



FRIENDSHIPS

Newsletter
of the
Friendship Sloop Society

Volume 9

Winter 1997

Issue 1

Commodore's Message

As we take the helm of this wonderful organization there are many special thoughts which come to mind. Foremost in our thoughts is that of tradition. Tradition is defined as handing down of knowledge, beliefs and customs from one generation to another. Beyond racing, cruising and surviving the Maine fog the tradition of the FSS is a primary driving power behind this organization.

Last summer at the Rockland Homecoming our youngest son, Jason, then 10 months old, 'crewed' on *Schoodic* with Bruce Lanning. Jason won the Nickerson Trophy for being the youngest crew in the fleet. It was only months later as we sat with the trophy still on the kitchen table and we reflected on the names which adorn that trophy that the truly unique nature of the FSS struck us. Names like Morang, Cronin, Zuber, Stanley, and Newman and so many others, many of whom we now know as adults, are proudly etched on the trophy. This organization transcends generations and in the frenzied world we live in with 'power lunches', 'power walks' and the information 'superhighway', it is absolutely amazing and wonderful that the FSS is thriving.

As Commodores we bring three children as consultants. Carol - age 11, Kevin - age 8 and Jason - 16 months, will join us at each event. We want them to know and understand that traditional values like family and friends can be enjoyed in a purely recreational arena. We want them to experience the camaraderie and competition which the Society provides. We truly believe that the Society provides a glimpse of the life the 'way it should be'. With good friends, a long history across generations, and some spirited competition, there is indeed something for everyone.

There is a fine tradition of wonderful Commodores who have led this organization. Our hope is to continue that fine tradition by working for the Society as it strives to provide activities and programs for all its members.

In this issue of the Newsletter you will find our annual Calendar of Events. Please mark your calendars now and plan to join us as often as possible throughout the year. You and your family will benefit from the unique and binding traditions which have become the FSS. We look forward to working with the Executive Board to continue the fine tradition of the FSS.

Debbie & Larry Plumer

Republishing "Friendship Sloops"

by Richard Langton

The Friendship Sloop Society Executive Board has been considering ways to document our group's history and specifically to recognize the efforts of its early members. One possibility that the board has been pursuing is the republication of Roger Duncan's book "Friendship Sloops". We approached Mystic Seaport Museum Publications with an offer to help offset publication costs of the book in return for including information on the Society in a new edition. In our most recent correspondence, Joseph Gribbins, Director of Publications, stated that there was no doubt they would republish the book and that he saw little need for a donation or subsidy from the Sloop Society. It may still be some time before the book hits the marketplace but I am pleased to say that it was our encouragement that brought this project to fruition.

The only problem with the good news from Mystic Seaport Museum Publications is that we will not be achieving our original goal. During the January executive board meeting this was discussed and it was decided that the Sloop Society should independently venture into the world of publishing. Under the editorial guidance of Vice-Commodore Tad Beck we will be selecting articles from our yearbooks to compile and publish together with pictures documenting our past. Original information on our founding fathers and other prominent Society members will also be included to help round out the Society's history. It is our intent to put together a camera ready booklet that the Society can publish and then sell.

To get all this done we need your input. Do you have a favorite article? We are thinking of selecting one from each year. Is there some information you have on past races and members that is a must for a complete history? We are at the beginning stages of this project and intend to not let it become history while in the making. Give us your ideas and help your vice-commodore!

Send your ideas and a list of your favorite yearbook articles to:

Tad Beck
380 Broadway
New York, NY 10013

Annual Meeting Held at New England Center

Caroline Phillips, FSS Secretary, has submitted the following report of the Annual Meeting held on Saturday, November 16, 1996.

Commodore Richard Langton called the meeting to order at 3:30 PM. He began the meeting by introducing the members present and their sloops. He then introduced the past commodores present at the meeting: Roger Duncan, Bob Lash, Jack Cronin, Jim Wilson, John Wojcik, Al Beck and Bill Zuber.

Secretary's Report: Caroline Phillips

Caroline read the final membership numbers for 1996 which are as follows:

Sloop Owners:	110
Full Members:	45
Co-Operative:	41
Honorary:	8
Total:	204

Caroline stated that the membership numbers were down from 1995 membership of 214. She stated that she has 5 new members for 1997. She then read letters she had received from members.

Treasurer's Report: David Bell

The 1996 treasurer's report was printed in the Fall edition of the newsletter. David stated that he did not have anything further to discuss and would answer any questions regarding the financial reports.

Pendelton Scholarship Report: Bill Zuber

Bill stated that the scholarship fund committee awarded \$4,500 worth of scholarships in June - 5 high school students and 2 upper class students. Bill also stated that Elbert Pratt has resigned as chairman of the Scholarship Fund and that Bill has taken over the position. Since the scholarship fund was started, 87 Friendship students have been awarded scholarships and a total of 109 scholarships have been awarded. That amounts to approximately \$64,550 given as scholarships. Bill then suggested a Thank You note be sent to Elbert for all his work with the Scholarship Fund.

Report on Events:

Southwest Harbor: Miff Lauriat submitted a brief report stating that it was much too windy on the Saturday and the race was postponed for 20 hours. The top three boats to finish were: **Bucephalus, Endeavor, and Salatia.**

New London: Jack Vibber stated that the New London event was interrupted by Hurricane Bertha. They were, however, able to squeeze in two races on Sunday. Sunday night was the dinner with free raffles and food for participants.

Rockland: Bob Rex started out by saying that he has had enough of fog. He then thanked Harbormaster Ken Rich for all his help. He also thanked the Race Committee for their time and help and he thanked the Rockland Yacht Club for their two boats which were out on the course. Bob stated that the 1st day was picture perfect, but days 2 and 3 were FOG. Bob then went on to say that he is looking to recruit younger people to be on the race committee. Bob also stated that he wants to form an Awards Committee to handle the trophies. He thanked Penny

and Marcia for their help in 1996. The order of finish was **Salatia, Celebration, Anna B. and Endeavor.**

Marblehead: David Graham stated that the 1996 races went well. Saturday had no wind and Sunday was a perfect day. **Tannis** won the overall trophy. Winners in Division One were: 1st **Defiance**; 2nd - **Tern**; 3rd - **Kim**. Winners in Division Two were: 1st **Resolute**; 2nd - **At Last**; 3rd - **Gannet**.

Friendship: Bill Zuber said that those who participated had a wonderful time. He thanked Tom and Alice Loomis for their wonderful hospitality.

Gloucester: Jack Cronin stated that there was a good group of Friendship Sloops present. The order of finish was **Resolute, Tannis** and **Chrissy**. He said that **Tannis** did not stay in Gloucester for the Schooner races on Sunday since they were stripping her down and getting ready for the hurricane that was predicted to hit Sunday afternoon.

Yearbook: Roger Duncan

Roger stated that the 1996 yearbook was a good book. He said the chief problem with the yearbook is money. It costs the Society \$900 if we do not sell 3 pages of ads. Reade Brower, the publisher, could not get enough ads himself and therefore cut two pages from the yearbook. Roger stated that the deadline for articles and photos is April 15th. David Graham and Paul Haley stated that they would sell ads in the Marblehead area. Reade Brower said he would send a representative to the Cape Ann area if the trip could prove to be profitable. Roger then stated that the bulletin page would be available through out the day for people to sign up. It costs \$20 per box.

Newsletter: John Wojcik

John stated that it has been 8 years since we started the newsletter, and he thanked everyone for their contributions over the years. John then stated that he is looking for articles other than reports, such as letters from the membership. John also stated that he is looking for someone to help out with getting articles together and editing the newsletter. Anyone interested should contact John.

Publicity and Membership: Rich Langton

Rich stated that the membership report was in the Fall newsletter. He thanked Doug Amsbary for his good work with the membership. In publicity, Bob Monk has sent letters listing our events for 1996 to 30 magazines and newspapers in Maine and New Hampshire. Rich also thanked Bob for all his work with the publicity.

Other Old Business:

Yearbook Picture: Rich Langton stated that the picture on the cover of this year's yearbook was taken by Bill Finch, not by Rich as credited in the yearbook.

Free Press: The Free Press is involved in publicity for Rockland and the Friendship Sloop Society as a whole. Rich is asking them to place a picture in the magazine.

Chandlery: Richard thanked Doug and Irene Amsbary for all their work in putting the brochure together and for selling the items in the brochure.

(Continued to Page 3)

Annual Meeting

(Continued from Page 2)

Membership Report: Richard stated that two Friendship Sloops will be going to Florida to be used in a movie. One of the sloops will be cut in half to show the down-below in the movie.

New Business

Donations: The following donations were voted by the membership:

Maine Maritime Museum: \$300

Friendship Museum: \$300

Pendleton Scholarship: \$400

Awards

Bancroft Award: Presented by Jack Cronin (Committee consists of Maria Burnham, Jim Wilson and Doug Amsbary) to Jack Vibber for his outstanding contributions to the Society.

Bill Hadlock Award: Presented by John Wojcik who stated that Barbara regretted that she could not be present since she had another commitment. John described the recipients as a couple who have been members forever, they sailed their little sloop down to Boston for the Tall Ships, then sailed her back for the regatta in Boothbay, and who have always sailed their sloop as a family. The winners of the Hadlock award were Bill and Priscilla Rand.

Bruce Morang Award: Presented by the Morang family: Marcia, Kelly and Penny, it is awarded to the person who wrote the best story in the yearbook as judged by the committee. This year the award was presented to Roland Barth for his article titled "Cruising Rules".

"Friendship Sloop" Republishing Update

Richard stated that Mystic Seaport was potentially interested in republishing the book. Rich wrote to Joe Gibbons and stated that the Society would pay a percentage of the cost for republishing the book with \$2000 being the maximum. Richard will continue to look into this matter.

Election of Officers: Jim Wilson

Nominations were as follows:

Commodore: Larry and Debbie Plumer

Vice-Commodore: Tad Beck

Secretary: Caroline Phillips

Treasurer: David Bell

It was voted unanimously to elect the slate of officers as presented by the nominating committee.

Larry and Debbie Plumer then presented Rich and Beth Langton a ceramic lighthouse for all their work as commodores during the last two years.

The 50/50 raffle was won by Maria Burnham.

With no further business to be discussed, Richard and Beth Langton made a motion to adjourn the meeting which was voted unanimously.

Dues Reminder

If you haven't mailed your annual dues in for 1997, please send them to:

Caroline Phillips, Society Secretary,
164 Sturbridge Road
Charlton, MA 01507

Annual Meeting Survey Report

At the Annual Meeting in November, Larry and Debbie Plumer distributed 80 feedback forms, of which 36 were filled in and returned. Debbie has provided the following summary from those forms.

Rockland Homecoming:

Scores are based on a scale of 1-4: 1 - not satisfied, 2 - somewhat satisfied, 3 - satisfied, 4 - very satisfied. This is a listing of the total responses for the Annual Homecoming event:

Scale	1	2	3	4
Schedule of Events	1		4	24
Wed. Night Barbecue	3	2	6	18
Racing Schedule		2	4	22
Informal Cookouts	1	1	5	20
Awards Ceremony		3	7	20

Comments:

(These are direct quotes gathered from the Comment Section of the Feedback sheets)

Schedule: More games and fun, maybe "Friendship Olympics". A lay day - perhaps a family oriented scavenger hunt.

More shore side activities, rowboat races, sailing dinghy races, model sloop races.

A day cruise or overnight would be nice to replace or add to the races for a day.

Cruising is where it is at - cookouts on the beach, etc.

Day sail to a picnic on one of the islands.

More organization of events that involved families i.e. picnic for non-sailors.

Try to have things more on time or within reasonable limits.

Wednesday Night BBQ: Too expensive, would like better band, change Wednesday night bbq.

Racing Schedule: Good weather, less fog, no rain, keep races short (11:00 - 4:00).

Informal Cookouts: Attendance was disappointing, maybe a sign up sheet to go together to the Rockland micro brewery (or other restaurant).

Cocktail party / dinner for the Society.

Awards: Describe what the awards are for.

Other: Keep the Harbormaster!

More receptivity of members who want to crew in the regatta.

Annual Meeting

Scale	1	2	3	4
Location	2	2	5	24
Date		1	6	25
Schedule		1	4	27
Dinner	7	2	10	12
Accommodations	5	3	7	15
Business Meeting		1	7	20
Auction	1	1	6	21

(Continued to Page 4)

Survey

(Continued from Page 3)

Comments:

Location: Change meeting place, how about a Maine location? Atmosphere too formal and expensive, meet at a friendly place Rockland?

Room too hot, good location, would like to see a Maine location every other year.

Have meeting more low key and less pricey - a Maine location with more of a family like atmosphere.

Date: Date was better this year.

Schedule: Need guest speaker.

Interesting speaker starting during desert course (40 minutes maximum).

Dinner: A served dinner is preferred to a buffet.

Dinner is too expensive.

Business Meeting: Difficult to hear, meeting too long.

Start meeting on time, well organized, no by-law changes.

Auction: Would be nice to have less expensive items.

Fun way to spend money for a good cause.

Lots of fun, needs weeding out - too much stuff no one really wants and comes back from year to year.

Other: Have table with chandlery items for sale and stock available.

Additional Activities:

There were many, many positive comments regarding all the other activities which we carried on throughout the year. All the regattas received praised. The informal gatherings for the Mass Bay group received very positive comments. The gathering in Friendship was rated outstanding!

Class A Birthdays

There are a number of member Class A sloops that are celebrating significant "birthdays" in 1997. Our congratulations to the owners and crews of the following "Senior" members of the fleet:

95 Years:

#71 **Gladiator** Bill & Caroline Zuber, Friendship, ME

#95 **Westwind** John & Diane Fassak, Mansfield, MA

#242 **Tecumseh** David Frid, Oakville, Ontario

85 Years:

#18 **Chrissy** Harold & Kim Burnham, Essex, MA

#60 **Venture** Bill Finch & Carol Rose, Beverly, MA

#82 **Morning Star** Judy Oneal-Brooks, Sandy Point, ME

80 Years:

#162 **Irene** Bob Wakefield, Falmouth, ME

Yearbook Deadline - April 15th

Roger Duncan is always looking for interesting articles and pictures for the yearbook, as well as advertising and bulletin board messages from our members. Roger has set a deadline of April 15th to get stories and ads to him. Roger's address is:

P.O. Box 66

East Boothbay, ME 04544

Membership News

Doug Amsbary, Membership Chairman, has been following the happenings of our members. Here's his latest report.

The membership chairman saw the **Sarah Mead** at the Gamage Yard in South Bristol, ME through a forest of aluminum masts, but alas, the mast she now carries is also of that non ferrous metal. Her bowsprit has been shortened and she now carries a marconi rig. As you will remember, she lost her mast two Summers ago returning home from the Rockland Regatta. It appeared that she will also be sporting a boomkin off her stern as well.

#45 **Flying Jib** has been sold to Sara Beck of Topsfield, MA. She will be keeping it in Salem Harbor. She was 2nd mate on board the brigantine **Niagara** moored at the Rockland town dock during Friendship Days this past July.

#61 **Windward** has been sold to Tim Sullivan of Gloucester, MA. It has been out of the water for 5-6 years. He located it in the John William Yard in Halls Quarry on Mount Desert Island, ME. Evidently, the accumulated yard bill exceeded her present value and after some "warm" negotiations between the previous owner and the yard owner, it came into Tim's apparently most able hands. I have spoken with Tim a couple of times and he said they recently purchased a new Yanmar diesel and is going to install new engine beds before installing the engine. The sloop will be kept in either Gloucester Harbor or next door at Pigeon Cove (Rockport), wherever his lobster boat isn't. Yes, Tim is a lobsterman by trade and plans on pulling a few pots with his new sloop.

#135 **Hatsy** (ex **Green Pepper**) and #139 **Lynx** (ex **Maristan, Covenant**) both have been sold to Paramount Studios to be used in a new Jim Carrey movie due to be released this Fall. **Hatsy** was shipped to California to be used in studio shots while **Lynx** will be used in live sailing shots in Pensacola, FL. We believe the movie's title will be "Truman Show" with Peter Weir director. Both sloops have been renamed **Santa Maria** and have been painted with white hulls.

#225 **Islandia** (ex **Philip J. Nichols**) has been receiving a major facelift this past Fall and Winter. Noel March said that it will be back in the water in June and we shall see his refurbished sloop at the Rockland Homecoming. New garboard planks as well as a new transom complete the undercarriage work while a dynel coating on the decks and cabin house along with new spars complete the topside work.

Noel March, owner of #225 **Islandia**, has given gift memberships to several family members: Gerry & Mimi Zwick of Middlebury, CT, Douglas & Betty Thompson of Grantham, NH, and also Jon & Kerrie March of Meriden, CT.

#236 **Aunty Poole** has been sold to a party from Lebanon, ME. No further information was available.

#242 **Tecumseh** has a new owner. He is David Frid of Oakville Ontario, Canada. The previous owner, Dan Traylor, and David Frid will be working on her throughout the Spring and eventually take her North to her new homeport in Oakville. She is currently at the River Bend Marina in Florida. We found out this information through the FSS site on the Internet.

Wesley and Carol John, owners of #249 **Baby Blue**, have

(Continued to Page 5)

Membership News

(Continued from Page 4)

joined our ranks. They have owned **Baby Blue** for a couple of years. We received a nice note from them saying that they plan on attending the Rockland Homecoming (without sloop though). Wesley was also inquiring if anyone knows a source for black 3 strand polypropylene for use as deadeye lanyards. Please contact the Membership Chairman so that I can pass along this information.

Harold Burnham, owner of #18 **Chrissy**, has been busy building a 65' scaled down version of a Gloucester fishing schooner for a client that owns a restaurant. I would assume that by the time you read this Harold and his crew will be well along getting her planked up. It is being constructed on town owned land in Essex, MA. I believe that the schooner will be named the **Thomas Lannin**.

We were contacted by Marianne Bowles in regards to selling an uncompleted sloop named **Sloop JB**. Any interested parties should contact the Membership Chairman.

Cruise to the West

Bill Whitney's **Gaivota** and John Wojcik's **Banshee** will be sailing from the eastern end of Buzzards Bay headed to the West to rendezvous with the Friendships at the New London Windezvous the weekend of July 5th & 6th. The tentative cruising schedule is: Cuttyhunk June 28th, then on to Newport, followed by Block Island, on to Mystic, possibly Fisher's Island, then arrive at Jack Vibber's event in New London on Friday, the fourth of July.

If you're interested in joining the cruise, please contact Bill at 617-449-2063 or John at 617-659-2820.

Mailing List Available

It was voted at the January Executive Board meeting to make the Sloop Society mailing list available to the members for their personal use. If you're interested in a mailing list, please contact our secretary, Caroline Philips

164 Sturbridge Road
Charlton, MA 01507.

1997 Schedule of Events

New London Regatta, July 5 & 6
Southwest Harbor Rendezvous, July 19
Homecoming Rendezvous & Races
at Rockland - July 22, 23 & 24
Marblehead Regatta, August 9 & 10
Gloucester Schooner Festival
August 30 & 31
Annual Meeting, November 15
New England Center, Durham, NH

Pendleton Memorial Scholarship Fund

The following report, written by Elbert Pratt, will appear in the Town of Friendship Annual Report.

This scholarship fund was proposed by William Pendleton, owner of the Friendship Sloop **Blackjack**, in 1967. He was a life-long educator from Searsport, who thought that a scholarship fund for the young people of Friendship would serve as a "Thank You" to all the people of the town for the services provided the members of the society during the regattas while they were being held in Friendship.

In November of 1983 the Friendship Sloop Society turned the fund into a trust, with townspeople being named as trustees. The income of the trust is to be used for the "residents of the Town of Friendship, Maine, in the form of a scholarship for those who are seeking to further their post high school education." The current Trustees are Elbert Pratt, Chairman; David Bell, Treasurer, Faye Bragan, Mary Carlson, Betty Roberts, and Bill Zuber. Larry and Debbie Plumer, of Newbury, MA, current co-commofores of the Sloop Society, serve as ex-officio members.

As of November 16, 1996, 87 young people have been helped with their post-secondary educational costs. 109 scholarships have been awarded, as some were helped in more than one year. A total of \$64,550 has been distributed. Recipients of scholarships for 1996-97, and the schools they are attending were:

Amanda Barrett - Montana State University
Adam LaChance - Rochester Institute of Technology
Jennifer Wotton - Springfield College
Dael Nelson - Wesleyan University
Raebena Hackett - Bradford College
Jason Simmons - So. Maine Vocational Technical College

The Memorial scholarship Fund balance at the end of 1996 totaled \$72,611.42. Each year the Friendship Sloop Society votes a donation of \$400 at the Annual Meeting, and an auction is held for the members present which last year netted \$354 to add to the fund. Many members of the Society make annual donations to the Scholarship Fund, as well as memorial donations.

Over the years many people have donated time, energy, and money to help the fund grow to meet the increasing cost of an education. Help has come from many quarters: the sale of John Gould's peanuts, donations from town folks, memorial donations, and the annual donation from the Sloop Society. The trustees of the Pendleton Memorial Scholarship Fund would like to thank you all for your continuing generous support. Support from the people of Friendship builds upon the foundation formed by the Sloop Society 30 years ago.

Applications for scholarships may be obtained at the Guidance Office at Medomak Valley High School or from Betty Roberts in Friendship. Applications must be completed before June 1.

Tidbits from the Internet

The Sloop Society has a home page on the Web through the efforts of past commodore Jim Wilson. We realize that not everyone has access to the Internet, so we have taken some of the items that have been entered recently on our site to give our members an idea as to what type of information can be found there. If you have a response to any of these items, or wish to enter a question / comment of your own and don't have access to a computer, contact the editor and he'll get it on the Web. The FSS Home Page is: WWW.FSS.ORG.

The News from Scituate

*Andrew Toppan, whose family owns **Compromise** (#232), added this news item from Scituate:*

Retriever (#16) has left her life-long home of Scituate for warmer climates. She is now sailing in the Florida Keys. Her ancient, clumsy inboard has been replaced with an outboard, and she now carries a topmast. She received a general refit before going south.

Eagle (#87), locally known as "Little Eagle" to avoid confusion with Don Huston's **Eagle** (#54), has been renamed **Stella Maris**.

And finally **Compromise** (#232). She has been hauled into the side yard for a major refit. The hull below the waterline will be totally reconditioned and re-sealed; we have stripped 15 years of old, flaking antifouling paint off. She will receive a new rudder, new bowsprit, new hatches, a new staysail, and a new mains'l if funds permit. New paint and possibly some interior improvements will finish off the project.

Dickinson oven/heaters

Does anyone have experience with the Dickinson diesel oven/heater combinations? They seem like a good concept for those of us who sail in colder areas.

Author: Allen Browne - **Schoodic** #128 01/16/97

Looking for "Wanderlust"

As a favor for a friend I am trying to help him locate **Wanderlust**, a 30+ ft FSS he sold in 1944. It's a long shot but if anybody has any info, it would make his day (mine too).

Thanks, Bill Mebane 12/26/96

Extended Cruising

Greetings! I have the opportunity to rebuild a 28' 1949 spoon bow, and had thoughts of cruising to Bermuda. I have heard many things good and bad about the sailing capabilities of Friendships. Has anyone done any kind of a long trip recently, that can offer any advice? Any information would be greatly appreciated. Thank you, Jonathan Michienzi 11/21/96

Engine for sale

1976 Westerbeke (Bukh) Pilot 20 Excellent for spare parts or could be put in running order. Includes transmission and some spare parts. Engine came from Friendship sloop **Windward** \$500.00 or best offer. Call Tim Sullivan @ 508 283 8360.

Sail Trim and Rigging

Looking for information on sail trim and rigging for a Friendship Sloop. Of particular interest is a best sail configuration and trim for various conditions. We sail out of San Diego. Most of the time we have 15 to 20 Kt winds and seas of about 4 feet. We are sailing the **Pacific Child**. She is a 30' fiber glass replica build by Bruno & Stillman (03) in 1969.

Our biggest problem is bringing her about when on a beat. Often times we are unable to bring her around because, we think, of wind, waves or lack of forward motion. Fully rigged she carries five sails. The main, top main and three jibs.

Richard & Katie Scott San Diego, sifu@msn.com 11/03/96

Sailing a Friendship Sloop

First off, I must say that I am by NO WAY an expert on sailing Friendship sloops. I'm sure many folks in the Society know much, much more than I'll ever know about sailing our wonderful boats. --The best article I've found so far on sailing a Friendship Sloop is in Roger Duncan's book "Friendship Sloops". Roger, as you know, is owner and skipper of **Eastward** and the editor of the annual yearbook. -- Some of the things I've found on **Amie** (#213) are --- Remember, it's a gaff rig. You'll never point as high as a Marconi (but you get there in style!). As Roger Duncan says, if you sheet her in too tight, she'll just slow down and look at you. -- Start your tack slowly. Feed rudder in slowly, but firmly. Since it's a long keeled boat, she won't come around fast. -- Back your jib if you're having trouble coming about. You may lose speed on your tack, but you will tack. --- Make sure you have some weather helm. I've only owned **Amie** about a year, but I sailed her several years ago and could not get her to come about in strong winds and a seaway (it was pretty hairy). Recently, I've tried to figure out why she handled so strangely. She had lee helm, I had no shroud tension, and I couldn't get my new jib to work (she sailed better to weather under staysail and main. I found that the mast wedges at the partners were not wedging the mast at all (the mast was bouncing around at the deck level). There was only one wedge pressing on the mast, and that wouldn't allow the mast to rake aft (to increase weather helm). Well, we re-wedged it, and tried it last Monday. It definitely sails better. She has slight weather helm, the jib pulls good now, and she's even a little faster to weather. -- Anyway, I hope that helps. I'm afraid I can't help with main tops'ls and flying jibs. -CapnHarv@aol.com Author: Harvey Nobe 11/07/96

Coming About

I have sometimes had similar problems in my **Defiance** (FSS #169) if there are significant waves. Try releasing the sheet on the self tacking jib (and all other jibs). With so much sail forward, the boat can get stuck before you get the wind on the other side of headsails. As soon as the wind is across the bow, tighten the jib sheets on the new WINDWARD side (where they were already) to carry you through the wind and fall off about 90 degrees, then sheet normally.

Author: Jonathan Leavy 03/09/97

WANTED: 14.5' Sitka Spruce Bowsprit

If anyone knows where I can get sitka stock to rebuild my bowsprit, I would really appreciate hearing from you. Or, if you just happen to have a sprit around that would fit onto my 30' Bruno & Stillmann #88 **Apogee**, please drop a note. Thanks.

Author: Paul Collet 10/25/96

Radar

I am the new owner of **Schoodic** - sloop # 128. Does anyone have experience or suggestions about outfitting a Friendship

(Continued to Page 7)

Tidbits from the Internet

(Continued from Page 6)

Sloop with radar? By the way, **Schoodic** is berthed in South Portland, Maine, at Springpoint Marina. We are always happy to have visitors. Author: Allen Browne 10/12/96

Bruno & Stillman

What ever happen to this company in Newington, New Hampshire? I own #88 **Apogee** built by this yard and never heard the true scoop behind their demise. Please respond to linckin@aol.com -Thanks. Author: Paul Collet 10/01/96

Bruno & Stillman

Hello, I was bouncing around the WEB and found your question as to what happened to Bruno & Stillman. I have your answer. I worked there as a lead finish carpenter from 1978 to December of 1981 which is when they closed. At that point we were building the 35', 42', 55' and 95' boats. They stopped building the sloop before I got there. The "plug" for that boat stayed around outside till the end. I heard someone bought it to make another mold. We had plenty of orders when the bank closed the doors but were in deep financial trouble. All the molds were auctioned off and are still being built today. We always heard good thing about the sloop!

Author: Eric Edin EEDIN@MTLNH.COM 02/06/97

Race Committee Seeking Volunteers

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

151 Grove Street
Reading, MA 01867

Homecoming Volunteers Needed

The feedback forms completed at the Annual Meeting listed many suggestions. We would like to pursue action on two items for the Rockland Homecoming by facilitating contact between interested people. Please contact Larry and Debbie Plumer if you're interested in:

- 1) Developing on-shore games like "Friendship Olympics".
- 2) Developing an alternative daysail plan on race days.

We will connect people to form committees if there is interest in these activities.

Thanks

The editor would like to thank Rodney Flora for his assistance in editing and writing for this edition of the newsletter.

Yearbook Bulletin Board

It's not too late to support the yearbook by putting a message on the FSS Bulletin board. A box on the bulletin board costs \$20. If interested, contact Roger Duncan.

Greetings from New Zealand

David Mauger, who joined the FSS a few years ago, sent the following to us from Auckland.

My main motivation in joining the FSS was because my yacht is a 25' 1904 gaff cutter, in many ways similar to a Friendship Sloop. I felt isolated from kindred souls with an interest in old boats, something my membership of the FSS has filled.

However, in Auckland, we now have a Classic Yacht Association, so I now have some colleagues. It doesn't diminish my interest in the FSS, though, because most of the yachts in the CYA are much bigger than mine - about 40', and are bermuda rigged.

My fellow members of the CYA send you our greetings, and will follow up with some copies of our newsletter 'Classic Yacht Quarterly', which gives a good idea about traditional yachting in this part of the world.

Here is a story about my yachting:

At the end of 1995, very early one morning, I sailed out, by myself, to meet **Endeavour**, a completely authentic replica of Capt James Cook's ship, the ship in which he 'discovered' New Zealand, Eastern Australia, and many parts of the Pacific. **Endeavour** had just completed a trans Tasman passage from Sydney, Australia, about 2000 miles, and the longest voyage she had made.

I was lucky - I was the only other sailing craft around. **Endeavour** and I kept company for about 45 minutes before the Navy, many other craft, and the official welcoming party showed up to spoil the fun.

The ship looked magnificent - she is of the high topsides style, quite unlike the 19th century clipper ship pattern we are used to. She was joined by two other square riggers for the sail up our harbour. The other ships were **Soren Larson**, a brigantine, the star of the BBC series 'The Onedin Line', and **Spirit of New Zealand**, a local training barquentine, sometimes called 'the Black Pig' for obvious reasons. About that stage the police chased me away, which wasn't easy under sail only, with these big ships casting a wind shadow!

Endeavour is now owned by a trust, but, until he went broke, was a project of Alan Bond, the West Australian beer baron, who dare I say it, mounted the successful challenge for the America's cup.

The Maori people, New Zealand's indigenous people, are a major social and political force, and have not been subjugated, as native peoples have in many countries. The Maori were divided over whether the **Endeavour** visit was a good thing, and there were a number of hostile confrontations that shook up the **Endeavour** crew quite a bit.

Although over 200 years have passed, the Maori still remember Cook's crimes, and there was a good deal of korero (talk) before the ship was finally welcomed.

I don't think I will sail in company with an 18th century ship, just the two of us, again for a time, if ever.

St. Kilda's Voyage -- An Update

Written by Rodney Flora

A year ago at the February meeting of the Mass Bay Friends of Friendships, Kevin and Marge Rose, former Friendship sloop owners, spoke to our group about the preparations and plans for an around the world cruise they were to undertake with their friends Ellen and Marsh Greene on the 40 foot sloop *St. Kilda*. We printed the first installment of their voyage in the Spring newsletter. Here is a very condensed version of their adventures paraphrased from the dispatches they filed along the way.

Once shoreside affairs were set in order, it was time for the difficult goodbyes to family and friends. After a few last-minute repairs to the boat they headed south down the Intercoastal Waterway, past the beautiful historic cities of Charleston, Savannah, and St. Augustine and then a "left turn" toward the Bahamas.

Shipboard life settled into a pleasant routine and despite the fact that the axiom that "something is always broken on a boat" became an inescapable reality, life in the Bahamas was pretty nearly idyllic. Too soon it was time to head for the next goal, the Panama Canal.

The Canal transit was reputed to be a boat bruiser with stories of parted lines and scarred hulls and despite sharing the locks with 1000 ft. container ships, thanks to extra line handlers and a pilot the passage was completed without incident.

It was beating or motoring almost the whole way from the Panama Canal to the Galapagos. "The routines of eating, reading, and sleeping, make one day indistinguishable from the other. We are nearly unanimous in our dislike of these long passages and coming up is our longest: 3000 miles. Yikes!"

Making the equator was an occasion for blowing all of the ship's horns and drinking toasts all around.

They arrive in Galapagos at Puerto Ayora at 9 AM on a Saturday and after a minor skirmish with the local bureaucracy receive permission for an eight day stay. They quickly tired of dirty looks from 800 pound tortoises and the cold stares of iguanas but reveled in the graceful antics of the seals that went swimming with them.

After a pretty thorough exploration of the Galapagos, it was on to the Marqueses in the mid Pacific, the dreaded 3000 mile passage.

Twenty-eight straight days at sea with the boat rolling forty degrees to starboard then forty degrees to port and even the Quaker Oats were reduced to a fine powder by the constant motion. But there were also "beautiful moonlit starry nights, cumulus clouds, storybook sunrises and sunsets, flying fish, and the ocean." But as Kevin Rose wrote, "We just wish the ocean would go away for a while each day and let us recover."

"The Marqueses looming straight up out of the pacific are a breathtaking landfall shrouded in squally rains and streaked with dawn's sunlight."

"Cruising is fixing your boat in exotic places." The passage from the Marqueses to Tahiti was less than a third the length of the previous one and although the winds were largely favorable the seas were often large and lumpy and often from unpredictable directions. Since the islands (of French

Polynesia) are so lovely and fulfill so many people's ideas of paradise on earth, the French want to ensure that the yachties leave before their money runs out, they were required to buy a bond equal to the cost of air fare out and back home...refundable upon departure.

After sail repairs, a lost stern anchor, engine trouble, and various adventures ashore in Tahiti, Bora Bora and Rorotonga, French Polynesia was left astern for the island kingdom of Tonga some 828 miles west. Except for a few mechanical glitches the 460 mile passage from Tonga to Fiji was uneventful. However, it was in Fiji that the Greenes ended their part in the *St. Kilda's* voyage, a farewell that had been planned from the start but which, nevertheless, was a major change in the voyage.

Kevin and Marge carried on alone to Vanuatu and then to Australia. A major engine problem and consequently no electric power, led to a 300 mile tow in to Cairns "and a gnawing awareness that we were running short of time and money and perhaps were pushing an old boat too far too fast..." The decision was made to sell *St. Kilda*. "Having delivered her to a broker and slicked her up a bit, we'll bid her a fond farewell. We'll sally forth from there and probably backpack through Southeast Asia and Europe to return home by next summer."

Both the Roses and the Greenes have a rich assortment of tales to tell about their remarkable voyage. As Ellen Greene wrote in one of the dispatches they filed along the way, "I for one can't wait for that cocktail party in the future when the topic turns to boats and a stranger, preferably an uppity one at a New England yacht club, asks me diffidently, "So have you done any blue water cruising?"

Sloop Society Officers

Commodore	Vice-Commodore
Larry & Debbie Plumer 8 High Road Newbury, MA 01950 (508)-462-9629	Tad Beck 380 Broadway New York, NY 10013 (212)-966-4690
Secretary	Treasurer
Caroline Philips 164 Sturbridge Road Charlton, MA 01507 (508)-798-0178	David Bell Box 321 HC Pumpkin Cove Rd New Harbor, ME 04554 (207)-677-2069
Yearbook Editor	Newsletter Editor
Roger Duncan P.O. Box 66 East Boothbay, ME (207)-633-4780	John Wojcik 347 Lincoln Street Norwell, MA 02061 (617)-659-2820
Race Committee Chairman	Membership Chairman
Bob Rex 151 Grove Street Reading, MA 01867 (617)-944-1481	Doug Amsbary P.O. Box 1297 Cooley Hill Rd Franconia, NH 03580 (603)-823-8459