



FRIENDSHIPS

Newsletter of the Friendship Sloop Society

Volume 4

Spring / Summer 1992

Issue 2

Commodore's Message

"I must go down to the sea again, to the lonely sea and the sky, And all I ask is a tall ship and a star to steer her by..."

John Masfield's memorable and romantic words are particularly appropriate at this moment. Months ago when Boston's Tall Ships program in honor of Columbus' great voyage was launched, the call went out for interested historic sailing ships for the Grand Parade up Boston Harbor on July 11.

Dick Salter, Chairman of the Sail Boston '92 Committee went into action at the last Annual Meeting urging all interested skippers to sign up pronto. Twenty two did. The committee also did a remarkable job of interesting the Hull and South Shore Yacht Clubs to be our hosts on that Friday and Saturday night at a time when thousands of other boats would be looking for moorings.

Then came the shocker: more than twice the 126 ships signed up than the Coasties said they could handle. The Friendship Sloops, though much sought after, were limited to 6. The Executive Committee, concerned by the disappointment this might mean to some as well as the difficulty of making a fair selection, went into overtime to resolve the issue. The vote was to stick together: tell Sail Boston we wished to be in the parade as a fleet of 22 or we would not be able to be there at all.

Dick, David Graham, and David Cashman, former skipper of the **U.S.S. Constitution**, delivered the message, and again may have performed wonders. At this writing, 22 sloops may either perform a pre-parade sweep up the harbor at 0800, or close the parade around 1600. The final decision has not been made, but it appears we will be there and be together. Just right! What a way to start a summer of friendshiping.

Wouldn't the poet be delighted to be here. He could choose from nineteen tall ships to go look for his star to steer by.

Bill

Boothbay Rendezvous

by Bruce Morang, Race Committee Chairman

The Race Committee is looking forward to your Friendship and your friendship in Boothbay Harbor this July 21st - 23rd. We have a race format we think you'll find appetizing, and a gaggle of new trophies awaiting for first homes. Might just as well be your home!

We have a new Homecoming Trophy, a new Class A Wilbur Morse Trophy, and hopefully a Charles Morse Trophy and a McClain Trophy to round out, refurbish, hair up and heal over Class A.

Additionally, we have a new Gladiator Trophy to replace the well-worn cup donated by the Zubers who used to toil eastward from New Jersey each year, so they know what it is to be from away.

And we have Dick Salter's Liberty Trophy, and the very handsome new Ralph Stanley Trophy, the REAL Stanley Cup as donated to us by Dave Graham, Race Committee Chairman of the Corinthian Yacht Club, and to be awarded to the sloop owner who best exemplifies the traditions of Capt. Ralph Stanley in the maintenance of his/her boat.

This year's regatta will feature a staggered start race, as well as the traditional menu of full-fleet starts. As usual, the Race Committee, which functions FOR you, and only at your sufferance, is more than happy to hear from you regarding regatta-racing formats you'd like to try.

In the meantime, brush up on your 720 Rule so that we can all come to use our protest flags as gurry rags.

Remember what Paul asked the Corinthians? "Know ye not that a little leaven leaveneth the whole lump?" That's what your a 720 is... just a little leaven.

Friendship Sloops Return to Marblehead

Written by Dave Graham

1992 Marks the twenty-ninth running of Friendship Sloops at Marblehead. While there is nothing magical about the number, it is hoped that this year the races will be conducted without any interference from a Northeaster (as in 1990) or the threat of a hurricane (as in 1991). Still, there is a definite desire to see the pendulum swing to the extreme of flat calm. If one were to study the airs of Marblehead in mid-August and eliminate the extremes, the result would be a conclusion that the air is light to calm during the first hours of the Morning, until the sea breeze begins to kick in from the east southeast. As the (average) day progresses, it freshens somewhat as it veers around to the southwest from where it can build to a respectable velocity of perhaps 15-25 knots before it begins to flatten toward sunset. So much for Meteorology 101.

Given the average normal conditions, we've managed to get off some fairly decent races over the years, though our goal will always be to emulate Father Morang. Now that we've put on our Chamber of Commerce hats, let us try to be serious for a moment by stating that the Corinthian Race Committee attempts to run a good show if for no other reason than to promote: 1) good racing, 2) the Society and 3) the races at Boothbay/Friendship the following year. That's it. However, there's no reason why we can't have a little fun in doing the Marblehead Friendship races each year.

We do have a little experience and as a team, we've been around a few days running all manner of races. By the time we put the 1992 Marblehead races together, we will have started the Tall Ships race from Boston to Liverpool. (I wonder how they'd fit on the starting line off the lighthouse?) Anyway, all this sounds like a lot of back patting, which it is not intended to be. This author simply has a habit of rattling on. What he's attempting to do is convince the reader that every effort will be made, given reasonable conditions, to conduct some first-class races so that everyone will have an enjoyable two days of racing. Of course, every effort is also made to make everyone feel at home while at the Corinthian. Over the years, we've managed to fine-tune the on shore scene in an attempt to provide everyone with a pleasant weekend. Why not mark your calendars now for the event which will be held on August 15 and 16. A mailing announcing the event will be in the mail to all Society members by early to mid-July, hopefully before shoving off to Boothbay.

As always, we hope you will be able to join us.

New London Rendezvous

Submitted by Jack Vibber

The New London Friendship Sloop Rendezvous will be held the 4th & 5th of July on the Thames River and Fisher's Island Sound.

We will have a picnic on the beach Saturday evening (bring your own food and drink), and Sunday after the race there will be an awards ceremony at the Thames Yacht Club. Launch service for those who anchor near the club will be provided both days. Food at the Galley is also available to Sloop Society members.

Due to the New York and Boston events, which some of our members will attend, we will need help from our local sloops to participate in the New London rendezvous. Please come and fill the harbor with Friendships. It is not necessary to race, but we would like to see as many sloops as possible attend. Your presence helps to make this an enjoyable event.

Jack Vibber

5 Soljer Drive

Waterford, CT 06385-4313

Tel. 203-442-7376

Sloop Poster Available

Doug Amsbary, our Publicity Chairman, has put together a beautiful poster for the 1992 events at Boothbay. The poster is ivory colored and is 11 X 17 inches and is a chart of the Muscongus Bay area in the background with the events of 1992 printed over the chart.

The poster would make a great keepsake souvenir, and is available for purchase for \$4. They can be purchased through the mail or at Boothbay at the rendezvous. If interested, send a check payable to the Sloop Society to:

Doug Amsbary

RFD, Easton Road

Franconia, NH 03580

Model Sloop Racing

Model Sloop racing is again scheduled for the rendezvous at Boothbay. This year the racing will be held on Monday night while everyone is ashore for cooking at the grill behind the BHYC. Since some of our model racers drive from New York and western Massachusetts, we want to make sure that we will have enough models participating before they start their journey to Maine. If you will be bringing a model to Boothbay to race, please contact:

John Wojcik

347 Lincoln Street

Norwell, MA 02061

617-659-2820

Sail Boston '92 Plans Announced

Dick Salter has been working diligently with the Sail Boston Committee to coordinate our participation in the upcoming Parade of Sail. He has provided the following information as it is known at this time.

The current plans are for all Class C vessels, which the Friendship Sloops are considered, to parade up the harbor channel before the **USS Constitution** leads in the main parade of Class A & B tall ships. The committee, as a result, has made plans to have the Friendship fleet on station in the staging area not later than 0730 the morning of July 11th. Accordingly, overtures from the near-by Town of Hull to have the sloops rendezvous there have been accepted for Friday afternoon and evening. There will be a reception for us at the Nantasket Salt Water Club at 1900. The harbormaster will try to get as many sloops as possible inside Hog Island. The distance from the Hull anchorage to the staging area is about 4.5 miles.

Since we will be leading the parade, we will not be allowed to turn around and sail back out again once we're in Boston Harbor. Tentative plans call for us to anchor near the mouth of the Mystic River or there about, due largely to the expected heavy concentration of spectator craft and parade participants. Unfortunately, we probably won't be able to view too much of the parade from this vantage point. To this end efforts are being made to arrange for a better anchorage or berth site. No promises here, but the problem is recognized and efforts are underway to try to improve it.

Once the last parade vessel is berthed, the harbor will be opened. This is scheduled for 1530, but I expect it will be later than that. We'll probably allow an hour or so for the harbor to cleanse itself of spectator boats before we proceed to Weymouth Back River, where we'll be guests of the South Shore Yacht Club and Commodore Bill McDonald. Moorings and showers will be available without charge. Their only request from us is that a few sloops tie up to the club floats for viewing by the SSYC members.

The Society has been requested by the Sail Boston '92 Committee to sail into Boston Harbor at 1000 on Sunday in a "Salute to the Tall Ships". Sloops carrying cannons and wishing to do so, might seize the opportunity to exercise a few rounds. Following this, the fleet will exit Boston Harbor and sail to a local Massachusetts (North Shore) port to rendezvous. The particular details of the cruise east to Bath and Boothbay are currently being finalized by Vice Commodore Jim Wilson.

Since the Society has official authorization for 22 sloops, we cannot exceed that number. If you are not on the official list, but are interested in participating, please call Dick Salter at 617-377-2331 daytime, or at home at 508-526-1004, to put your name on a waiting list, should one of the sloops on the list not be able to make it to Boston. You do not have to be on the list to participate in Sunday's parade in to Boston to salute the Tall Ships, and we encourage you to be a part of that event.

On July 5th, the "Boston Globe" is publishing a pull out section on the parade and its participants. Reporter Dave Arnold is doing a feature story on the Friendship Sloops, and has attended one of our Mass. Bay Friends of Friendships gatherings. Many of our members have submitted photos which will be appearing in the Globe that day.

Sail Boston Participating Sloops

64	Amicitia	Jeff Pontiff	Plymouth, MA
153	Angelus	Jim Carter	Bass River, MA
107	At Last	George Kwass	Manchester, MA
180	Banshee	John Wojcik	Mattapoisett, MA
251	Bucephalus	Alex Forbes	Southwest Harbor, ME
239	Chebacco	Mike Ginn	Jupiter, FL
69	Coast O' Maine	John Bundza	Great Bay, NH
232	Compromise	Peter Toppan	Scituate, MA
169	Defiance	Jonathan Leavy	Winthrop, MA
53	Eagle	Don Huston	Nahant, MA
214	Gaivota	Bill Whitney	Cataumet, MA
157	Liberty	Peter Carter	York, ME
131	Noahs Ark	Dick Willis	Ipswich, MA
57	Old Baldy	Jim Wilson	Kittery, ME
152	Ollie M.	Kent Murphy	Swampscott, MA
83	Perseverance	Bob Jacobson	Stonington, ME
123	Resolute	Charles Burnham	Essex, MA
44	Sazerac	Roland Barth	Round Pound, ME
7	Tannis	Jack Cronin	Salem, MA
96	Voyager	Bernie MacKenzie	Scituate, MA
95	Westwind	John Fassak	Rebuilding
218	Wm.M. Rand	Bill Rand, Jr	Cundy's Harbor, ME

Maine Rendezvous Schedule of Events

Our Vice Commodore, Jim Wilson, has provided the following schedule or: The "I know what I like all over again schedule".

Saturday - July 18th - Sail up the Kennebec to the Maine Maritime Museum **10 AM** - Meet at Fort Popham. Low slack is at 10:15. We've got until around 2:30 in the afternoon to get to the Museum before you find out what happens after high tide on the Kennebec River. Hint (the water turns around in a big way.) **1 PM** - The Museum is hosting a commissioning party for the cruiser **Shilo**, freshly launched from the Bath Iron Works. We're invited for dessert at around 12:30 to 1 pm so don't let the greenheads delay you. The Vice-Commodore will be on shore to greet you. He'll be doing his Festus Parker imitation. You'll know it when you see him. **6 PM** - We'll do an informal cookout on the shore. This is a great chance to polish up the lies that you'll be telling in Boothbay. With any luck at all . . . the garvey will be back to ferry you from your kingdom to the shore.

Sunday - July 19th A Day at the Museum - **11:30 AM** - Parade of Sail / Low slack. We'll go up-river to the bridge, turn around, sail past the BIW back to the museum. We had a corker of a sail last year . . . we've ordered up another one just like it for this year. Treat yourself and invite some of the Museum staff to sail with you. The Vice-Commodore discovered the best watering-hole in Bath this way. **2 PM - 4 PM** Museum Tours: We're going to get our own guided tours around the Museum and Grounds. We were so busy last year that we really didn't get to snorkel around the Museum very much. Since it really is too good to miss . . . we shan't this year. **6 PM** - Chicken Barbecue: \$15.00 a head (\$2.00 a wing). The Museum promise that the weather will be cooler than the chicken this year. No, . . . the chicken was damned hot last year too. With any luck we'll get the Rand-y Trio featuring Ralph Stanley on the fiddle to serenade an overfed but appreciative audience.

Monday - July 20th Sail to Boothbay - **8 AM** - Back down the Kennebec. The water will be flowing the wrong way all day for the Sasanoa River, so . . . we'll all head back down the Kennebec pretty early in the morning. Low water will be about 9:30 am in Bath with the current turning foul at Fort Popham around 12:15. **1 PM** - Arrive in Boothbay. Get your mooring (\$18.00 / day this year). Mix your mid-afternoon Martini's and winnow out all of those small lies that won't survive the week. **4 PM** - Model Sloop Races. John Wojcik (past-Commodore) will demonstrate that he has every bit as much trouble sailing the little sailboats. The Yacht Club Bar is closed on Monday . . . we figured we'd give them a break. **5 PM** - The Infamous Club Grill will be open for business. The Vice-Commodore has promised a repeat performance of lighting the fire in the grill. This year he promises to do it on time. **7 PM** - The Duffers Guide to Racing is back by popular demand. Last year we learned which way was a "starboard" tack . . . this year we learn how to luff your neighbor.

Tuesday - July 21st Race Day 1 - **8 AM** - Skippers Meeting - The good news is coffee and donuts . . . the bad new is that the Commodore will drone on again this year. **11 AM** or so - The Race Committee will put on the first of the three races that will be full of fresh breezes, split tacks, and spinnaker runs. Well . . . okay . . . no spinnaker runs. Bruce Morang and the Race Committee have come up with another great program for us this year. **6 PM** - Cash Bar Open Night on the Town. No planned activities at the Yacht Club. Get out on the town and have a great time but do be warned . . . the bail-bondsman has raised his rates this year.

Wednesday- July 22nd Race Day 2 - **8 AM** - More announcements from the Commodore. Console yourself with the coffee and donuts. **9 AM** - Parade of Sail - The Sloops bring their own version of the Southeast Expressway to Boothbay. **11 AM** - Race Day 2 - We still won't get to do any spinnaker runs but we may get to do a staggered start. **6 PM** - Cash Bar - The Vice Commodore will need it by now. **7 PM** - 2nd Annual Friendship / Fellowship Supper. At the Lion's Club. If it's half as good as last year it will be great. . . . and it promises to be even better. BYOB; set-ups provided.

Thursday - July 23rd Race Day 3 - **8 AM** - Not even the coffee and donuts can compensate for the Commodore at this time of the morning. **9 AM** - Order your Lobster Dinner at the BHYC if you'd really rather not grill again. Priced at the market. **11 AM** - Race Day 3 - The final chance to make up all that lost ground from not using spinnakers in the first two races. **5 PM** - Cash Bar on the Deck **5:15 PM** - The Awards Ceremony - a truly solemn and sober event. **6 PM** - Lobster / Grill - Lobsters for those who ordered in the morning. Grill for the procrastinators.

Friday - July 24th - **10 AM** - Sail to Friendship

Saturday - July 25th - Gladiator's B-day

Gloucester Schooner Festival

The following press release was provided by the Cape Ann Chamber of Commerce

The historic port of Gloucester will host its eighth annual Schooner Festival on September 5, 6, and 7, 1992. A record number of vessels is expected to participate in this growing Labor Day weekend event which includes sailing races, shipboard visits, a fish fry and musical entertainment, and trophies awarded to winning skippers. Events have been planned with the public in mind: shoreside race watching is excellent, larger vessels are open for inspection, and the fish fry is open to all at a nominal price. **Adventure**, the last of the great Gloucester fishing schooners, and winner of the Mayor's Race in 1988 and 1991, will be the host vessel for the Festival.

The high point of the Festival is the Mayor's Race for the Esperanto Cup, one of the trophies from the first International Fishermen's Races held off Halifax, Nova Scotia in 1920. This race will be conducted for large fisherman-type schooners over 75-feet in length on Sunday, September 6. In addition to **Adventure**, entries are expected to include **Spirit of Massachusetts**, the only other two-time winner (1987 and 1990); **American Eagle** and **Pilot**, winners of the 1989 and 1986 races; **Ernestina**, **Harvey Gamage**, **Bill of Rights**, **New Way**, **Bowdoin**, and **Edna**. Preliminary races will be conducted for classic smaller craft on Saturday, September 5; these vessels will race in five separate classes which range from 20 to 45 feet in length and include: traditional gaff-rigged boats, traditional Marconi-rigged boats, Friendship Sloops, Rhodes 19 and International 210 one-design classes.

The Gloucester Schooner Festival celebrates the role of the schooner in the history of Gloucester, the oldest fishing port on the East Coast. For two days, Gloucester harbor is the scene of a mixture of old and new as modern day draggers and trawlers open their home port to the traditional vessels of an earlier era. Over 50 schooners and other traditional vessels are expected to race in the 1992 Festival, and as many as 100 boats will make up the spectator fleet for the Mayor's Cup Race on Sunday. Monday, September 7, is reserved as "make-up day" in the event of inclement weather on either Saturday or Sunday. An entry fee of \$20 will be charged for each vessel.

The Festival is planned and organized by the Gloucester Schooner Festival Committee, composed of representatives of the Cape Ann Chamber of Commerce and the City of Gloucester. Further information may be obtained from the Chamber's Executive Director, Mike Costello at 508-283-1601.

Secretary's Notes

Caroline has passed on the following letters that she has received from members:

Mary Norden of Hunts Valley, Maryland wrote:

I bought **Toddy** this fall planning to sail her on the Chesapeake. I grew up with a Cape Cod Cat & a gaff rigged Crocker Ketch and have searched for years for a "character boat".

My plans have changed and I will be moving back to Michigan (Lake Huron). If all goes as planned I will spend three months this summer cruising on **Toddy**. Any member who wants to try lake sailing is more than welcome to come for a visit (just not those three months!). I'm looking for a copy of the book on Friendships. If anyone knows where to find one, please let me know.

Mike Hinsley of Amherst, New Hampshire:

Thank you for your letter welcoming me to the Friendship Sloop Society.

I am helping Tom Miller rebuild **Gannet** from the keel up & as we plan to have her afloat by the middle of next year we have quite a challenge. Please let me know if you would like any notes on the progress, as I have been appointed chief scribe. The same applies to sketches & photographs.

We hope to attend some of the 1992 functions so that we can see if our reconstruction is correct.

New member Bob Edmiston of Boulder Creek, California:

My sloop, **Genenieve**, is kept at Fortman Marina in Alameda. She is a Pemaquid, 9 years old, and is bald headed. She is strip planked of cedar - cold molded, then glassed. The long lead ballast keel is let into the wood keel, with 1000 lbs. of moveable inside lead. The sloop sleeps two, has a galley and enclosed head.

Peter Chesney of Burbank, California:

Dictator is being refurbished by Jarvis Newman in Maine at present. I am planning to send you photographs and a letter all about her, as soon as I get a moment to do so... I trust this won't be too long from now.

It is a pleasure to become a member of the Friendship Sloop Society.

Brian Flynn of Brooklyn Heights, New York:

This letter will serve to confirm that my wife, Mary Clay and I have purchased FSS #223 **Hostess** from Mr & Mrs John Chase of Marblehead effective April 1. We have renamed her **Corregidor** and will be keeping her some where between Salem and Gloucester Harbors.

Executive Board Meeting Notes

The Executive Board met on Saturday, March 21st at the Maine Maritime Museum at Bath, Maine. Commodore Bill Rand opened the meeting and welcomed everyone attending. The Secretary's minutes of the previous meeting were accepted as mailed.

Secretary Caroline Cronin reported on the 1992 paid membership as follows:

Boat Owners	99
Associate Members	42
Co-Operative Members	39
Honorary Members	11

Caroline stated that she had received a letter from John Donohue stating that he was interested in purchasing a sloop. (Since the executive board meeting, he has purchased the sloop **Erin** and renamed it **John Patrick**), and has also joined the Sloop Society. David and Loretta Westphal, who owned **Toddy**, are building another Friendship Sloop. Caroline went on to read some other notes sent by members of the Society.

Treasurer David Bell reviewed the current status of the treasury. The balances as of March 17th were: Checking - \$869.27, Savings - \$2,982.02. David discussed the increase in the Society's insurance for 1992. He discussed with Ladd Insurance our \$400 budget to get the cost more reasonable. He also received a quote from Knight Insurance for \$360. The committee decided to have David look into both insurance companies and see what they offer for their prices, then decide from which company to purchase the policy.

David also stated that the person who will review his record keeping need not be a CPA, but someone who can look at the records to make sure he is doing everything the right way. Jim and Andrea Wilson said they would ask Andrea's father to see if he would review the bookkeeping.

David then brought up the subject of replacing the flagpole in Friendship with a memorial stone. David is in the process of getting prices for placement of a stone with a memorial plaque attached.

Elbert Pratt, chairman of the Pendleton Scholarship Fund, told the committee that 10 seniors will be graduating from high school this May. He has sent a letter alerting them that a scholarship was available if they desired to apply. He estimates that at least five of the ten will use the scholarship. Elbert said that \$4,000 to \$5,000 will be awarded to scholarship recipients this May.

Elbert stated that \$267 was added to the fund from the auction of yearbooks at the annual meeting. He then stated that there has not been much activity from the Sloop Society in the scholarship drive. His final figure for total gifts and contributions was \$4,207. The balance in the fund is now \$50,961.55, the savings account is \$210, for a total of \$51,171.55.

Race Committee Chairman Bruce Morang was unable to attend because of the snow storm, but provided the board with the following information by mail that: he has filed an application with the Coast Guard for our annual three-day July rendezvous and cruise to Friendship; that three days of racing is planned with one a staggered start affair; that he is working with Dick Salter on handicap updating; and that he had nothing to report on the status of new trophies being made for the rendezvous.

Sail Boston '92 Chairman Dick Salter was also caught in the same snow storm, but Jim Wilson updated the executive board on the latest news:

There was major discussion on the status of the Friendship Sloop Society's participation in the parade. We have been informed that only 6 Friendships will be allowed to enter the parade (see a later update in this newsletter). This is due to the fact that the organizers of the parade informed the Coast Guard that 126 boats would participate in the parade. However, 287 boats have signed up for the parade. The organizers were told by the Coast Guard that they would be limited to the 126 vessels that they had stated originally.

John Wojcik and Dick Salter toured different harbors for anchorages for the sloops that are to participate in Sail Boston. They presented two harbors that they thought would be suitable for the rendezvous in Boston. They are the South Shore Yacht Club on Weymouth's Back River, and the Hull Yacht Club. After their examination of both locations, they recommended the South Shore Yacht Club.

The executive board felt that they did not want to be a part of the anchored spectator fleet, but might stay outside and rendezvous together with the Tall Ships before they proceeded into the harbor.

There was a discussion on how to decide which of the 22 boats that were registered would be allowed to participate in the parade. Bill Rand suggested that we should tell the membership immediately of the limited number allowed in the parade. It was suggested that the board contact Dick Salter during lunchtime to get his thoughts on the situation. Dick recommended that we wait a few weeks to see if there was anything else that could be done about the number of sloops. It was then decided to

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Executive Board Minutes

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postpone discussion of Sail Boston until late April at a special executive meeting.

Bill Rand then discussed the arrangements at Boothbay. He stated that the deposit required by the BHYC was to stay the same as discussed in January - \$500 deposit with \$150 toward moorings and \$350 towards the bar. However, the yacht club stated that the Sloop Society should have no trouble meeting both requirements. They also said that they would like us to hold our dinner on Wednesday in their dining room for less than \$15/meal. Our other option for the Wednesday meal would be to hold it at the Lion's Club as we had last year. It was voted unanimously to sign the BHYC contract for the 1992 season.

Jim Wilson stated that the Maine Maritime Museum would like to know if we are interested in a chicken barbecue on Saturday or if we want to hold a barbecue of our own. The grill will be available to us on Saturday. Sunday is the Lobster-Chicken dinner. It was decided to wait until Sail Boston was settled before making any decisions on the cruise from Boston to Boothbay and the events taking place in Bath.

Roger Duncan reported on the yearbook. He would like advertisement rate sheets distributed to all members of the society to see if more ads can be sold to cover the cost of the yearbook. He reported that he has received a number of pictures, poems and articles.

The Annual Meeting will be held at the New England Center in Durham, NH. Bill said that a \$200 deposit was needed to reserve the date and also to reserve 25 hotel rooms.

It was also decided that the site of the next executive board meeting in the Fall will be held at the Maine Maritime Museum in Bath.

The meeting was adjourned at 3:00 P.M.

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

Sloops For Sale

If your Friendship is for sale, please drop a line to our Secretary, Caroline Cronin. We will publish an up-to-date list of sloops for sale in the upcoming Fall edition of the newsletter.

Maine Maritime Museum Spring/Summer 1992 Exhibit Schedule

The Maritime Folk Art of A. De Clerck *opens May 3*

This is the world's first exhibit of works by this popular Belgian pierhead artist who portrayed countless coastal and deepwater vessels in the last days of sail. Almost all of the paintings have never before been shown to the public. The paintings are a colorful documentary record of the variety of working vessels that entered the ports of Antwerp and Liverpool. They are also lively examples of nineteenth century folk art.

New Worlds: *opens May 3* **North Atlantic Seafaring In the Era of Discovery**

Rare world maps and nautical charts, early navigation instruments, illustrations from fine art and archaeological material introduce the concept of crossing the Atlantic Ocean in a time when the ocean and its western boundaries were little known to European voyagers. The exhibit examines waterborne culture on both sides of the ocean, and describes this seminal era (from the 1490s until 1607) when the world of Europe and the world of the Americas met each other on the shores of modern-day Maine and the Maritime Provinces.

When Bath Won the America's Cup *May 6 - July 29*

In time for the **America's Cup** races in San Diego, California, in May, this exhibit in the Peterson Gallery describes the construction and racing history of the famous J-boat **Ranger** built by Bath Iron Works for the successful defense of the 1937 Cup races. Half-hull models of the **Ranger** and its competitor, **Endeavour II**, historic photographs and other artifacts tell the story of this remarkable racing boat.

Born from Coasting: *opens July 31* **The Marine Art of John F. Leavitt**

The exhibit includes watercolor paintings, drawings, sketches, and oils made by John Faunce Leavitt (1905-74). Leavitt spent a lifetime on or near the water, as schoonerman, yacht broker, and finally associate curator at Mystic Seaport Museum in Connecticut. The exhibit focuses on his made-from-memory renditions of the last generation of coasting schooners that plied the coast of New England until the late 1930s. Seldom-exhibited works from private collections form the core of the exhibit.

A Maiden Race

By Bennett Noble

This article appeared in the 1967 yearbook.

This is the story of five fresh water sailors who took a 64 year-old Friendship to sea for her maiden race.

The time - September, 1966, and the occasion was the Friendship Sloop Society rendezvous and races off Marblehead Harbor, staged under the paternal eye of the Boston Yacht Club.

The sloop was the 46-foot **Westwind**, built by Wilbur Morse in 1902, and owned by W. Kenneth Mathesan of Wakefield, Mass. **Westwind** had never been raced formally, and had an improbable canvas main, a canvas working jib, no topsails, but something called a "Gloucester Genoa", also of canvas.

The crew was made up of five fresh water men who sail on a Massachusetts pond with the preposterous name of Lake Quannapowitt. They all own, and all race with varied skill, 16 1/2 foot Town Class sloops. (Regatta handicappers refused to consider this liability, it should be noted.)

The crew arrived at **Westwind**'s Gloucester slip at 4:30 A.M. on the first day of racing. They sadly contemplated the lush shrubbery growing around her waterline, shuddered at the thought of what lay beneath, and bravely set out for the starting line at Tinker's Ledge off Marblehead.

The early morning calm necessitated firing up **Westwind**'s classic Model A engine, a smoky, breathtaking experience - and motoring the eight miles to the line.

By nursing the throttle, keeping the mate hunkered in the bilge to nurse the pump (and to control the generator's arcing), and calming the rest of the crew, the skipper managed the trip.

During the trip, the racing skipper and mate, both of whom had sailed **Westwind** on less pretentious days, attempted to instruct themselves and the crew in the care and feeding of throat and peak halyards and topping lifts - fretting that **Westwind**'s working jib had more sail area than their own small Town Class.

At the line, **Westwind**'s crew broke out her Gloucester Genoa, then, surrounded by the likes of **Eagle**, **Jolly Buccaneer**, **Voyager I**, and **Golden Eagle**, she waited for the gun.

Well, sir, that genoa caused quite a ruckus. The huge canvas tacked on the headstay and her clew ran almost aft to the wheel. When the boys tacked the ship, the mate straddled the end of the bowsprit and man-handled the big bag forward, between the headstay and the jibstay, then let her fly aft on the new tack. Reaction from the rest of the fleet ran from noticeable pallor from some skippers to raucous catcalls. The fresh water boys promptly dumped the sail and ran up the old working jib.

Westwind got off well at the gun, going over on port tack and ignoring **Jolly Buc**, which tacked off to the east on the first windward leg. The fresh water boys worked their boat like a Town Class, getting her to lay over in the light wind, and hauling on the topping lift until the huge main cupped to their satisfaction. They found **Westwind** loved to point and she ghosted to the first mark first, almost without incident. (Her racing skipper, thinking he was at the helm of a Town Class, nearly skewered Bernie MacKenzie's **Voyager** as they converged on opposite tacks near the mark.)

The wind began to freshen during the long run to the second (leeward) mark, and the **Jolly Buc** come on with a rush, finally closing with **Westwind** as they made the second turn. From there they reached inshore, with **Jolly Buc**'s bowsprit flicking the ear of **Westwind**'s helmsman all the way. **Westwind** had her way in the luffing duel, however, and rounded the last mark with the cocky kind of a lead only a small boat skipper would appreciate.

Westwind continued inshore to find a spot from which she could lay the finish line. But Dick Swanson took **Jolly Buc** seaward, with what appeared to be a simple desire to be rid of the grass-bottomed Gloucester boat and her derisive crew.

To the crew of **Westwind** the race was theirs - they could almost hear the gun, and all indeed was right with the world.

But they hadn't reckoned on that strange phenomenon called tide. After all, there was no inconveniences of that sort on Lake Quannapowitt. So they were set down way below the line, and by the time they were able to go over on starboard and fetch the line, along came **Jolly Buc** breezing in from seaward and crossing her bows on port tack. The best **Westwind**'s crew could do was follow Dick Swanson across the line (1 second in arrears) and admit they had been taken to school.

There was talk of a second, informal race that afternoon, but the fresh water sailors bent on their preposterous genoa and high-tailed it for Gloucester.

In the final races on Sunday, Swanson and MacKenzie led the way around the course and walked off with the weekend's trophies.

Where was **Westwind** and her crew? Why, they were back on Lake Quannapowitt fighting like a bagful of cats in their own Town Class boats. But you can bet they'd like another crack at racing that big old lady from Gloucester.