



FRIENDSHIPS

Newsletter of the Friendship Sloop Society

Volume 8

Fall 1996

Issue 3

Commodore's Message

Every year the Fall is when you stop and look at your sloop and wonder why you go through the ritual of getting her ready for next season when there just aren't enough days in the Summer to sail. For your Commodores those days seem to be even fewer in number because of the responsibility of making sure the Society stays afloat. However, being Commodores does not last forever and our turn at the helm is coming to a close at this year's annual meeting. It is obviously with some sadness that we pass on the flag to Larry and Debbie Plumer but it is also with some relief. We are looking forward to next summer when our responsibility extends no further than supplying rum for the soda people bring along when they stop by our sloop for a chat at the annual Homecoming!

This message is our last official chance to thank all the membership for their support over the last several years, which included moving the Homecoming from Boothbay to Rockland. As we have said before, being Commodores has really been made easy because of the willingness of all the members to take on tasks and get them done. I will not try to list everyone who helped, for fear of forgetting somebody, but we thank you all and especially the executive committee that has worked with us to keep things running. It has been an honor and a privilege to serve you. We look forward to the annual meeting and next summers sailing with a true understanding of what retirement means!

Annual Meeting Reminder

**Saturday, November 16, 1996
New England Center
University of New Hampshire Campus**

Don't Forget! -- This year's Annual Meeting has been moved up one week from the usual Saturday before Thanksgiving date. Mark your calendar now and make your reservation at the Center.

The Races at Rockland - 1996

by Bob Rex - FSS Race Committee Chairman

Rockland again lived up to its promise as a warm and welcoming environment for our Friendship "Homecoming". Ken Rich and his assistants provided strong support for our activities. The racing proved to be almost a carbon copy of the 1995 event. The first race was held outside of the harbor on a relatively clear day (one could actually see Vinal Haven!). In a SSE breeze of about 9 knots after a start outside the breakwater, the fleet reached to Mark T6, followed by a beat to Mark I -- a good distance out into West Penobscot Bay. There was a wind shift on the beat to I that favored some sloops. From I Division I had a broad reach to finish at C inside the harbor. Division II, sailing a longer course, rounded Mark F off Monroe Island. Considerable current was encountered there and in rounding Owl's Head.

Division I - Miff Lauriat's **Salatia** led Gregg and Annette Merrill's **Celebration** across the finish line by a comfortable margin, with John and Bill Rand in **William Rand** 3rd.

Division II - With Murray McQuaid as skipper **Anna B** was first, followed a little over one minute later by our Society's first president Bernie MacKenzie in **Voyager** and David and Loretta Westphal's **Toddy B** only 30 seconds later.

On the second day our old nemesis fog returned and along with a 2-5 knot ENE zephyr kept us inside the harbor with a short course twice around. This was a "you findum the buoy" race with a start at D in fairly confined waters.

Division I - **Celebration** was first on corrected time by 30 seconds over Dick Stanley in **Endeavour**, with **Salatia** third.

Division II - **Anna B** was again first, Jack and Mary Cronin's **Tannis** was second and **Toddy B** third.

Race 3 was also sailed in the same conditions, inside the harbor, start at B twice around the course, which was shortened on the second time around for Division II as the air grew lighter. The breeze was from the SSW at 5-7 knots at the start.

Division I - **Salatia** won her second race of the series with second place going to **Endeavour** on corrected time over **Celebration** which was third.

Division II - The third race was won by the Westphal's **Toddy B** on corrected time. The Cronin's **Tannis** was second and Charlie Burnham's **Resolute** was third.

Miff Lauriat skippering **Salatia** had a substantial edge in the seconds per mile for the 3-day event to win the State of Maine

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The Races at Rockland - 1996

(Continued from Front Page)

Trophy, **Celebration** was next, followed by the **Anna B**. The corrected times of many of the sloops in the three races for both divisions were quite close. The skippers and crews showed great seamanship and navigational abilities in what was, for the most part, a very thick fog.

The Race Committee owes a debt of gratitude to Rockland Yacht Club's Commodore Francis Tax and his crew, and to Bruce Stedam, Les George, Hank Williams, Bill Keagan and others who provided us with assistance in setting marks and recording numbers as the sloops rounded. Without the safety factor of having their boats stationed at each mark, there is a doubt that we would have sailed the last two races. With everyone's help we didn't lose anyone! Our trophy presentations ran much more smoothly thanks to Marcia Morang and Penny Richards' efforts.

See you next year, same time, same place?

Rockland Homecoming 1996 Results

State of Maine Trophy

Best Overall Performance **Salatia**

Division I

Herald Jones Trophy	Salatia
Bruno & Stillman Trophy	Celebration
Lash Brothers Trophy	Endeavor

Division II

Commodore's Trophy	Anna B
Winslow Trophy	Toddy B
Homecoming Trophy	Tannis
4th Place Trophy	Resolute

Class A

Wilbur Morse Trophy	Gladiator
Charles Morse Trophy	Morning Star
Alexander McLain Trophy	Gannet

Special Trophies

Spirit of Friendship	Larry Plumer
Gladiator Trophy	Gaiyota
Nickerson Trophy	Jason Plumer
Owner/Builder Trophy	Dave Westphal (Tody B)
Post Office Trophy	Race Committee
Danforth Trophy	Morning Star
R.W. Stanley Cup	Tern (Paul Haley)
Liberty Trophy	Voyager
Jarvis Newman Trophy	Salatia
Chrissy Trophy	Mary Duncan
Cy Hamlin Trophy	Jarvis Newman

Membership News

by Doug Amsbary, Membership Chairman

#33 **Smuggler** has been found! It is now currently owned by Mike Mulroney of West Kingston, RI. He told Rich Langton that it was a "project" sloop that was going down hill fast. He requested that we put it in our list of Sloops for Sale and would perhaps entertain the notion of giving it away to the right parties that would give it a suitable home. If you are interested in this offer, please give Mr. Mulroney a call at 401-782-4209.

#68 **Robin L**, formerly owned by Ronald Terrenzi, has been acquired by Bill Cummings of Bristol, ME. Bill and his wife came to the Rockland Homecoming to see what the Society was all about.

#206 **Mary Eliza** has been sold to Pam Burke of Amesbury, MA. She sails the **Mary Eliza** in the day charter business out of Boothbay Harbor.

We recently learned that #192 **Kervin Riggs** has been acquired by Bill and Dori McBane of Woods Hole, MA. The sloop will be kept in Eel Pond at Woods Hole.

New members and some members that we haven't seen for awhile attended the Rockland Regatta / Homecoming:

Pam Burke owner of #206 **Mary Eliza**

Paul Haley, Bob Quadros and Bob Hastings aboard #24 **Tern**

Art & Louise Toncre, new owners of #13 **Easting**

Jarvis Newman and his daughter Kathy made an appearance on the last day of the Rockland Homecoming and sailed aboard **Easting**.

Sorry if we missed anyone but the list was done from memory.

It is reported that **Morning Star** will be receiving a new canvas cabin top covering this winter.

The membership chairman and his first mate Irene met Stu Rich, owner of #93 **Anna R** at the Port Clyde General Store. In the tradition of his father Ken, he graciously helped #156 **Departure** by locating a local sea urchin diver who unfouled our prop. He greeted us coming up to the mooring and said that Friendship Sloops stay on the store mooring gratis. Thanks Stu!

We also met up with #91 **Phoenix** at McGlathery's Island off of Stonington, ME. Tad showed us the four engine mounts that had sheared off on his way to the Marblehead Regatta, keeping him from participating in that event.

Earlier in the summer we met **Lucy Bell** (no number issued) and their delightful crew in Pemaquid Harbor. We were invited aboard and found a cockpit suitable for a "clan" gathering rather than just the "family" size cockpits that we are all used to. Having no engine, **Lucy Bell** and Peter Sellers are quite content to sail when the tides and winds allow.

Ms. Anne Franchetti of both Olbia, Sardinia Italy and Seal Cove, ME has joined our ranks. She had Ralph Stanley build her his 19' Friendship (interpretation) similar to #151 **Bucephalus**. She has named the sloop the **Ralph W. Stanley** and it has been issued our newest sail number #263.

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Membership News

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Word has it that Wayne Cronin has purchased #52 **Rights of Man** from Phil Smith. Wayne will join us as a full member stepping up from the ranks of "Family member".

We have received word that Noel March, owner of #225 **Philip J. Nichols** will be changing the name of his sloop to **Islandia**.

Martha Campbell of Belfast, ME has acquired #243 **John Patrick** from John Donahue.

Bruce Lanning has sold #128 **Schoodic** to Allen and Madonna Browne of Cape Elizabeth, Maine. **Schoodic's** new homeport will be South Portland.

The Membership Chairman would love to hear from you. If you have any projects you intend to do on your sloop that you would like to share with us, have met up with other sloops on one of your cruises, or know of someone who would like to join -- LET US KNOW!

Memorial Service Held at Friendship

by Caroline Zuber

The sound of the bagpipes played by the Friendship Sloop Society's Official Piper, Donald Duncan, drew a small group of friends to the site of the Friendship Sloop Society Memorial Stone above the Steamboat Wharf overlooking Friendship Harbor on Saturday, July 27th. Retired Methodist minister and Treasurer of the Society, David Bell, led a memorial service at 9:00 AM as part of the observance of Friendship Day in the Town of Friendship.

Twenty years ago, in 1976, a flagpole was erected by the Society at this spot with a memorial plaque. The ravages of time eventually forced the retirement of the flagpole, which was replaced by a suitably engraved granite stone.

A tradition of speaking the names of those members who are no longer with us was followed this year, adding Mary Lanning and Ted Brown to the growing list of those we remembered aloud and silently in our hearts. It's worth the trip to drive down to Friendship Harbor to visit this spot and remember...

Annual Meeting Notice

Saturday, November 16, 1996

New England Center

University of New Hampshire

Noon - 3:00 PM - Pre-Meeting Events

3:00 - 5:00 PM - Business Meeting

5:00 - 5:30 PM - Auction

6:00 - 7:00 PM - Social Hour

7:00 PM - Dinner - \$16.50 / Person

9:00 PM - ? Commodore's Hospitality Suite

Room Reservations - 603-862-2800

\$79.00 Single / \$89.00 / Night

Sloops and Society Members Welcomed to Friendship

by Caroline Zuber

For the past two years, the owners of the former Moxie Estate on the northern end of Friendship Long Island have invited the members and friends of the Friendship Sloop Society to a cocktail party at their lovely home, followed by a lobster meal cooked and served by the owners and crew of **Gladiator**.

In the early days of the Society, many sloop owners moored off the island, and have fond memories of bonfires and singing on the beach. We asked permission to use the pier for our cookout. The Loomis's insisted that we come up to the house, hosted a cocktail party, and insisted we use their barn for our cookout on Friday evening. **Gladiator** was the "fog ferry", bringing guests from the mainland over to the island. The sloops attending were:

#5 **Content** Commodores Richard & Beth Langton,
Ruthie & Robert

#6 **Eastward** Roger & Mary Duncan

#71 **Gladiator** Bill & Caroline Zuber, Barbara Hadlock
(former owner of #50 **Heritage**), Josh Williamson
(former skipper of #247 **Rita**)

#96 **Voyager** Bernard MacKenzie, Society Founder, Becky
Durand, Ben Rice

#157 **Liberty** Peter & Lorna Carter with Cameron
Kingsbury Carter

Members and friends of the Society who attended were:
Honorary Secretary Betty Roberts, Richard Lozier, & Dick's
daughter & son-in-law

Treasurer David Bell and wife Nancy

Former Commodore Bob Lash, owner of #43 **Gypsy** with
daughter Holly & son-in-law Tom

First Selectman of the town of Friendship Carl Mueller & wife
Sue (Carl helped sail **Gladiator** home to Friendship in
1973).

Former Race Committee member Marcia Morang, daughter
Penny Richards & granddaughter P.J.

David & Charlie Holmes from Annapolis, MD, owner/builders
of #261 **Bluenose**.

Rockland Harbormaster Ken Rich and son Stu Rich, owner of
#93 **Anna R.** (built by his grandfather and named for
his grandmother)

Art & Louise Toncre, owners of #13 **Easting**, now moored in
Rockland.

Members of the Society Norm & Lucy Southergill, Alice &
Tom Loomis and two guests and their island
caretakers.

Betty Roberts baked several dozen rolls, Nancy Bell made a delicious coleslaw, and the Zuber's provided the lobsters, corn on the cob, cake, rolls, paper goods, etc. We had to charge \$6 per lobster, but nobody complained. Other local persons brought cakes, salads and other goodies. Everyone had a wonderful time.

Alice and Tom Loomis will shortly become members of the Society, and have already issued the invitation for next year.

Sloop Society Financial Statement

October 1, 1995 to September 30, 1996

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

Receipts:

Dues:	Boat Owners	\$ 3,360.00	
	Associate Members	1,255.00	
	CO-OP Members	840.00	\$ 5,455.00

Rendezvous:

Entry Fees	970.00	
Rendezvous Banquet	1,415.00	2,385.00

Meetings:

Annual Meeting	1,848.00	
Auction	811.00	2,659.00

Miscellaneous:

Burgees	470.00	
Donations	200.00	
Decals	64.00	
Chandlery	3,512.50	
Other	459.00	
Bank Interest	150.65	4,856.15

Total Receipts

15,355.15

Disbursements:

Administration:

Printing	169.38	
Membership	317.24	
Newsletter	888.09	
Race Committee Expenses	169.65	
Yearbook Print Fee	565.00	
Postage	398.52	
Supplies (Burgees/Decals)	1,066.43	
Secretary's Comp.	1,000.00	
Other Administration	297.68	4,871.99

Rendezvous:

Trophies	372.28	
Race Insurance	321.30	
Commemorative Plaques	270.00	
USYRA Membership	75.00	
Skippers Gifts & Presentations	202.73	
Rockland	50.00	
Rendezvous Dinners	1,725.00	
Other Rendezvous Expense	89.00	3,105.31

Donations and Gifts:

Friendship Museum	300.00	
Pendleton Scholarship	405.00	
Maine Maritime Museum	300.00	
Other Donations/Gifts	50.00	1,055.00

Meetings:

Annual Meeting	1,754.84	1,754.84
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Miscellaneous:

Chandlery	3,757.48	3,757.48
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Total Expenses

14,544.62

Total Receipts

15,355.15

Receipts over Expenses

810.53

Balance: Checking Account

1,084.79

Savings Account

2,780.82

Trophy C.D.

3,108.54

Pendleton Memorial Scholarship 1996 Financial Statement & Report

On May 29, 1996 the Trustees of the Pendleton Memorial Scholarship Fund met to consider the Scholarships to be awarded to the college-bound seniors from Friendship who were graduating from Medomak Valley High School in June and to the earlier graduates now in College.

Seven awards were considered. Five were approved for five seniors, graduating in June, for a total of \$3,500. Two awards were approved for students now in college for a total of \$1,000.

Also, the Board received Elbert Pratt's resignation, for health reasons, as President of the Board. However, he hopes to continue as a member of that board.

Respectfully submitted,

Elbert S. Pratt,

President, P.M.S.F.

Pendleton Scholarship Fund 1996 Financial Statement

Balance in Savings Acct - October 1, 1995 \$ 727.05

Income:

Donations: Individuals	\$ 105.00	
Friendship Sloop Society	400.00	
1995 Annual Meeting Auction	241.00	
Old Yearbooks	46.50	
Bottle Returnables	18.75	811.25
Memorial Gifts in loving memory of:		375.00
Capt. Bellhouse, Ted Brown, Norris		
Wentworth, Milfred Lawrence, David		
Merrill, Margaret Allen, Stella Spear		
Savings Bank Interest		12.94
Interest on Money Market Account		32.61
CD matures from Fleet Bank		4,770.52

Total Income

\$6,729.37

Expenses:

Scholarships: Stacey Emerson, Clarissa	\$4,000.00
Watton, Amy Winslow, Corey Benner,	
Amand Barrett, Nathan Palang, Nathan	
Roberts, Jennifer Watton	
Added in Investments 12/11/05	1,000.00

Balances on Hand as of Sept. 30, 1996:

Savings Account	\$ 197.76
Money Market	1,532.61

Investments as of August 30, 1996:

Zero Coupon Bond Due 11/11/96	\$ 1,000.00
Putnam Diversified Income Trust	21,718.84
Putnam Fund for Growth & Income, Class A	1,036.95
Putnam Fund for Growth & Income, Class B	14,528.06
Putnam High Yield Advantage Fund C/B	22,072.68

David W. Bell, Treasurer

Advice to a Very Young Sailor...

*The following letter was published in the 1978 yearbook and was written by Bennet Noble which was Bruce Morang's penname. Bruce helmed Ernie Wiegleb's **Chrissy** for a number of years at the races in Friendship. This letter is to Justin Wiegleb, Ernie's grandson.*

Justin Wiegleb
RFD 1
Friendship, Maine

Dear Justin,

Your mother has written me suggesting you are now old enough to begin your education to become a sailor. It is to her everlasting credit she turned to me and not to your father to induct you into the fraternity. We must honor her always for that decision.

I want you to understand I have nothing against your father that would stand up in court. It is true he is a sailor of sorts; but it is also true he is a professional fisherman... and the owner of a fiberglass stinkpot. And that, my boy, is a powerful indictment, redolent with provable crimes. Therefore, your mother's decision to educate you to sailing is particularly commendable.

So it is I offer you, your father on the one hand, and the Reverend Homer Melvin Schellenberger, Jr. on the other, as examples of what kind of sailor you can be. Both represent extremes of behavior. Your father is a yachtsman turned fisherman, a rather expensive regression and a waste of good talent. Conversely, the Rev. Schellenberger is a spiritual advisor turned into what we call a strayed sailor. He abandoned good teaching, for instance, and now ships aboard **Eagle**, a sloop steered with a wheel! That's the Nahant boat that no longer can visit Kittery by vote of that community's Chamber of Commerce. Think of it!

Somewhere between the intellectual shoals represented by those two "sailors" we must chart your proper course. To do that, I intend to discuss with you The Boat and its Parts; The Captain and Others; and, finally, Swearing. And so...

The Boat and its Parts

The boat you can see from your living room window, way down there on the riverbank, is your Grandfather's Friendship Sloop **Chrissy**. It is a superior boat, a thoroughly lovely form and shape in or out of the water. Conversely, that hulk you bump into when you go out the back door is a stinkpot. The former "sails"; the latter makes noises and bothers lobsters. Note: **Chrissy** has a mast, a unique device from which we can hang sails and gain motive power (almost always). However, note **Artful Dodger** (a singularly apt name for your father's stinkpot) has no mast... not even a bowsprit, and a remarkably homely stern. It is from appreciation of these subtle differences we fondly call **Chrissy** The Boat. What your father comes to call **Artful Dodger** will be covered in Swearing, but rest assured it won't be called The Boat.

The Boat has four basic parts: the bow, the stern, the port side and the starboard side. The bow is the pointy end; the stern is

the other end. Now, when you stand on **Chrissy's** deck facing the bow (or pointy end) you are looking "forward." That which is behind you is the stern or "aft". Thinking this over you will see this makes perfect sense. If that which is forward is before you, that which is behind you will come after you, most particularly if your Grandfather has fastened the boat properly. For God's sake, don't turn around! Just stand there for a minute and digest all this fore and aft business.

Once those parts are mastered, you can proceed to comprehension of port and starboard. Again facing forward, the port side is on your left, starboard on your right. The terms are ancient and immutable, and you must accept them and learn them. Of the two, port is more conversant. A man wears his wedding ring and his wristwatch on his left, or port side. He carries his wallet in his left rearside pocket (or nautically, portside just abaft the beam). I suspect you may be a bit young yet for any of those appliances, but perhaps your mother could hang a pot buoy on your left wrist to remind you of that lesson. And if by any chance she has erred and raised you as a lefthander (in which case all appliances are reversed) we'll apply for a federal grant and convert you.

The Captain and Others

This may come as quite a shock to you, but your Grandfather is Captain of The Boat. You may take him for granted when you're ashore, swipe his tools, or trifle with his newspaper... but from the moment he climbs over **Chrissy's** starboard side he is The Captain, a term synonymous with the acts and pronouncements of God. You may have trouble accepting your Grandfather in this context, but you must. It may be true that your Grandfather's thunder and lightning are not nearly as impressive as God's; but on the other hand, does God know how to start **Chrissy's** engine? Indeed not! Could God figure out how to unwrap **Chrissy's** topsail from the jackstay? I am inclined to doubt He could. But your Grandfather can, and that is why he is The Captain. The only other higher authority you are likely to meet in your lifetime is your Grandmother.

As for the Others... well, they are quite identifiable. Most of those you see aboard **Chrissy** are your uncles, all known quantities, but occasionally The Captain invites decent folks along. Usually the crew is made up of grunts, gophers, lumpers, side boys, cabin boys, tailers, movable ballast and beer drinkers. Then, of course, there is The Helmsman. He's the one with the funny hat, the worried look and the special sandwiches. He is a loathsome lout, given to senseless attacks on innocent dinghies and photographers. Just remember you tolerate The Helmsman; but you jump when the Captain speaks.

Swearing

You cannot become a sailor unless you learn to swear. Now, I'm not talking about your idle, behind-the-woodshed cursing. I'm talking about pluperfect swearing, the intricate art of expressing oneself succinctly and directly to the point. Word choice is the trick. A sailor uses words aboard he does not (and should not) use ashore, and each expletive is so set in the mind as to be instantly available when the proper occasion arises.

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Advice to a Very Young Sailor...

(Continued from Page 5)

For instance, there is a word invoked when you miss the mooring on the first try. Another expression is instantly recalled when the halyard fouls; still another is brought to mouth when **Chrissy's** handicap is announced. The word choices are not uttered carelessly or quietly. Rather, they are given marvelous timbre, resonance and meaningful emphasis. Further, a truly good sailor should be able to swear for five minutes without once repeating himself! To acquire these skills you must become a careful listener; and nowhere in the Friendship fleet will you find better listening than aboard **Chrissy**.

And that brings us back to your father. I have been working with him for many years. He is a half-decent seaman by now and as good a lobsterman as you'll ever be able to afford... but he doesn't swear right. Maybe he has a deviated septum or a warped glottis. Whatever... I just don't know where I failed him. We'll just have to wait to see what he comes up with the first time he runs **Artful Dodger** up onto a kelp ledge. It will be interesting to compare his production with say, your mother's when he tells her he's run aground.

Now, what I've given you here, Justin, is enough schooling to get you aboard The Boat, and that's all you need for the moment. Don't worry about the technical aspects such as where **Chrissy's** six halyards are belayed, and why the throat and the peak must be raised together. The physical act of sailing is no more complicated than riding a bicycle... and (as with a bike) you'll probably have to fall off a few times before you get the hang of it.

There's more, of course. Tacking on headers, which sandwiches have the mayonnaise... it's fussy business. But for now, just carry your pot buoy around in your left hand, be kind to your Grandfather, and practice your swearing.

Expectantly,
Bennet Noble

New London Windezvous Bashed by Bertha

by Jack Vibber

The New London regatta was bashed by tropical storm Bertha and the scheduled Saturday race was canceled by torrential rains. The Sunday weather was nice and we were able to squeeze in two races.

Harvey Goodfriend's **Good Friend** just barely crossed the line ahead of Walter Durant's **Capt'n George** in both Class A races. Harry Jackson's **Fiddlehead** won in Class B with no second. Two more sloops were on their way to New London but returned home after hearing the weather report.

The Saturday beach party was held on Sunday in the Thames Yacht Club building with food from the galley. There was also a free raffle offered in the club house and all skippers and crews were winners of some fine items.

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.

Elbert Pratt Resigns as President of Pendleton Scholarship Fund

May 29, 1996

It is with regret that I find it necessary, for health reasons, to submit my resignation as President of this Board. I have enjoyed serving with you and carrying out my duties as President. But the time has come for someone with new energy and new perspective to take the helm and chart our course for the coming years.

Thank you for your cooperation and inspiration. I believe that we have done well in serving the young people of Friendship. I know that we will continue to do our best to promote their educational well-being.

I do hope to continue as a member of this body.

Again thank you,
Elbert S. Pratt

Help Needed Race Committee & Newsletter 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.

Newsletter Editor John Wojcik is also looking for help in preparing the upcoming editions of the newsletter. He is in need of someone who could assist in editing the newsletter: determining content and obtaining or writing articles. If interested, write to John at 347 Lincoln Street, Norwell, MA 02061.

Sloop Society Chandlery

Our store keeper, Doug Amsbary, has a number of items still available in the chandlery. These items will make great Christmas presents for your crew and friends and you can start your Christmas shopping at the Annual Meeting as Doug will have many of the articles at the meeting, or you can send Doug the order form from your membership renewal mailing. Send your orders to Doug at: RFD Box 1297, Cooley Hill Road, Francoonia, NH 03580.

1996 Rockland Parade of Sloops

by Caroline Zuber

It has become a tradition to have a "Parade of Sloops" whenever the Friendship Sloop Society gathers for its annual homecoming regatta, and this year in Rockland was no exception. Co-commodore Beth Langton called me to ask if I would announce the parade, as I had "done such a good job last year." I reluctantly agreed, with the proviso that she share the chore, and Harbormaster Ken Rich agreed to help spot the sloops and let us know the order in which they would parade by the floats in front of the newly-remodeled cupola atop the Chamber of Commerce building in Rockland. Betty Roberts agreed to help, too. The first thing to go wrong was the weather, but the Society is used to that... Fog, fog, fog. The next thing was that our spotter, Ken Rich, had another commitment, so we asked for, and got, terrific help from Penny Richards and her husband.

The loudspeakers were finally adjusted properly, the sloops left the finger floats, and disappeared to our left into the fog. The plan was to regroup off the U.S. Coast Guard Station and head back to us, passing in review from our left to the right and thence out into the harbor for the start of the race. I started talking, then got Betty Roberts to give some history to the small crowd which had formed to watch the Parade, and then got Beth to talk about her sloop, and then I talked some more, and still no sloops. After what seemed like an eternity, Beth went to try to reach her Co-commodore on the handheld VHF of the assistant dockmaster. I heard later that she said something to the effect that "I DON'T KNOW WHERE YOU ARE, BUT WE HAVE RUN OUT OF THINGS TO TALK ABOUT! COME BACK AND PARADE!" It seems that several large fishing boats had decided to come into the fish pier just ahead of **Content**, so there was quite a delay. Eventually, the sloops did appear, as promised, and the parade was a great success. I have listed what the skippers wrote on each card for me to announce. We used the Sloop # as the identifier, so they are not in the order of parade.

Messing About - Committee Boat (The last shall be first...)

Race Committee: Bob Rex, Jerry Burton, Jerry Ross, Leo Campbell, Dick Salter

Advisors: Marcia Morang, Hugh Verry

#5 **Content** - Richard, Beth, Ruthie and Robert Langton Presently Commodores of the FSS. **Content** was built by Stuart Ford of Bailey Island and launched in 1963. For Sale because families grow but boats do not!

#6 **Eastward** - Roger Duncan, Mary Duncan, Robert Duncan, Alec Duncan, Donald Duncan, and Ritchie Duncan.

#7 **Tannis** - Jack and Mary Cronin, John Cronin, Cindy Cronin Christiansen, Andrew Cronin, Michael Cronin, Caroline Cronin Phillips, Matthew Phillips, Paul Schmittner, P.J. Richards (granddaughter of Bruce Morang), Roy Hamlin, Jonathan Levy (#169 **Defiance**).

#24 **Tern** - Circa 1900 by Wilbur Morse. Owners Paul Haley & Betty Stubbs. Rebuilt by Jack Vibber. Crew: Bob Quadros, Bob Hastings, Jack Vibber

#44 **Sazerac** - Wilbur Morse 1913. Homeport: Isleboro, ME. Captain/Owner Roger Lee. son George Brewster, and other too numerous to mention.

#49 **Windhorse** - Homeport: Rockland, ME. 33' Sloop built by Phil Nichols of Round Pond in 1964. Presently doing charter work in Rockland. Captain David Jones, crew: Cricket Tupper, Bill Heyermann, Mcaghan Jones, Hilary Carr.

#71 **Gladiator** - Homeport: Friendship, ME. 33' Sloop built by Alexander "Bug" McLain on Bremen Long Island in 1902. Owned by the Zuber family since 1967. Captain Andy Zuber, Josh Williamson, Laura MacDowell, Barbara Hadlock and Nivana Shaw. Advisor: Bill Zuber

#82 **Morning Star** - Homeport: Sandy Point, Maine. An original Friendship Sloop built in 1912 by Albion Morse in Cushing. Skipper: Judy Oncal Crew: Bob Brooks & Charlene Churchwell from Macon, Georgia.

#83 **Perseverance** - Homeport: Jericho, Maine. Skipper: Bob Jacobson Crew: Doug Jacobson, Jesse Jacobson, Glenda Armandi.

#90 **Salatia** - Homeport: Southwest Harbor, Maine. Built by Jarvis Newman in 1969. Skipper: Miff Lauriat. Crew: Jed Lauriat, Larry Sweet, Mark Kandutsch, Marge Russakoff, Tracey Haskell.

#90 **Phoenix** - Homeport: Vinalhaven, Maine. Skipper: Tad Beck Crew: Dylan Jackson, Tristian Jackson, Jacob Harvey, Lizzie Kirkham.

#96 **Voyager** - Homeport: Scituate, Mass. Skipper: Bernie MacKenzie, Founder of the Friendship Sloop Society in 1961. Length 33ft. Builder: Lash Brothers of Friendship, ME launched in 1972. Crew: Becky Durand, Ben Rice, John & Emily Bart.

#97 **Gannet** - Homeport: Salem Willows, Mass. Built in 1903, relaunched in 1995 after major rebuilding. Owner: Tom Miller, Crew: Bill Cronin, Baron Peck and Mike (?).

#105 **At Last** - Homeport: Manchester, Mass. Built in 1970, 30 ft. on deck, top-masted. Skipper: George Kwass, Crew: Walter Kwass, Dave Unterborn.

#123 **Resolute** - Built in 1973 by Charlie Burnham in Essex, Mass. Captain: Charlie Burnham, Crew: Ted Burnham, Wayne Cronin, Maria Burnham.

#128 **Schoodic** - Homeport: Winter Harbor, Maine Built in 1973. Owner/Skipper: Bruce Lanning, Crew: Vice Commodores Larry & Debbie Plumer and Family of 5, Janna Prosser.

#131 **Noahsark** - Homeport: Kennebunkport, Maine Built in 1972. Owner/Captain: Nicholas Kingsbury, Crew: Eunice Sargent, Jim Snow

#147 **Anna B** - Homeport: Boothbay Harbor, Maine. Skipper/Owner: Murray McQuaid, Crew: Anna Grisel, Bill Kelley, Howard Singer.

#156 **Departure** - Homeport: Pemaquid Harbor, Maine. Owners: Doug & Irene Amsbary of Franconia, NH. Crew: Bob Stein, Rev. Bill Carter, Charlie & David Holmes, owners of

#261 **Bluenose** of Annapolis, MD.

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The 1996 Marblehead Regatta

by David Graham, Marblehead Race Chairman

August of 1996 was like the summer of 1996, which was on the average like the entire year; cold and wet. However, the second weekend of the month was shaping up to become a little more pleasant on the weather side than what we had been given up to that time. Saturday morning dawned with the overnight passage of a weak cold front that produced a lackluster north-westerly breeze that was forecasted to hold up until noon before veering around to the southeast and respectably filling in as our typical sea-breeze. So much for NOAA.

The short ten minute "AP" while every one of the assembled thirteen Friendship Sloops emptied out of the harbor to the adjacent starting area at Can "1", was sufficient to accomplish the task, and at 10:10 AM on Saturday, August 10th, the "Warning" cannon was fired. The plan was to send all thirteen sloops in the two divisions on a short beat across the mouth of the harbor to Nun "2"; then on a rectangular course of 11.4 NM for Division II and a similar inside course consisting of 8.3 NM for the Division I sloops. All went well through the "Preparatory" cannon and the actual start. Then, as all the sloops were in the process of crossing the line, it happened. What little breeze we had to work with, began to shift. Our pre-planned beat turned out to be a reach until a few minutes later when the breeze also began to die on us. The reach then turned out to be a struggle. Where have we heard that scenario before? So much for NOAA.

Eventually in the course of the late morning, a weak and feeble sea breeze did develop, but it had barely enough strength to provide steerage throughout the race course. Meanwhile, the race committee boat **Pegasus** was turned over to the regular Saturday race crowd and the colors were then hoisted aboard the race committee boat **Messing About**, which would fly her colors for the remainder of the two-day regatta. Back on the race course, it was a mighty slow pace. During the early afternoon, after the fleet had been followed for a while, **Messing About** went to work and set up the finish line back at Can "1", where there was ample time for her trusted crew to solve half the world's problems --- the other half would be left for yet another day, while the sloops of Divisions I and II were to finish the race as she had started --- with a struggle. The pace remained agonizingly slow. Eventually, they all finished (and in a few cases --- were finished by the committee). Other than that, the day had been pleasant with visibility to the horizon. All that was needed was a little more breeze. Oh well, maybe tomorrow --- but we all agreed to stay away from NOAA, at least for a while.

The guest speaker following the Saturday evening dinner, was an old friend of the Society, Captain George Duffy. George is a 1939 graduate of Teddy Brown's school, the Massachusetts Nautical School, forerunner of the Massachusetts Maritime Academy. Following graduation, George found a berth as third officer on the **American Leader**. During our entry into WWII, the **Leader** was intercepted by a German "Q" ship, a raider. The crew of the **Leader** were taken as prisoners by the Germans who then sank the **Leader** at high sea in the Atlantic before proceeding south, eventually rounding Cape of Good Hope and

up the western side of Africa into the Indian Ocean where the "Q" ship rendezvoused with a submarine of the Japanese Empire. The remainder of George's WWII days were spent as a guest, along with his crew, of Japan. But it was his story of the friendship that developed with the German captors after WWII that was the highlight of George's presentation --- an insight into living history.

Sunday morning was not only bright and clear, but with a stiff breeze that was lacking the day before; not too much but just the right velocity to provide everyone with a thrilling race around government buoys at a distance of 9.1 NM for Division II and of 6.4 NM for Division I, both divisions again starting at 10:10 from Can "1". If the race was thrilling, the finish was a classic; one that every race committee person dreams about with rails nearly awash and with both divisions finishing at the same time. Alas, if only a video camera had been aboard, maybe this report would be unnecessary. To its credit, NOAA forecasted the day correctly. Guess we may start listening again.

In the end, the results of the two day get-together were perhaps a mixture of both days. At the awards presentation of Sunday afternoon, the trophies were given accordingly:

Overall Winner - The Ridgway Trophy

#7 Tannis

	Division I	Division II
1st Runner-up	#169 - Defiance	#123 - Resolute
2nd Runner-up	#24 - Tern	#105 - At Last
3rd Runner-up	#258 - Kim	#97 - Gannet

1996 was a season full of schedules; full to the extent that the second weekend of August is "yours". Over the years it has been reserved for the Friendships and now there are many other events that have crept into the traditional August schedule that literally fill the month. Still, the second weekend has become traditional as the reserved weekend for the Friendship Sloop gathering at Marblehead. During these weekends, the traditional races at (now) Rockland are always promoted, even though they may be eleven months down the road.

Parade Of Sloops

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#157 **Liberty** - 32' Length on deck, 44' LOA. Peter & Lorna Carter, daughter Camden Kingsbury Carter of York, Maine. Crew: Chuck Stacy, Joan Thompson

#180 **Banshee** - Homeport: Mattapoisett, Mass. on Buzzards Bay. Owners: John & Carole Wojcik - Crew: David & Nancy Bell - David is the FSS Treasurer.

#196 - **Endeavor** - Homeport: Southwest Harbor, Maine. Skipper: Richard Stanley, Owner: Betsy Holtzman Crew: Bill Chamberlain, Abe Noyse, Jeff Cronin, Todney Flora & Jill Schoof, owners of #70 **Wings of the Morning**.

#218 - **William M. Rand** Homeport: Cundy's Harbor, Maine. Crew: William M. Rand, Jr., Priscilla Rand, Allison Dana Rand, Lori Rand, John Rand, Elizabeth Rand Alego.

#227 **Celebration** - Homeport: Bayville, Maine. Crewed by: Merrill brothers, sisters and cousins.

#257 **Toddy B** - Homeport: Key Largo, Florida. Built by Dave Westphal in 1992 in Key Largo, widened in 1995 (Note: Understatement of the year!) Capt: Dave Westphal, 1st Mate: Loretta Westphal. Crew: Tom Hart, Debbie Sanders, Tony Sanders.