Friendships

Newsletter of the Friendship Sloop Society

Volume 34 Summer 2022 FSS.ORG Issue 2

Editor's Logbook

As the weather brightens and the daylight lengthens, we who are lucky enough to own a boat begin the Spring ritual of boat maintenance in preparation for launching. We uncover, assess, plan and begin the work. For those with fiberglass hulls, there are the hours of buffing and waxing required to get her looking good. The wooden boat owner embarks on the seemingly endless journey of sanding, filling, caulking, priming and painting. And for almost everyone, there is at least some amount of varnish to fret over, and all this just to get the hull looking good!

Then there are all those other 'working parts' of the boat, which at the very least must be functional, and at best thoroughly dependable. Under consideration are the engine, drive train and power plant; the electrical systems and electronics; plumbing, hoses and fixtures; pumps, stoves and winches. There are tanks to clean and fill, batteries to charge, the bottom to paint. There are sails to maintain, hardware and running and standing rigging to tend and repair….and then there's the dinghy to consider!

As much a ritual of the season as the boat work itself is the carping and moaning common in the Spring chorus of boat owners: the cost, the work required, the hours it will take, the delayed delivery of this or that, the shrinking timeframe, the essential part no one has in stock…

If you're at all like me, you arrive at some point in this ritual of Spring where you step back from the job at hand and ask yourself, "is this all really worth it?" Is it worth the time and effort, money and materials, the running around and logistical challenges to get this boat in the water for the always-too-short boating season?

You start to wonder what other folks who are either lucky or unlucky enough to **not** own a boat might be doing on this beautiful Spring day. While you are crawling around in the bilge still looking for that hose clamp you dropped 15 minutes ago, your friends and neighbors who are not boat-obsessed might

(Continued to Page 5)

Mark your calendars for the

61st Annual FSS Homecoming

July 20-24, Rockland, ME

Please come and join your fellow Friendship sloop enthusiasts for sailing, boat tours, racing, good food, tall tales, sharing ideas, inspiration and friendship!!

You don't need a boat, just come!

The Art of the Friendship Sloop

Julian Tablada, retired architect, sailor, and well known watercolorist was on the docks in Rockland last summer, admiring and painting many of the Friendship sloops in attendance. He has written an illustrated article for the 2022 winter issue of the *Journal of the American Society of Marine Artists* on Friendship sloops, found on pages 26 - 29. He has been kind enough to share the link to his article with FSS members and sloop aficionados:

https://americansocietyofmarineartists.com/News-and-Journal

During his visit to the Maine coast last year and a study of classic boats he noted, "I became enamored with the Friendship sloops and was excited to find that our visit coincided with the races in Rockland. We were able to visit the boat owners on the docks and saw many sloops up close. Watching them racing gave me an appreciation for the beauty of these boats, their sails and their graceful lines as they cut through the water. But these old ships and their massive sails create a challenge to paint and capture the essence of their beauty. The tall stack of study paintings in my studio attests to that difficulty and my quest to get it right.

"The maritime heritage of these iconic Maine sloops and the spirit of the Friendship Sloop Society family transcend the mere physical beauty of the sloops and are stories we artists can tell in our paintings. These are stories of adventure, hard work, history, and a love of sailing beautiful sloops that only art can convey."

If you did not get a chance to meet Julian last summer and want to know more about him, his website is *https://www.julianwatercolors.com* and there are several more paintings of Friendships on that site as well. If anyone would like to contact the artist directly his email is *julian.tablada@gmail.com*

Julian has already made plans to return to Rockland in 2022 to do more paintings and is looking to crew for anyone who will take him out on their sloop. The American Society of Marine Artists is not much bigger than the Friendship Sloop Society, and wouldn't it be wonderful to have a few more faces showing up in Rockland painting our boats!

Look for Julian's full article with illustrations in the upcoming FSS Yearbook due out in June.

Marlinespike Seamanship

By Ted Walsh

Protecting Lines From Chafing

There are a few key places on our sloops where lines can chafe. In most cases the resulting damage to lines is fairly minor. Two exceptions are mooring pennants and dock lines. In both cases a line failure can be disastrous.

With mooring pennants one of the most significant issues is to create a clean smooth run from deck to mooring ball with no sharp bends. Sharp bends, especially over metal fairleads, chocks or bobstays are the most likely points for line failure. Typically, a pennant running freely from fore-bit straight out over a bow roller, then down at a fairly flat angle to the mooring ball presents the least opportunity for chafe.

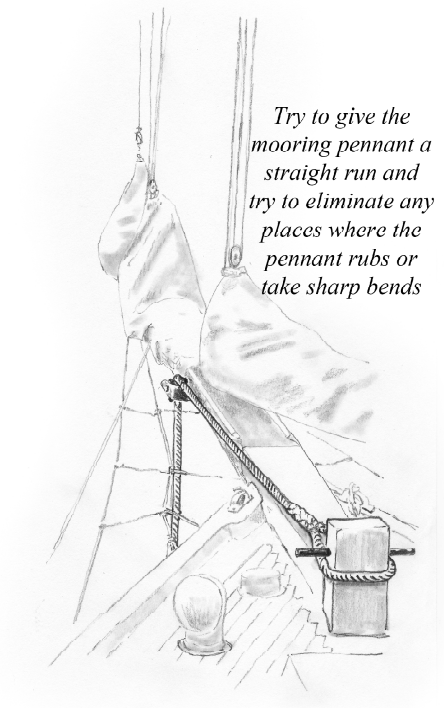
Equally important is that in high winds, boats with clipper bows tend to swim back and forth on their moorings. Under these conditions the bobstay can saw through the mooring pennant. If your mooring is in a sheltered spot that does not see high winds, you may not need to worry about this but the rest of us might consider protecting the mooring pennant from possible chafe.

In the case of a wire bobstay, one solution is to place a piece of PVC pipe around the bobstay that is larger in inside diameter than the stay itself. This will act as a roller when the pennant rubs against it. Tie a small piece of line through a hole in the top of the PVC tube and secure it to the end of your bowsprit. This will ensure that the PVC is free to rotate easily and not get held up where the stay connects to the stem of the boat. The PVC also presents a less abrasive surface than a wire bobstay.

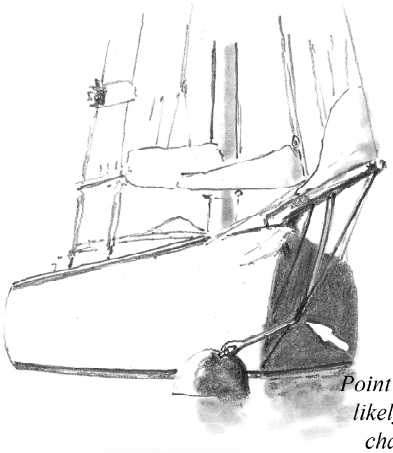
For bobstays that are made of chain, your best solution may be to protect the pennant itself with either leather or canvas fire hose material. This type of chafing gear will have to be stitched in place so that it does not slide down the pennant or bunch up. In the case of a galvanized chain, it may need to be checked monthly since galvanizing presents a rougher surface than stainless steel.

Dock lines cannot always be run cleanly without damaging toe rails, so they often have to pass through a chock or fairlead.

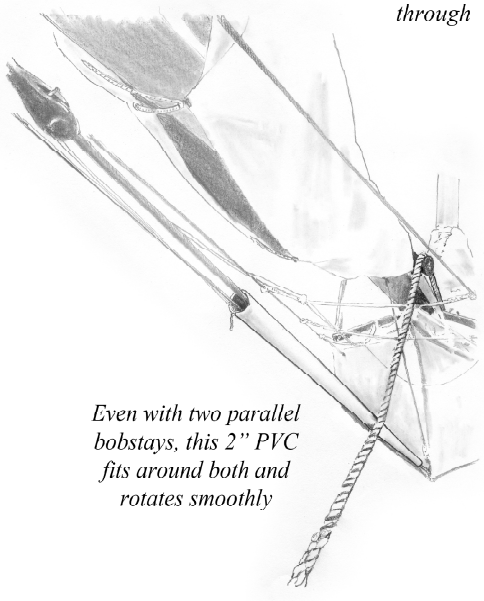
One fairly easy solution to deal with this point of chafe is to make up chafe gear out of old radiator or engine hose. Six or eight inches of hose with a spiral cut around the hose will give you some hefty protection for your dock lines. **(Continued to Next Page)**



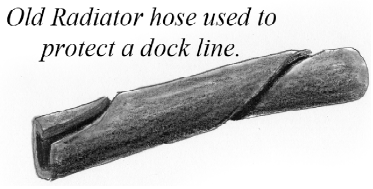
Try to give the mooring pennant a straight run and try to eliminate any places where the pennant rubs or take sharp bends



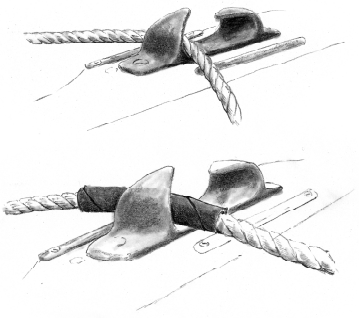
Point most likely to chafe through



Even with two parallel bobstays, this 2" PVC fits around both and rotates smoothly



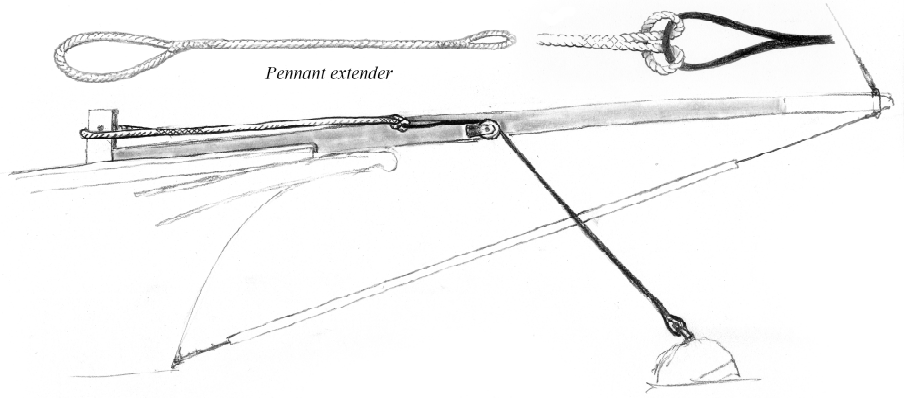
Old Radiator hose used to protect a dock line.



Thick leather piece and duct tape, another solution to protect your dock lines.

Returning to mooring pennants for a moment, if you cruise with your sloop, you may find that the pennants of guest moorings are not always long enough. This can create more stress on every contact point with your boat and the individual connections with the mooring. This can increase the opportunities for chafe or a failure of the mooring.

A pennant extender can remedy this. Easy to make up, it is simply a line with a large bight spliced into one end and a smaller bight spliced into the opposite end.



Rockland Racing - 2022 Style

By David W. Graham, RC Chairman

The notion all began several years ago when the Race Committee started receiving "Let's do something different" hints. It then came "to a head" during the 2021 November Annual Meeting, when one of the attendees made a suggestion to have the RC organize a "Bang-and-Go-Back" race during our 2022 annual race program, perhaps for the Friday race.

Armed with what was perceived as mild enthusiasm, over the winter the RC proceeded with plans to explore the feasibility of running a "Bang-and-Go-Back" race on one of the three race days at Rockland this year. If conducted, the race could be started outside the Rockland Breakwater and proceed toward a predetermined location either at Vinalhaven or North Haven.

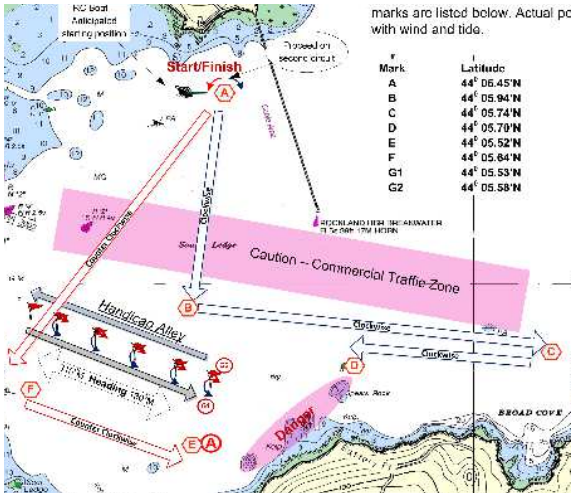
Then came the early February 2022 Executive Committee meeting, where the perceived enthusiasm for such a race turned into mild skepticism concerning tidal currents in West Penobscot Bay and the possibility of less viewer visibility. The RC then went back to the "drawing board" to further explore the concerns of doing such a race. In a fine-tuning mode, the Committee presented its findings to the recent Executive Committee meeting of late April. What resulted was the decision by the Executive Committee to "give it a try", but only after presenting it at the Friday skippers' meeting and receiving skipper approval. Conditions involving near slack water and favorable winds would also be critical factors. Should these conditions not be met, the RC would decide at the skippers' meeting to abandon such plans in favor of doing the standard race course that we have enjoyed for years involving our old friend Handicap Alley.

The Race Committee has also made an adjustment to a portion of the Rockland Harbor race course to minimize the concern by the Coast Guard of our "intrusion" into the Commercial Traffic Zone within the harbor. We have slightly adjusted the location of Racing Marks "B" and "C", to minimize time spent in the Traffic Zone, though it is recognized that some amount of beating through the zone may be necessary to accommodate the day's wind conditions. To further minimize any "mix" with the Maine State Ferry operations, we will adjust our race starting time in coordination with the ferry schedule where possible.

Meanwhile, we have completed the 2022 Sailing Instructions, and in early January filed our required Coast Guard use-permit application with their office in South Portland, and coordinated with the Rockland Harbormaster and the Superintendent's office of the Maine State Ferry System at Rockland.

We are also most appreciative of the anticipated return of Peter Clapp and his lovely **Aestimare** serving as RC boat, along with Dick Salter in **Messing About** and Jack Cronin and family in the **Effie M** serving as patrol boats throughout the three days of racing.

With all of this having been accomplished, we are now ready to bring on our race program for the 2022 FSS Homecoming on July 21-23!



Tech Tips: Battery Types and Charging

By Bill Whitney

Energy, be it environmental or mechanical, is an integral part of boating. We rely on some form of energy to propel our boats; wind in the case of environmental energy and fossil fuel or electricity for mechanical energy. Managing these energy sources to move the boat efficiently is a skill that must be acquired, sometimes over several years. Wind energy is managed by adjusting the sails to give us forward motion. Mechanical energy is usually provided by a motor of some sort, and uses fuel or electricity to provide that same motion, and to power some of the onboard systems.

Most of us use some type of battery to provide our energy source. Batteries today are very technically advanced and there is a wide range of types to choose from. Some of them are quite remarkable in the amount of energy they can provide, and all of these have some form of liquid or gelled liquid electrolyte between the positive and negative plates inside the battery. Lithium batteries are not covered in this article.

There are 4 common types of "wet" cell lead-acid 12-volt batteries used in marine systems: traditional lead acid, sealed lead acid, AGM (Advanced Glass Mat) and gel. The traditional lead acid battery has caps on each cell and is filled with sulfuric acid. This liquid electrolyte can move freely between the plates in the battery and can be topped up with distilled water when the level within the cell drops, which can be caused by heat or vigorous gassing that might occur while recharging. These are designed to produce high electrical currents for a short period of time. An improvement to this design came with the advent of the sealed battery, which has no caps to remove and thus requires less maintenance. These batteries have a slightly altered chemistry which prevents loss of the sulfuric acid electrolyte.

Now we get into the more recently developed battery designs. The AGM and gel cell designs are still "wet" sealed batteries. The difference is in how the electrolyte is held in the separators between the plates, the thickness of the plates and the consistency and make-up of the separators and electrolyte substance.

Since there are many different types of batteries on the market and varying quality between manufacturers, it can be a challenge to choose the right battery for your boat. A good idea is to take a survey of your electrical needs and see how many Amperes of current you'll need and for how many hours. This will give you a number in Amp-Hours of electrical power needed to support your sailing lifestyle. For instance if you are anchored at night and the anchor light is on for 7 hours and it draws .5 Amps, you just used .5X7=3.5 Amp-hours of energy from your batteries. Going over your daily consumption and adding everything up to calculate your daily requirements will give you a rough starting point for determining what type of battery you need. For example, to support a total daily consumption of 50 Amp-hours, you will need a battery of at least 100 Amp-hours since you don't want to discharge the battery below 50%. If you run the engine and recharge the battery partially, the 100 Amp-hour capacity requirement can be decreased.

That part was pretty straightforward, simple math. Things get a little more interesting when you start to address these questions: How do you recharge the batteries? What is the engine alternator output? Are you outfitted with solar panels? How are these sources regulated? Is your alternator/regulator compatible with your batteries?

If the engine is using an older marinized automotive alternator with its internal regulator, recharging will be slow and the batteries will never be fully recharged! Just after starting the engine the alternator output should begin around 13.8 volts and rise to at least 14.5 volts. Most batteries won't be fully recharged until their voltage rises to 14.4 volts. While the AGM and gel battery electrolyte and plate structure improves discharge and recharge efficiency, you have to be very careful when recharging gel batteries to ensure that the charging voltage is less than 14.2 volts. Using the wrong charger will result in premature failure.

The important take-away here is that each battery type has a different charging profile to recharge efficiently. For the typical marine installation with a single alternator/regulator configuration, you should **not** mix battery types. If a mixed configuration is used, poor battery performance and short life are almost guaranteed and the number of charge/discharge cycles will be greatly reduced. Remember, using an older automotive alternator/regulator will never fully recharge your batteries. The physical construction, electrolyte chemistry and deep cycle capabilities of AGM and gel batteries lend themselves to different recharging requirements.

Now let's look at some of the applications common to each type of battery, the energy they provide, and the economic trade-offs.

Traditional lead-acid or "flooded" batteries are still common in many applications, such as car, RV and motorcycle starting batteries, and for solar and emergency backup systems. They are readily available and relatively inexpensive at around $100. One of the reasons that automotive alternators were originally regulated at 13.8 volts was to prevent excessive gassing of the cells, which starts at 13.8 volts. If kept near this level, less electrolyte was lost during recharging. This approach was a good compromise between maintenance and energy production, but because the battery is never fully recharged, the result is a shorter battery life of 3-4 years.

Sealed batteries, depending on the type and internal structure, usually cost between $120 and $190. Because there is no need to routinely top-up the electrolyte they can be used in poorly accessible spaces. They are typically used for engine starting, and, with dual purpose batteries, limited deep cycle applications.

AGM batteries are now very common and can be found in many applications, such as RV and marine use, Uninterruptable Power Supplies (UPS), solar and storage. As their popularity has increased their cost has decreased and although still more expensive than a regular sealed lead-acid battery, they are well worth considering if you need greater amp-hour

(Continued to Page 5)

Membership / Registrar News

By Carole & John Wojcik

We have two new members who have joined the FSS since the beginning of the year:

- Jonathan Moses of Langley, WA has purchased #235 **Finest Kind** from Mike and Karen Looram, also of Langley. The Loorams had purchased **Finest Kind** in 1981. The sloop is 22' and was built in 1981 in Cushing, ME by Sam Guild & Geoff Heath. The homeport will be Langley, WA.
- Richard Fried of Marblehead, MA recently joined the Society.

I received the following note from Tom Ash of Gloucester, MA, owner of #32 **Nomad**, a Class A sloop built by Wilbur Morse in 1906:

- "The **Nomad** has been on a long land voyage. I have completely rebuilt her (30 years). Presently she is in Manchester, MA and I hope to work on the interior and rigging this year. Possible launch? Thank you for all the work the FSS does to keep these vessels alive."

2022 membership renewals have been steadily coming in.
If you have renewed your FSS membership,
WE THANK YOU!
If not, we hope you will soon! Please send dues to:
Carole Wojcik
347 Lincoln St.
Norwell, MA 02601

*From the left, **Ray of Hope** (formerly **Eden**), **Jabberwocky**, **Hegira** and **Gladiator** jockey for position on a downwind leg with a light and steady breeze at the 2021 Homecoming. (Bill Finch Photo)*

Editor's Logbook

(Continued from Front Page)

be walking the beach, reading a book, going out to lunch, visiting with grandchildren….

But those of us lucky enough to own or spend time around a Friendship sloop are a particularly fortunate bunch. When the doubts assail us and mind, body and soul want to throw in the towel, all we have to do is gaze at our sloop in the yard, or at a photo on the wall of the boat under sail, or close our eyes and summon the memory of one of last summer's perfect sailing days shared with friends, and perspective and balance are restored by the design, beauty and memories of the Friendship sloop in your sights.

So, if you're at all like me, the answer to the question "is it all worth it?" is a resounding YES! At least for another year!

Laurie Raymond, FSS Newsletter Editor

Tech Tips: Battery Types and Charging

(Continued from Page 4)

capacity and good discharge/recharge capacity. They usually cost in the $130 - $200 range and have a 5-10 year lifespan.

Gel batteries are not as common as AGM batteries. They often appear in deep discharge situations, such as marine deep cycle batteries, ambulances, emergency medical vehicles and communications vans. They are expensive, at over $300 (depending on size), but long-lived and most suitable to very deep cycle applications like solar energy and load balancing. They may also last longer in hot weather environments. A warning here: be very careful when using them as replacements for other sealed batteries. If an incorrect battery charger or regulator that is part of your boat's electrical system is used on GEL batteries you could ruin them very quickly.

From the user's point of view, of the four primary lead-acid battery types, AGM batteries are a good choice for a reasonable cost. For applications with an expected life of more than 10 years, gel batteries might be a better choice. If you are considering making a major change in your electrical system, not only should the life of the battery be evaluated along with the cost, but the key nature of how the battery will be used should also be considered, as well as the cost of potentially replacing the alternator/regulator to match the batteries' charging specifications. When changing to any new battery type always check with the manufacturer and compare the charging specifications with the output of your regulator or charging system to make sure they are compatible. Because many companies market batteries with their own label it's important to find out who actually manufactured the battery. I've found that once you have the manufacturer identified they are very helpful giving you the specifications for their products.

(Bill Whitney has much more to say about batteries and their various charging requirements, electrical systems and components. He is happy to provide additional information if contacted at fss214@hotmail.com)

Sail, Power and Steam Museum Notes

By Robin McIntosh

As Rockland's Sail, Power, and Steam Museum continues to grow its waterfront programs like the free youth sailing program, SKFF ("Sail Kids For Free"), and add additional boats to our in-water collection, one vessel continues to take center stage: Friendship sloop **Persistence** #120, pictured above.

Her construction began in 1966 by Carleton Simmons of Friendship, ME, but the project was abandoned due to his wife's health. The unfinished hull was eventually purchased by another sloop enthusiast as a "project" but she again sat covered and unfinished for some 30 years on the shores of Muscongus Bay. In 2011 she was donated to the Museum where a volunteer crew spent three years under the direction of shipwright Dennis Gallant (now owner of the windjammer **Angelique**), taking what was little more than a framed structure and completing the vessel in the Museum's boat shop.

This summer, she will be launched again and will be a centerpiece of the Museum's Midcoast Sailing Center, giving people the opportunity to learn about and sail on a classic Friendship sloop, either by way of the Museum's chartered day sails or by learning to sail her under the tutelage of the Museum's experienced sailing school staff.

As a side note, two years ago, a Museum visitor asked if we would accept the donation of a set of tools formerly owned by a local boat builder. Once he heard the story, Museum co-founder Jim Sharp quickly and enthusiastically said, "YES"! The tools had been owned by **Persistence**'s original builder, Carleton Simmons, and they now proudly sit in the Museum's Tool Room, on display for everyone to see.

The Museum's other Friendship sloop, **Blackjack** #19, recently listed on the National Register of Historic Places (see FSS Newsletter Winter 2021 issue), has had several busy seasons sailing from the Museum's docks, and may have this summer off due to staffing and space constraints.

For more information on the Museum's programs and nautical collections, and to view our impressive fleet, you will find us at 75 Mechanic St. in Rockland, ME, or visit our website, *sailpowersteammuseum.org*.

FRIENDSHIP MEMORIAL SCHOLARSHIP FUND
P.O. Box 129, Friendship, Maine 04547-0129
A component Fund of the Maine Community Foundation

By Phil Pratt - Chairman

Bill Pendleton - 1968 FSS Yearbook - Page 19 "….the hope is that this Fund will grow and that subsequent years will see much more available for annual awards."

Bill Pendleton's dream is unfolding before our eyes, in large part thanks to the long term, steady and generous support of the Friendship Sloop Society and its members. The Trustees of the Fund believe Bill would enthusiastically applaud its success, both financially and through the ongoing individual commitment provided by FSS members.

Yes, by this time you have probably already seen the 2022 Gift Appeal. The excitement around the 55th Anniversary of the Fund is in being able to increase awards to graduating seniors in 2022 from $3500 to $4000 per student, and continuing education awards from $1800 to $2000 per student, for a total of $28,000. In years 2019 - 2021 the Trustees of the Fund awarded about $25,000 annually in scholarships. From 2016 - 2018 an average of $7800 was awarded annually, and prior to 2015 the Trustees awarded $3000 or less annually.

This dramatically improved performance is possible because of SUPPORT; support from people investing time and finances to build the Scholarship Fund for the future. The Trustees of the Fund and the people of the town of Friendship, ME want to say a resounding ***Thank You*** to all who have helped make Bill Pendleton's dream come true!

Contact Phil Pratt for information or questions about the Fund at (207) 832-4335, or *davisloop100@gmail.com*.

***Freedom** #167, owned by Rich and Karen Schwartz with ace sailors Bill Cronin and Cindy Pendleton aboard, attempts to hold off the larger **Lady M** #193 with topsails filled and owner Martin Thomas in command.*
(Bill Finch Photo)

2022 Calendar of FSS Events

(some dates weather dependent)

Red Brook Harbor Rendezvous
(Buzzards Bay, MA)
Tuesday, June 28

Scituate Harbor Rendezvous
Wednesday, June 29

Cape Ann Rendezvous
Thursday, June 30

Boothbay/Linekin Bay Rendezvous
Monday, July 4

Southwest Harbor Rendezvous, Race and Potluck Supper
Saturday, July 16

Pulpit Harbor (North Haven) Rendezvous
Tuesday, July 19

61st Annual Rockland Homecoming: Rendezvous and Races
Rockland Public Landing
Races on Thursday, Friday and Saturday, July 21-23
Sloops arrive Wednesday, July 20,
depart Sunday, July 24
Thursday & Friday races, start time 1 PM,
Saturday at noon

Skippers' meetings
11 AM under the tent, 10 AM on Saturday

- ***Welcome*:** Informal BYO drinks and snacks under the tent, on the floats, on the sloops, Wednesday afternoon/evening
- ***Parade of Sails*:** Saturday morning, Rockland waterfront, prior to the race
- ***Awards Banquet*:** Saturday night, 5pm, Rockland Public Landing, under the tent

FSS Annual Meeting
Saturday, November 19, 2022
Best Western Merry Manor Hotel
South Portland, ME

Events of Interest - Summer 2022
New England Waters

(please check websites for confirmation)

Wooden Boat Show, Mystic, CT
June 24-26, Annual show at Mystic Seaport
Presented and produced by WoodenBoat Magazine
www.thewoodenboatshow.com

****Casco Bay Gaffers Race,** Portland, ME
June 26, free, 6th year, 11 AM start
After-race party at Cook's Lobster and Ale House, Bailey Island
www.schooneralert.com or (207) 841-9125

****Windjammer Days**, Boothbay Harbor, ME
June 26 – July 2, 60th annual festival,
events for the whole family
www.boothbayharborwindjammerdays.org

****Camden Classics Cup**, Camden, ME
July 28-30, 7th annual event
www.camdenclassicscup.com

Sweet Chariot Music Festival, Swan's Island, ME
August 2-4, arrive by boat!
www.sweetchariotmusicfestival.com

****Eggemoggin Reach Regatta**, Brooklin, ME
Saturday, August 6, all wooden boats 24 ft. or longer welcome
www.erregatta.com

****Chowder Cup Race**, Friendship Harbor, ME
Saturday, August 6, one day race, free, 41st year!
Contact Charlie Witherell at *cbwitherell@gmail.com*
or Bill Shaughnessy at
william_shaughnessy@comcast.net

Corinthian Classic Yacht Regatta
Marblehead, MA
August 13-14, Corinthian Yacht Club, Marblehead, MA
www.corinthianclassic.org

****37th Annual Gloucester, MA Schooner Festival**
September 3-5, Gloucester Harbor Waterfront
www.maritimegloucester.org

(indicates Friendship sloops welcome with registration)**

Friendship Sloop Society
347 Lincoln Street
Norwell, MA 02061

Address Correction Service Requested

Tale of a Sloop

Chrissy #18 is a 29' Friendship built by Charles A. Morse and launched in 1912 as **Sonny**. Ernst "Ernie" Wiegleb bought her in 1945 and named her **Chrissy** after his wife Christine. Ernie rebuilt the sloop around 1970 which was the subject of his story in the 1971 Yearbook, and was featured in an article by Red Boutilier in *National Fisherman*. Red's article also cited Ernie's impressive record in the Class A division of Homecoming races in Friendship, often with Bruce Morang at the helm as seen in this Roger Duncan photo. Ernie served as FSS treasurer from 1971-1990, and the 1979 Yearbook is dedicated to him.

In 1993 Harold Burnham bought the sloop from the Wieglebs. The boat had been out of the water for 13 years, but Harold did some quick repairs to keep her afloat and then launched her into Friendship Harbor, tying her to a pier. During the night the bilge pump failed and **Chrissy** ended up on the bottom. More repairs were hastily made and Harold's parents onboard **Resolute** #123 towed her back to Essex, MA where she was hauled. Harold wrote about this adventure in the 1993 Fall newsletter, and also wrote two articles for the 1994 Yearbook regarding the rebuilding titled: "To Chain Saw or Not to Chain Saw" and "Keeping Her Humble", and in 1995 "The Sawzall". Harold went on to complete the rebuild of **Chrissy** and then offered charters aboard her in Gloucester Harbor. The cover of the 2001 July/August edition of *WoodenBoat* features a picture of Harold hauling a lobster trap on **Chrissy**, along with an article titled "Lobstering Under Sail".

Harold sold the sloop in 2011 to Edward Zimmerman of Bar Harbor, ME who owned **Chrissy** for two seasons before selling her to current owner, charter captain Steve Pagels of Downeast Windjammer Cruises in Bar Harbor.

Parrel beads, jaws, hoops and halyards; looking aft from the foredeck of a Friendship sloop. (Photographer unknown)

*Prior to the start in this 2011 race, **Rights of Man** #52 is in the background, struggling to make headway in light air with all sails utilized, while **Mary Ann** #10 has just started her engine and is powering along. **Rights** is owned by Wayne and Kirsten Cronin and is moored in Rockland; **Mary Ann** is owned by Joe Griffin and sails out of Damariscotta, ME. (Shelley Desch photo)*

*At the busy and intense start of a race in 2011, from the left are **Celebration**, the RC boat **Seven Girls** (built and run by the late Ralph Stanley), **Banshee**, **Salatia**, **Eden** (now **Ray of Hope**), **Hegira**, **Phoenix**, **Rights of Man**, and **Gladiator**. (Shelley Desch photo)*

*When his schedule allows, Tad Beck sails **Phoenix** #91 across West Penobscot Bay from Vinal Haven to join the Homecoming program in Rockland. (Shelley Desch photo)*

*Miff and Marge Lauriat and crew bearing down on the mark in **Salatia** #90 during a breezy race at the 2011 Homecoming in Rockland. (Shelley Desch photo)*

*Jack Cronin on the right, and son Jeff, celebrate winning the best overall 2021 State of Maine trophy. The Cronin's sloop **Tannis** #7 earned the award for the 10th time in the last 25 years. Jeff skippers the boat and it is always filled with friends, family and other 'stowaways'. The Cronin family exemplifies the "Spirit of Friendship" on so many levels. (Bill Finch photo)*