many of the notches providing wood with which to back up the garboards.

On top of every other new frame I put a new sixteen inch high floor to hold the shape of the boat so that it could not move. Once this was done, with a little soaking the old frames took to the new shape of the boat just fine.

Whether any of this work effected **Chrissy's** sailing qualities one way or the other is hard to tell. Almost everyone who sailed on her both before and after this winter's work seem to agree that she was and is a nice sailing boat. **Chrissy** is easily balanced on all points of sail and will hold her course for many hours without anyone at the helm. It is comforting to have sailed her, because now I know that if I didn't make her any better, at least I didn't mess things up too bad.

New London Windezvous

We received the following from Jack Vibber who chairs the activities at New London

The New London Windezvous July 9-10 had good weather. Saturday evening we had our enjoyable beach picnic at the Thames Yacht Club and viewed a wonderful display of fireworks.

Harry Jackson's **Fiddlehead** was the overall winner of the two day event with Michael Looram's **Finest Kind** placing second. Beautiful hand carved trophies made by John Hayes of Bloomfield, CT were presented to both winners at the Sunday afternoon gathering at the Thames Yacht Club.

Auction Items Needed

For the last few years, the business meeting of the Society has been concluded with an auction. The auction will be for the benefit of the scholarship fund and the operating fund of the Sloop Society. If you have any item that you think would be of interest to our members, and wish to donate it to the auction, please bring it along to the meeting, and please designate to which fund you would like the proceeds from your item to be allocated. Your donation will be greatly appreciated.

Fall Executive Board Meeting

Commodore Jim Wilson called the October 15th meeting to order at 11:30. The meeting was held at the Maine Maritime Museum. The following business was conducted:

Secretary's Report - Caroline Phillips

The complete 1994 membership is as follows: 111 Boatowners, 48 Full Members, 37 Co-Operative Members, and 8 Honorary Members for a total of 204 members. This is down from 227 of 1993. Caroline stated that we had gained 13 new members in 1994.

Caroline then presented society member Robert Wakefield's request for a mailing list to send information out on the rebuilding of **Irene** and to discuss the opportunity of entering the Sloop Society into the National Historical Registry. It was voted to send the list to Mr. Wakefield.

Roger Duncan was not sure that we as a group could be documented with the National Historical Registry. Caroline Zuber stated that boats are individually registered. John Wojcik thought that the Friendship Sloop Society should handle the registry and not one individual. Jim felt that we needed a proposal and the Society needs to be aware of the nature of the proposal and wants to work with Mr. Wakefield on this endeavor.

Treasurer's Report - David Bell (not present)

Jim stated that at the end of the 1994 season, the Sloop Society should have a surplus of approximately \$2,100. While discussing the budget, John Wojcik asked if the skipper's gifts were voted out for 1994. If they were, why were they bought? Bob Rex stated that since the Race Committee did not use all of the budgeted money for trophies, he felt that the skipper's gifts could be bought.

Caroline Phillips asked the board what they thought of the new burgees. It appears that the new burgees do not last as long as the old burgees made out of nylon. The board decided to let the latest order of burgees go through and to look for a new supplier for the next order.

Pendleton Scholarship Fund - Elbert Pratt

Elbert's report is contained in the newsletter.

Race Committee - Bob Rex

Bob stated that Cronin's Alley received positive reviews and that it went well. Bob then apologized for the running start on the second day and for not having the portable mark set on time for the Division I boats.

John Wojcik read a letter from Jack Vibber regarding the attendance at New London where the numbers were not as good as in past years. Jack also wrote to thank the Society for the financial support it provided this year.

John then presented a brass pair of parallel rules, sent by Mary Lanning, to the Race Committee to be used as a trophy if the committee so desired.

A letter from David Graham was read stating that the Marblehead regatta was not as well attended as he would

have liked, but was sufficient to keep the event going.

Yearbook Editor - Roger Duncan

Roger stated that the 1994 yearbook was a rousing success. He said that a number of people in the Society had taken out ads other than the bulletin page. The bulletin page was very successful as well. Roger was given more pages for articles than was originally planned which he was able to easily fill. He then stated that he already has two good articles for next year's book. Reade Brower is doing the yearbook on the same basis as last year - \$900 in ads to cover costs. Roger has set the deadline for pictures and articles for April 15, 1995.

Membership Committee - Doug Amsbary

Doug reviewed the list of sloops that had changed hands over the last few months. Doug also discussed sending applications with a questionnaire asking people if they are not going to rejoin, why? Bill Zuber suggested contacting, by telephone, the sloops around us to see if they would join the Society.

Beth Langton suggested that the membership be discussed at the Annual Meeting and to get the names of non-members and volunteers to call those people. Roger suggested using charts with flags to show where sloops are located to show who needs to be called. The board decided to discuss this further at the Annual Meeting. Jim Wilson will get a mailing list and a list of homeports to place on the charts.

Friendship Day Committee - Bill Zuber

Bill discussed the memorial service conducted at Friendship and wished to thank Donald Duncan, Society piper, who attended the service. It turned out to be a very nice day and **Gladiator** took people out for a sail.

Publicity - Bob Monk

Bob stated that he did a spring mailing to about 30 publications. Our information appeared in "WoodenBoat" and "Soundings". Bob also sent letters to 25 boats surrounding Marblehead to see if he could get a bigger attendance.

Possible Move to Rockland - Jack Cronin

Jack stated that he called sloop owners that have raced in the past in Friendship and Boothbay, and he received a very affirmative YES from all to move to Rockland. Jack said that Miff Lauriat called all the owners in and around Southwest Harbor and all said YES. Jack then said that the Society needs to stress rendezvous or homecoming with the races coming second. There were people he called that just want to come for a visit and do not want to race. We as a Society, need to make them feel welcome. Jack stated that Rockland Harbor is a good harbor for racing with sound buoys in case of fog.

Jack then stated that a committee needs to meet with the Rockland Chamber of Commerce to talk about the Society's needs which are:

- Moorings (free or discounted). Moorings and anchoring to be together.

(Continued to Page 7)

Executive Board Meeting

(Continued from Page 6)

- Be able to tie 3-6 sloops at the town pier so that townspeople and tourists can visit the sloops.
- A barbecue pit
- Covered area for meetings and gatherings
- The Chamber of Commerce to advertise that the townspeople and tourists are welcome to join us at the barbecue or in the mornings if they are interested in racing.
- Chamber of Commerce to advertise rowboat races, lobster hauling, etc. for the children.
- Launch service
- Showers and hotel accommodations

Jack also thought that the Society is lacking camaraderie and promotion. We need to get the townspeople involved and need to get sloop owners involved in each other. Tourists can see the race from the breakwater which they can't do in Boothbay.

Bob Rex stated that after looking at the charts, there are a lot of wide-open waters and government marks so as to have good race courses. Bob then questioned whether there would be a race committee boat available. There was a suggestion to have someone from Rockland present at the Annual Meeting to answer any questions.

Beth stated that the meeting areas that the Chamber showed her were warehouses and not yacht club facilities. Bob agreed that there did not seem like any good meeting places unless you met under a tent by the dock. John suggested negotiating for a tent by the public landing. Bill Zuber suggested taking pictures and a video of Rockland Harbor to present at the Annual Meeting during the gab session before the business meeting.

Caroline Zuber said that there are showers and laundry rooms in the new Chamber of Commerce building at the town dock, and that the warehouses Beth mentioned are now boat storage facilities. Caroline also mentioned that the Sloop regatta would be held between the schooner festival and the lobster festival. The Chamber of Commerce indicated that there are restaurants that could host our Wednesday night dinner.

Jim Wilson said he wanted a decision at this meeting on whether we are moving to Rockland so that we can present the change at the Annual Meeting. Caroline Zuber mentioned that we need to decide soon for the calendars and publicity notices in Maine.

Roger Duncan made the motion which was seconded to move the annual homecoming regatta to Rockland to be held the last week in July. The vote was 9-Yes 1-No.

Jim then made a motion to form a committee to negotiate with the Rockland Chamber of Commerce. The committee is to consist of: Jack Cronin, Chairman, Beth Langton, Jim Wilson, Bill Zuber, Miff Lauriat, Bruce Lanning and Betty Roberts.

1995 Budget Review

The board reviewed the budget for 1995 and voted to change the scholarship fund donation to \$400 rather than \$300. David Bell suggested carrying the loss in the 1995 budget since we might not have to pay for the yearbook. The budget was passed unanimously.

Annual Meeting

Jack Cronin suggested that we do not let the business meeting run into the cocktail hour as it did last year. The meeting last year lasted too long and another lengthy business meeting might discourage people from attending further meetings.

The Rockland presentation will be made at the meeting as well as a discussion of the yearbook with the bulletin board page being available for sign-ups.

The auction will be held after dinner if the business meeting runs too long. The board needs to make sure that the auction items are designated for what funding purpose. The board also agreed that Robert Wakefield could do a presentation on the **Irene** during the gab session before the business meeting.

With no further items to discuss, the meeting was adjourned at 3:30.

Pendleton Memorial Scholarship Fund Report

On June 2, 1994 the Trustees of the Pendleton Memorial Scholarship Fund met to decide on the recipients and the amounts of this year's awards. Eleven applications were received, seven from current high school graduates and four from students who are in college and are continuing their educations.

It was voted to award \$700 each to this year's high school graduates and \$250 each to those now in college, for a total of \$5,000.

As usual a representative from the Board was present at Medomak Valley High School to make the presentations to the recipients at the graduation exercises.

Respectively submitted,
Elbert S. Pratt, President
Pendleton Memorial Scholarship Fund

Sloop Society Pins Available

Lapel pins, in the form of the Society burgee, are available for purchase to benefit the general treasury. These pins are 7/8" long and are a cloisonne finish, and feature a military type clasp. They can be purchased for \$6.00 each. If interested, send a check made payable to the Friendship Sloop Society to: John Wojcik 347 Lincoln Street Norwell, MA 02061

The Poor Man's Yacht

By a Snobby Sloop Owner

This anonymous "editorial" was received in the mail the other day. We thought it might create some conversation at the upcoming Annual Meeting. Can you figure out who is the author? Hint - It's not the editor.

As a Friendship sloop owner, I can afford to be a snob. After all, all of us sloop owners know that anything in our society that is not a class A sloop is at best just an imitation of what we have. Although I admit I have not always been a class A sloop owner, I have always been a snob. It greatly disturbed me a few years ago when the Sloop Society decided to change their hierarchy and mix together the lower classes of sloops.

I have brought all this up because I feel that it would be best for historical preservation reasons as well as some of our egos to re-adopt our old policy of separating the lower classes of sloops. In addition to this, in order to retain the true spirit and integrity of the Friendship Sloop Society, we must take one further step.

Friendship sloops were originally built as fishing vessels and in their purist form they were simply inexpensive, safe and sea-worthy utility boats used for transportation to the fishing grounds and islands along the Maine coast. The word inexpensive is an important part of what a Friendship is, and the fact that Friendships are beautiful boats that the working class can afford is a large part of what sets the Friendship Sloop Society apart from the other rinky dink yacht club.

Quite frankly, what I am saying is that I feel that the exorbitant amount of money being dumped into or paid for these old fish boats must be misleading to the general public and discouraging to anyone of modest income who would like to own one. When I think of Friendship sloop builders or owners I like to think of a resourceful group of individuals who can make a boat out of whatever they have got available and money has little to do with it. I don't think anybody should be excluded and surely if it is easiest for a person to buy a boat that has been stamped out of a mold, so be it. However, by portraying these simple work boats as expensive yachts we are losing an important aspect of the boat and of our society.

With all this in mind, I feel that our new classification system should be as follows: Class A for originals built before 1920, Class B for replicas of Friendships built of traditional materials, Class C for boats built close to but different than the traditional Friendship model, and Class D for boats stamped from a mold. In addition to this I feel that anyone who has spent more on their boat than they would a good used pickup truck, should have the sub-class (E) for Extravagant added to their boat's classification.

I hope you will join me in voting this classification system in at our Annual Meeting.

Gloucester Schooner Festival Results

There were 40 small boats at Saturday's racing in Gloucester Schooner Festival, the best turnout yet for the event. Eight Friendships raced in their own class, the results based on corrected time were:

Tannis	Jack Cronin	1:35:07
Resolute	Charlie Burnham	1:35:44
At Last	Rick Manzer	1:45:33
Chrissy	Harold Burnham	1:48:50
Desiree	Larry Plumer	1:49:24
Kim	Wayne Cronin	1:53:14
Aurora	William Finch	2:05:58
Good Hope	Lee Hathaway	2:07:07

Sunday's schooner race for the Esperanto Cup was scrubbed because of the nor'easter that blew up the coast on the Sunday and Monday.

Buzzards Bay Rendezvous

The first Buzzards Bay rendezvous was held the weekend of September 10 & 11 at Parker's Boatyard at Red Brook Harbor with four Friendships on hand.

Attending the gathering were Bill & Kathy Whitney's **Galvota** whose homeport is Red Brook and who hosted the event, John & Carole Wojcik aboard **Banshee** sailing out of Mattapoisett, Jeff Pontiff who owns **Amacitia** and Bernie MacKenzie, owner of **Voyager** also attended, both of whom were returning from the wooden boat show held in Newport the prior weekend.

A special thanks to Raz Parker who provided dockside accommodations for the sloops.

Italian Connection

Bob Monk received this fax from Franco Pace, a photographer from Italy, who joined us at the regatta at Boothbay.

Thank you again for your help in Boothbay Harbor. After travelling in Hawaii (very nice!) I am back in Italy and I have processed my films. The pictures are good and I have some magazines interested in publishing them. May I ask you to send me some photocopies of an old article on the origin of the Friendship sloops and their story, and any article on the race of this year and the list of the participants with the results of the race. My address is:

Franco Pace
Piazza Cornelia Romana 34124
Trieste, Italy

I thank you in advance! Say hello to everybody.