

Friendships

Newsletter of the Friendship Sloop Society

Volume 31

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Winter 2019

Issue 1

Commodore's Message

Greetings! As Admiral Andrew Cunningham, Royal Navy said in 1941: "It takes three years to build a ship - it takes three centuries to build a tradition."

The Friendship Sloop Society began in the early 1960's when a group of sailors decided it would be great fun to gather these beautiful boats together for sailing and camaraderie. The tradition of the FSS continues on that premise. The work of all of the people who came before to maintain and develop this "small sailing group" is nothing short of amazing.

When I was contacted a few months after my father and mother's passing to consider becoming the Vice Commodore, I cried, not because they were gone, but because the Friendship Sloop Society was here. It felt like coming home.

My Dad, Don Huston, restored and sailed the **Eagle** #53 for 45 years. She was a member of our family from the moment she entered our backyard in 1963. In 1982, my UMaine boyfriend (now husband), John Fassak purchased **Westwind** #95. As we have built our life together over the past 35 years, we have restored **Westwind**, and we hope to launch her soon.

My goal as Commodore, with your help, is to respect, build and carry forward the traditions of the Friendship Sloop Society. During the Annual Meeting in November a survey was circulated to all of the attending members. The intent was to ask for feedback on how members would like to see the FSS move forward. We received many positive responses and good suggestions. If you would like to participate in this survey, email me at commodore@fss.org.

We have been working to "get the word out" about the FSS and all the joy associated with Friendship sloops. I am very pleased to announce the creation of a new Social Media Group that will be in charge of our Facebook page AND the new and exciting Instagram account. Scott Phillips (3rd generation Cronin and **Tannis** crew) has graciously agreed to take the helm, and plans to add 365 photo posts to Instagram (many from Bill Finch!) in the year 2019 (see page 8 for details).

If you look closely at the picture on the last page you will find me under the listing of "two Huston children". There I stand top row to the far right at age 8 with my brother Dennis (standing on top of the lobster trap). Who could have guessed that when that old, broken down wooden Friendship sloop **Eagle** came into our lives, she would set the stage for a lifetime of adventure, sailing and learning?

Let's keep the traditions of the Friendship Sloop Society going strong!

Diane Huston Fassak, Commodore

The Man Behind the Photographs



When we see a beautiful photograph of a Friendship under sail against a perfect summer backdrop, or a group of sloops beating hard to windward, or several boats perfectly choreographed as their paths cross, it is almost always FSS member Bill Finch who has taken the picture.

"Finch," as he is widely known, not only produces these great images, but donates them with boundless generosity for publication in the FSS Yearbook and Newsletter, and allows access to various media outlets. At his own expense he prints out copies of multiple photos that members might want, and displays them at the Annual Meeting for folks to take home. For this year's Annual Meeting, Finch also supersized four of his superb sloop racing shots, framed them and placed them in the live auction, raising roughly \$200 for the FSS with some lively bidding.

Finch and his wife Carol "Rosie" Rose are longtime Friendship sloop owners. They started out 26 years ago as the owners of 19 foot **Aurora** #181, and realizing she was too small, found and bought 26 foot **Venture** #66, a 1912 Wilbur Morse-built sloop which they sailed out of Beverly, MA. She was sold last year and now is harbored in the Essex River near Harold Burnham's boat yard.

Finch started taking photographs in high school, and mastered not only the art of taking good photos, but also the skill of dark room chemistry and development. In college in the 60's he studied architecture and art, including photography at the Rhode Island School of Design with noted photographer Emmet Gowen. He then developed and taught a high school photography course for three years on Staten Island, NY. After receiving a Master of Architecture degree at MIT in 1973, Finch worked for the City of Lawrence, MA as a planner, where he became involved in several historic preservation projects. Following that

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Mary Cronin

Mary C. Cronin, 87, of Sturbridge, MA, passed away peacefully on Friday, October 26, 2018, surrounded by her loving family. Mary was the matriarch of the Cronin family, Secretary for the FSS for many years, and a warm, supportive and welcoming presence everywhere she went.

Mary grew up in Walpole MA, and in high school met Jack, who would become her husband for 65 years. They moved to Sturbridge in 1960. After dealing with clients every weekend in his growing construction business, Jack decided he needed an activity to get his family away on weekends. In 1968 they purchased the **Tannis**, a 37 foot Friendship sloop, and began a 50 year love affair with the sea.

Mary worked side by side with Jack in the building business, and then managed the office of Cronin Cabinets for many years until her retirement. She was a constant within the Friendship Sloop Society for decades, attending Homecomings and serving as Secretary, role model, decision maker, manager, friend and mom to all. In spite of health challenges, Mary continued making the trip to Rockland annually, and it was not unusual to see a steady stream of people walking down the dock to visit and spend time with her aboard the **Effie M**, the family's rebuilt lobster boat.

Sailing, crafts, cooking, baking, reading, flowers and working in her garden were great pleasures for Mary. Her first love, however, was always Jack, her husband of 65 years, their children and the extended family she welcomed with open arms and a kind and generous heart. Mary danced at 3 weddings this year – grandson Matthew Phillip's in May, son Jeffrey's in August, and grandson Andrew's in October, just two weeks before her passing.

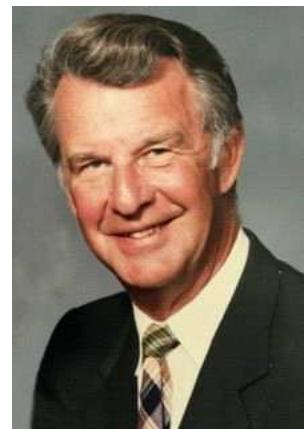
Mary will be greatly missed by her husband Jack, her 8 children, 18 grandchildren, 6 great grandchildren, and by all who had the privilege and good fortune to meet Mary and spend time with her. Memorial contributions may be made to Friendship Sloop Society, Treasurer Greg Merrill, PO Box 166, Butler, MD 21023, or Overlook Hospice, 88 Masonic Home Rd, Charlton, MA 01507.



(Bill Finch Photo)

Dr. Henry Oliver White, MD

Dr. Henry "Hank" White, a retired general and thoracic surgeon who cared for thousands of patients in the Mid-coast Maine area over a 30 year career, died on September 15 in Rockland at the age of 90. Also known as 'Doc' White, Hank treated his patients with empathy, dignity and compassion, a 6' 3" 'gentle giant' who dedicated much of his talent and ability to developing a palliative care center for the Mid-coast area.



Hank's interests and passions included medicine, music, sailing, gardening, genealogy and travel. He was a staunch believer in a universal healthcare system and a strong advocate for hospice and compassionate end-of-life care. He was deeply involved in his community, serving on many boards and volunteering his time with various organizations.

Many of Hank's happiest moments were spent on the ocean, particularly on the waters of Penobscot Bay. He was an avid and accomplished sailor, and handed down his love of sailing and the sea to his family. He was president of the Friendship Sloop Society from 1975 to 1976, and owned the sloop **Sarah Mead** #59 for 11 years.

Hank is survived by Marian, his wife of 68 years, and their children and grandchildren.

New Yearbook Editor on Board

After more than 20 years of tireless service in the role of FSS Yearbook editors, Rich and Beth Langton are stepping down and George Hagerty is stepping up to take on this important role. George and his wife Jacki own **Echo** #54 and sail her out of Wickford, RI on the breezy waters of Narragansett Bay. He is enthusiastic about the new job and encourages people to contact him with stories, ideas, drawings, photos or comments at ghagerty@usart.com, or at (781) 856-2635.

Race Committee Boat Needed

After serving nobly as our superb Race Committee boat, **Cerca Trova** has been retired. Therefore, the FSS is now in the process of seeking a suitable replacement. The Race Committee is looking for a vessel of at least 26 feet LOA which can be available for all three days of racing in Rockland Harbor for the 2019 Homecoming on July 18-20. The prospective boat should be equipped with a head and sufficient electrical power to run a laptop computer and printer, with sufficient shelter from the sun and weather. Additionally, she should be capable of attaining a speed of at least 7-knots. Knowledge of such a vessel should be transmitted to Dave Graham, RC Chair, either via e-mail to dwg@shore.net, or by calling him at (617) 335-2198.

Membership Reminder

The FSS needs you! Please renew your membership today if you haven't already. Mail to: Carole Wojcik, 347 Lincoln St., Norwell, MA 02061. Thank You!

Membership Report

By Carole Wojcik

For the year 2018, membership is up slightly, with the percentage of members paying their dues higher than in past years. 81% of our members paid their dues in 2018, up from 75% in 2017. We have 228 total members at various levels: 114 sloop owners, 46 full, 58 co-operative, several honorary and six complimentary members. Since May, the Society has added a number of new members, many of whom joined as a result of participating at Homecoming or the Annual Meeting:

- Karin Strong & James Ritter of Cushing, ME.
- William French of Epsom, NH.
- Steve Rogers of Rochester, MA, who crews aboard #227 **Celebration**.
- George Lamberston of South Thomaston, ME.
- Robert & Julia Fitch of Cumberland Center, ME.
- Robert Fraser of Salem, MA.
- Elizabeth Gardner of Altadena, CA.
- Kathleen Kent of Cape Elizabeth, ME (daughter of Al Kent, owner of **Senility** #153).
- Chris Bales of Saco, ME, who sails with Wayne Cronin, owner of **Rights of Man** #52.
- Mike Dunn, a friend of Joe Griffin, owner of **Mary Anne** #10.

Letters from the membership:

- From George Hagerty, owner of **Echo** #54:

Echo is fine and, for 2 years running, is so tight and dry that her pump almost never turns on! She has been beautifully repaired from damage sustained to bowsprit and billet head on 10/31/17 in Narragansett Bay during a 91 MPH tropical storm. She had a great season this year, over hard and loving every bit of it along with captain and crew in several 22+ knot days in the Bay!

- Larry & Deb Plumer, former Commodores and owners of **Desiree** #226 (now **Adagio**), sent along this family update:

All is well in Byfield! Kevin has been in the Navy for 8 years! He served on a nuclear fast attack submarine stationed in Pearl Harbor for 3 ½ years. He used his navigation skills to bring the 365' sub in and out of Pearl Harbor, and he commented that it was easier than navigating **Desiree** in Maine as there was no fog to deal with! After being deployed for 6 months in the South China Sea area, he was relocated to Washington, DC where he has worked, through the Navy, at the Defense Intelligence Agency and now the Shipyard on the Potomac. He is also studying for his MBA! Jason graduated from college one year early, top engineer in his class and is working at Northrup Grumman in San Diego!

- New sloop owner Al Kent writes why he is changing the name of his sloop from **Angelus** #153:

I am doing extensive modifications to the boat and decided a one word explanation as to why a 90 year old man would take on such a project would be senility. Thus the sloop's new name: **Senility**.

- Gard Thompson of Saco, ME sends:

For 30+ years I have flown the burgee from the masthead of a Venture 21' while sailing on Sebago Lake. Thanks for the pleasure.

- Anthony Cordasco sent the following:

Celerity #115 never made it to the water this year. After my years of restoring her she remains on the hard in a shed. We even missed the races in Rockland.

- From Caroline Zuber of Friendship, ME:

Gladiator #71 is safely ashore in her boathouse. Last winter she was visited by Dick Salter and Bill Whitney. Dick did two surveys, and Bill W. spent several days installing and refurbishing the electrical system (more switches, new panel, etc.). Bill Z. (retired) and the new owner / captain (son Andy) spent a week in August at the WoodenBoat School teaching 6 students how to sail a Class A Friendship sloop. It was very successful for everybody. Andy and Kandace sailed from Friendship to Center Harbor, living aboard. Kandace was "in training" to learn how to live aboard an old boat in the fog and rain in Maine. She did VERY well! **Gladiator** raced in the Chowder Cup Race here in Friendship. It was a small fleet because the race was postponed a day due to weather.

Andy and Kandace are now living in Brandon, VT and are adjusting to snow boarding instead of surfing in Florida. **Gladiator** is back in Friendship and will still be "homeported" with us. Bill still has his "boat cave"

Registrar's Report

By John Wojcik

We have again added no new sloops to the roster in 2018. The number of registered sloops still stands at 284, the number we've been at since 2015.

I recently received an email from Greg Ross of Prince Edward Island with an application to join the Society. He purchased a Muscongus Bay sloop in October in Kittery, ME from George Patten, who knew very little about the boat's history, though it was on Swan's Island for a number of years. Greg reports that the sloop is in excellent condition, but he is now trying to find out if it is one of the Muscongus Bay sloops identified by Al Zink and Bob Brooks years ago as being in existence but not registered with the Society. The possibilities are:

Ranger, built by the Apprentice Shop,

Tinker, builder unknown,

An unnamed sloop built by Dean Stump.

Greg has been in contact with past and present principals of the Apprentice Shop, David Tew and Arista Holden, to see if they can shed any light on which sloop this is. We will have to wait to see if we are going to be issuing number 285. If you have any information on this sloop that was on Swan's Island, please let us know.

The following ownership changes have occurred since the last newsletter of May, 2018:

- Jesse Archer of Lewiston, ME has purchased Jim Salmon's **Kumatage**, #206. Jesse will be mooring the sloop in Falmouth, ME.
- Mike Johnson of York, PA has acquired #5 **Content** from Ed Staples and Sue Drady. Mike is the ex-owner of #105 **Lady E** and was a member in 2007. Mike will be keeping the sloop in Annapolis, MD.
- Rodney Flora and Jill Schoof of Castine, ME, former owners of **Wings of the Morning** #70, have purchased **Summer Joy** #273, built in 1989 by Ralph Stanley. The sloop was homeported on Long Island.

Marlinspike Seamanship

Round Thimbles and Lizards

By Ted Walsh

One of the simplest components of a traditional rig is the round thimble. Typically used in sail making, they can be roped or stitched into a sail at clew, tack or cringle, but round thimbles are found in many places of the rig itself.

Made of brass, bronze or copper, round thimbles are inexpensive and can be purchased through marine chandleries and from sail-maker supply stores, and come in a variety of sizes. They can be used in many places to eliminate chafe and make a strong connecting point between a line and a shackle.

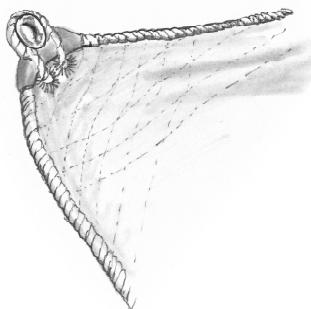
Lizards:

A round thimble spliced into the end of a line with an eye splice can also function as a kind of sheaveless block. This configuration is known as a lizard.

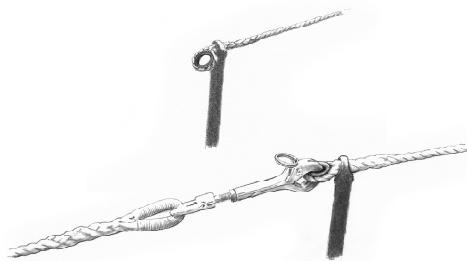
There are places in the rigging where a line might occasionally need to slide, as through a block, but where the load and the amount of slide is minimal and where the use of a block would be overkill. In this case a lizard might be used.

In some cases the thimble is made out of an oily wood like teak or mahogany, and is technically called a bullseye. The line passing through the center of the lizard allows the same function as a block without the size, weight or expense of a block.

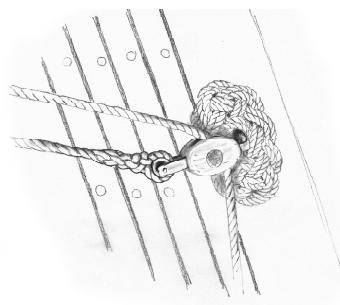
If you are looking for a versatile addition to your rigging bag, throw in a handful of round thimbles.



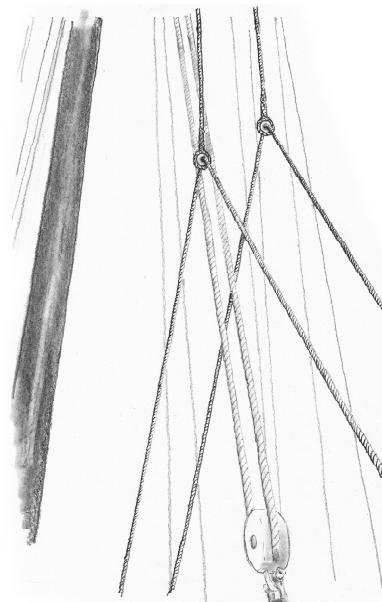
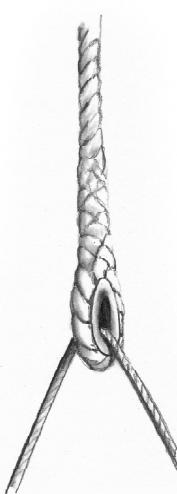
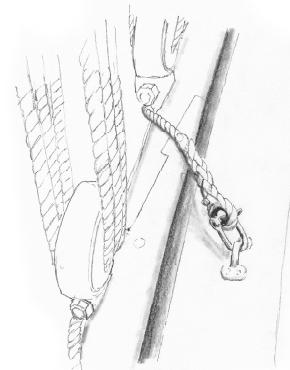
A thimble roped into the clew of a sail



A round thimble used as a connecting point for a pelican hook



Round thimbles used to connect lines to blocks or shackles



Teak thimbles set up as lizards for lazy jacks

Racing At Rockland – 2018

By Dave Graham, Race Committee Chairman

The day dawned bright and clear on Thursday, July 19th, a fine day for racing Friendship sloops. Thus, fourteen superbly maintained sloops, lovingly cared for by their owners, had gathered at the Rockland municipal floats. Their aim was not only to race in the 57th annual Homecoming Regatta, but to proudly show their wares; and that, they certainly did!

With the first day's 11:00 AM Skippers' Meeting concluded, skippers, crew, sloops and the Race Committee cast off from the floats and were underway to Racing Mark "A", located inside the Rockland Breakwater, where they gathered to set the starting line and to begin the Day One racing.

At precisely 12:50 PM, the "Warning" cannon was fired from the RC boat **Cerca Trova** (meaning "Seek and Ye Shall Find"), thus beginning the starting sequence for Division II. That race began at exactly 1:00 PM, and with a built-in five minute gap to allow the starting line to be cleared, Division I began its race at exactly 1:05 PM. With that accomplished, the first day's race of the three-day regatta was off and running under nearly ideal racing conditions, although an additional 2 or 3 knots of breeze at the start would have been welcomed. Eventually, a nice sea-breeze did fill in, providing all sloops and participants with a fine race!

Happily, the Day Two and Day Three weather conditions could also be categorized as ideal for racing Friendship sloops. In the end, by late Saturday afternoon, fourteen "tried 'n true" sloops were once again tied up at the Rockland floats as their pleasantly exhausted skippers and crew worked their way up the Town Landing for the evening's Awards Dinner. There was universal agreement that a good time was had by all. The complete 2018 trophy list appears on page 9.

During the awards presentation, special recognition and appreciation was noted for Dick and Suzi Guckel for again providing their boat **Cerca Trova** as the RC boat and themselves as superb hosts and crew. In the area of safety patrol and mark-setting, Mike Heath and Dick Salter, staffing Mike's Cape Dory 28, **Serendipity**, and Jack Cronin and crew on the **Effie M**, were given grateful recognition for their work.

In summary, our race program simply could not have been successfully undertaken without the coordinated effort achieved by such wonderful teamwork! For this, I am eternally grateful to all. Thank you ever so much! On to 2019 - - -



*Eden #122, State of Maine winner
(Bill Finch Photo)*

How We Roll in Southwest Harbor

By Scott Martin

As many of you know, Miff and Marge Lauriat retired from running the Southwest Harbor race after 25 years, and the matriarchs of the FSS collaborated and decided to put Caroline Phillips and myself in charge of it. You all knew what you were getting yourselves into when you hired me!

On the day of the race, instead of making sure all the charts and buoys were there, I made sure I had a pink flamingo balloon and butterflies. After consulting with Miff it was decided that allowing the released monarch to determine the course and following it might not be the best way to set a race course, so we decided to head up Somes Sound. After rounding the first mark, half the fleet split, with six sloops leaving Greening Island to starboard, and the rest of the fleet leaving it to port. I chose the latter, the opposite way Caroline begged me to go. We ended up near the second mark, with seven other Friendship sloops dead in the water not being able to make the buoy, only to see the other half of the fleet, which sailed the way Caroline had wanted me to go, flying across the bay. That group finished the race, among them ALL of the sloops visiting from Buzzards Bay in Massachusetts. Our bunch never got around the second mark, much less finished the race. So much for local knowledge!

All in all everyone had a great time. Afterwards we met at Betsy Holtzmann's Manset house for a potluck, in which everyone forgot to bring their potluck. No wind, no food, but we still had a blast! That's how we roll in Southwest Harbor!



*Lady M #193 (right) in close pursuit of Rights of Man #52
(Bill Finch photo)*

SAVE THE DATES!

The 2019 FSS Homecoming Rendezvous and Regatta will be held in Rockland, ME from Thursday, July 18 through Saturday, July 20. The Southwest Harbor Race and potluck will be held on Saturday July 13. We hope to see as many boats as possible at both events, so mark those calendars and start dreaming of summer sailing!

And how about a little music? Member Ray Perkins has suggested reviving the tradition of music under the tent as people gather for the Awards Dinner. More on this in the spring issue.

Tech Tips: Checking a Marine Alternator or Generator Output

By Bill Whitney

Whether your Friendship is a Class 'A' or a newer sloop, chances are good that it has been modernized with some form of mechanical propulsion to complement her sails. This could take several forms. From the 1920's through 50's it was usually a gasoline engine, but as technology developed after WWII these power plants started shifting to diesel, providing a better safety margin, and as time progressed, less weight. Today we are seeing advances in battery and battery charging technology which have introduced electric propulsion.

We have become used to having this "iron wind" capability to get us where we want to go when the wind quits or shifts contrary to our destination. We also have become used to having the electrical energy from the battery or battery banks. How much energy the battery banks hold is dependent on how many batteries there are, their condition, how well engineered the installation is, and how well fed they are by the generator or alternator driven by the boat's propulsion plant. In other words, how big is "the tank", how well is it connected, and what equipment do you have to keep it full. Since the first two elements of the equation are governed by the builder of the boat, and to a degree by the maintenance it receives, this article will only focus on the alternators, generators and their regulators that keep "the tank" full.

Early gasoline and diesel engines were equipped with generators. Starting in the early 60's, these engines were equipped with alternators. What's the difference? The difference is both mechanical and electrical and, to explain sufficiently, beyond the scope of this article. Suffice it to say that generators produce direct current (DC) using mechanical switches, and alternators create alternating current (AC) and use big diodes (electric switches) to convert it into DC. Alternators are far more efficient and reliable than generators, and have universally replaced generators in this application.

No matter which you have, generator or alternator, the key is how much energy it puts back into your batteries. A key component to this is the regulator that controls the device's output. If you own a voltmeter it is fairly easy to check the health of the components in the system that's keeping the batteries fully charged. Before you begin testing the system you have to make sure the battery or batteries are in good shape and are at least 75% charged. A standard lead-acid battery at rest, that has not been charged or used for 12-24 hours, should read 12.4 volts or higher at the battery terminals. If it is less than 12.0 volts, the battery has a problem and should be replaced. Be sure that the measurement is made directly on the battery posts. If you take the measurement through any of the cabling, a drop in voltage may be caused by a corroded cable connection.

The next step is to check the belt for proper tension. A loose belt will slip on the pulleys and fail to turn the rotor at the correct speed, especially when putting out a high current while recharging the batteries. Be sure to check the belt for wear, cracks or dryness. Worn or damaged belts should be replaced. A rule-of-thumb for belt tension is that the belt should not deflect more than 1 inch on its longest dimension. If it's too tight it will stress the bearings of devices driven by the belt.

Now it is time to start the engine and bring it up to a high idle of 800-1000 RPM. Now check the voltage at the battery again. After 2-3 minutes it should be between 13.6 and 14.2 volts. If it is less than that, measure the voltage at the output of the generator or alternator. This is done by putting the voltmeter's positive (red) lead on the terminal where the big cable is attached and the negative (black) lead on the engine block. If this reading is less than 13.8 volts the generator or alternator is defective. If it is more than 14.8 volts then there is a problem with the regulator connections, the regulator itself, the cables going to the batteries, or the battery switch. In no case should it be over 15.0 volts. In this case you need to clean up all the connections or replace any questionable cables. Remember that you need to check both the positive and negative cable connections. On at least one occasion I've observed that the only problem was a questionable ground connection between the generator/alternator and the engine block.

Note that most alternators have the regulator inside the alternator case where you can't see it. Some custom installations have an external "smart" regulator, which controls the alternator output. In either case the voltages shown above will tell you if things are working correctly or not.

The Man Behind the Photographs

(Continued from Page 1)

he held the position of Historical Architect for the Massachusetts Historical Commission, then worked in a private firm specializing in the conservation of historic buildings.

In 1995 Finch became an independent consultant in historic restoration and preservation, taking thousands of pictures all the while. He has consulted on numerous projects involving historic houses, museums, churches, other historic institutional buildings, period furniture and interior details.

In addition to his extensive archives of photographs relating to historic buildings, Finch has a growing collection of photos of Friendship sloops, other beautiful boats that catch his eye, and landscapes — not surprising, as the background of his sloop photos is often a key component of their beauty and attractiveness.



Though Finch and Rosie no longer own a Friendship sloop, they now have a 20 foot catboat and plan to continue spending more time on the water and less time keeping a Class A Friendship afloat. A second home in Cushing, ME has them near the shores of the lovely and tranquil Maple Juice Cove, a favorite anchorage of cruising Friendships.

The next time you cross paths with Bill Finch, please thank him for sharing his prodigious talents so generously with all of us and with the general public. His photographs do a great deal to promote Friendship sloops and keep those who love them connected and excited to be a part of the sloop world.

Annual Meeting in Brief

Nancy Toppan, Recording Secretary

Commodore Jeff Cronin called the meeting to order on November 17, and welcomed everyone. Jeff introduced members who were attending the Annual Meeting after several years' absence, members who are new boat owners, and also acknowledged past Commodores and honorary members. He called for a moment of silence to honor two members who had passed away during the year, Hank White and Mary Cronin (see page 2).

Treasurer Greg Merrill reported that the FSS remains fiscally healthy, due in part to revenues from steady membership numbers and dues, additional contributions made by members, brisk Chandlery sales, strong Yearbook advertising, and Annual Meeting fundraising efforts (which are typically split between the general fund and the Scholarship Fund). Expenses remained nearly level, with the annual Homecoming, publications and FSS annual gifts to several local non-profits being primary.

George Hagerty, owner of **Echo #54**, was introduced as the new FSS Yearbook editor. Rich and Beth Langton are retiring after many dedicated years of directing the publication of the Yearbook, and plan to work with George on the 2019 edition.

Most Committee reports appear elsewhere in this Newsletter. Several non-racing trophies were presented and a full listing of all trophies appears on page 9.

The final order of business was the election of new officers. Diane Fassak (**Westwind #95**) will take the helm as Commodore, with Victor and Nancy Goulding (**Inherit the Wind #156**) as Vice Commodores. Other officers re-elected were Greg Merrill as Treasurer, Nancy Toppan as Recording Secretary and Carole Wojcik as Membership Secretary.

After the meeting was adjourned, the winners of the silent auction were announced and there was an extensive and lively live auction. Cocktails and a buffet dinner followed, with a chance to visit, catch up and renew friendships! The complete minutes will be posted on FSS.org.

This note was received by FSS Secretary Nancy Toppan from new sloop owners Stacy Spaulding and Ray Wiles who attended this year's Homecoming for the first time:

Thank you Nancy and the officers and members of the Friendship Sloop Society for the warm welcome!

When we drove up from Baltimore we weren't sure what to expect. We were pleasantly surprised to discover that the Homecoming was like a family reunion, and that the emphasis wasn't on creating and showing museum pieces – but on sailing these beautiful boats.

Our canvas FSS bag has been given a permanent hook in **Genevieve**'s hanging locker and we look forward to returning next year. Meanwhile, we're keeping watch and looking for our fellow Maryland FSS members. Perhaps we can even convince them to undertake some friendly FSS convocations down here in the northern Chesapeake Bay!

Much thanks for the warm welcome and encouragement!

Stacy Spaulding & Rayned Wiles
Genevieve #255



*Three generations of Zubers aboard Gladiator #71. From left to right, Bill Zuber, son Andy, and his son Liam.
(Bill Finch photo)*

Friendship Memorial Scholarship Fund

By Phil Pratt

In 1967, Scholarship Fund founder Bill Pendleton hoped "that this Fund will grow, and that subsequent years will see much more available for annual awards". Bill would not be disappointed in the major increase in awards from 2017 to 2018, thanks in part to a recent large and successful capital campaign to increase the endowment. Graduating senior awards surged from \$1600 each in 2017 to \$3500 this year, and continuing education awards jumped from \$1000 to \$1800 each, for a total of \$14,200 in scholarships paid out to six 2018 recipients:

Graduates:

Cassidy E. Benner	Northern Maine Community College	\$3500
Abigail F. Barter	Southern Maine Community College	\$3500

Continuing Education:

Sierra S. Weeks	University of Southern Maine	\$1800
Duncan K. MacLeod	University of Maine, Orono	\$1800
Molly MacLeod	University of Maine	\$1800
Alexia N. Hilt	University of Maine, Orono	\$1800

So far in 2018 the Fund has received six gifts "In Memory of" or "In Honor of": Winfield & Barbara Lash, Bill & Caroline Zuber, William J. Tompkins, Robert Kirshner, Hunter Ficke & Dolly Bellhouse, and Mary Cronin.

The Friendship sloop half hull raffle was a huge success, raising \$550 for the Fund. Many thanks to Irv Lash, who carved and donated the elegant mounted half model of a 37 foot sloop. The winner was drawn at the Homecoming banquet in Rockland, and turned out to be Liam Zuber, grandson of Friendship paparazzi Bill and Caroline Zuber.

Gifts to the Fund are fully tax deductible and checks should be made out to the Maine Community Foundation, with "FREN - for distribution" written on the memo line. Mail to: Friendship Memorial Scholarship Fund, Maine Community Foundation, 235 Main St., Ellsworth, ME 04605.

For more information about the Fund, gifts, and qualifications to receive a scholarship please contact Phil Pratt at davisloop100@gmail.com, (207) 832-4335, PO Box 129, Friendship, ME 04547.

Blackjack Launched with Fanfare in Rockland

Article and photos by Stephen Betts, reporter for The Courier-Gazette and Knox VillageSoup. Reprinted with permission

Rockland's South End waterfront went back in time Saturday, July 7, as a completely restored 1900-built Friendship sloop was launched. Hundreds of people turned out for the launching of the 33-foot long **Blackjack** at Snow Marine Park. The launching capped the three-year restoration of one of the "pickup trucks" of maritime transportation for the 19th and early 20th centuries. **Blackjack** was towed the several hundred yards to the water from the Sail, Power & Steam Museum adjacent to the park by a team of oxen.



Museum founder Capt. Jim Sharp said he wanted the launching to be done as it would have been when **Blackjack** was originally built in Friendship by Wilbur Morse. He said that Morse was the Henry Ford of sloop production, building one every two weeks at the peak of his work. Morse built more than 500 Friendship sloops from 1890 to 1910. Sharp stated that **Blackjack**'s restoration was a labor of love for a few master builders and many volunteers over the past three years. The boat was rebuilt from the keel up, using only the tools available to Morse and his crews in 1900.

Blackjack was saved when its former owners, Kelly and Diane Magee, of Bristol, RI, determined that restoring the sloop was beyond their resources and expertise. The boat had not been in the water since 2006 and the couple put out a call to members of the Friendship Sloop Society. In 2014, then-Friendship Sloop Society Commodore Noel March, the former U.S. marshal for Maine, met with Sharp and they moved quickly. The Magees ended up donating the vessel to the museum in Rockland.

Blackjack is considered one of the oldest, if not the oldest, of the existing Friendship sloops. These boats were meant to be extremely seaworthy because they were often used by island residents for lobstering, catching cod, visiting on other islands, or to transport cows. March said back in 2014 that they also were designed to be handled by one person. They were the primary boats used for lobstering until vessels were equipped with engines, which became widespread after 1910. **Blackjack** will be used by the museum to take passengers out in Rockland Harbor to lobster with old wooden traps. **Blackjack** has sails and no engine.



The museum was opened 10 years ago by Sharp and his wife, Meg. She christened **Blackjack** (below) just before the sloop entered the water. Four oxen from Cox Kennel and Farm in Woodstock did the heavy pulling, taking about 90 minutes to cover the distance to the water. Paul Cox Jr. said this was the first time their oxen were used to tow a sloop. Eight fiddlers and a banjo player from Belfast Bay Fiddlers performed for the festivities, as did a bagpiper.



The FSS and Generation Next

Scott Phillips, third generation **Tannis** crew and grandson of Jack and Mary Cronin, has taken on the crucial job of connecting the FSS to the younger, more tech-savvy generation by initiating and managing an FSS Instagram account. Instagram is a popular social network service that allows users to post photos or videos or share comments, in this case around the central theme of Friendship sloops and the people who love them. You may view the account on Instagram at *Friendship_sloop_society*. If you have a picture or an event that you would like put on the FSS Instagram account, please contact Scott directly at: *sphillips4202@gmail.com* or (774) 200-4202.

<u>TROPHY NAME</u>	<u>GIVEN FOR</u>	<u>2018 RECIPIENT</u>
<u><i>Racing Trophies:</i></u>		
Commodore's	1st Place Division 2 (sloops > 27 feet)	Tannis
Gordon Winslow	2nd Place Division 2	Lady M
Homecoming	3rd Place Division 2	Rights of Man
Herald Jones	1st Place Division 1 (sloops < 27 feet)	Eden
Bruno & Stillman	2nd Place Division 1	Salatia
Lash Brothers	3rd Place Division 1	Celebration
State of Maine	Overall Regatta Winner	Eden
Wilbur Morse	1st in Class A	Gladiator
Charles Morse	2nd in Class A	not presented
Rum-Line	Skillful Class A crew retrieving the "correct" buoy	Gladiator
Danforth	Middle of the fleet	Celebration
Tannis Award	7th overall	Celebration
Jarvis Newman	1st Pemaquid sloop	Eden
Liberty	1st Division 2 bald-headed sloop	Rights of Man
<u><i>Non Racing Trophies:</i></u>		
Stanley Cup	Outstanding contribution to FSS	Caroline Phillips and Scott Martin
Owner - Builder	New owner-builder who sails to Homecoming	JimThoén
Gladiator	Sloop who sailed the farthest to Homecoming	Bill Whitney
Cy Hamlin	Skipper who returns to Homecoming after several years' absence	Bill Whitney
Chrissy	Woman who keeps sloop and crew together	Cindy Pendleton
Nickerson	Youngest crew member	Levi Sullivan, 11 months old, Gladiator
Spirit of Friendship	Skipper who exemplifies FSS spirit	Dick and Suzi Guckel
Ray of Hope	Person or boat who has overcome adversity	Mary Cronin
Post Office	Greatest gaff in boat handling during Homecoming	3 way tie: Banshee , Hegira , and Liberty
<u><i>Presented at the Annual Meeting:</i></u>		
Bancroft	Person contributing to FSS traditions	Bill Whitney
Omaha	Good natured contributions to FSS	Mary Cronin
Messing About	Person who truly loves "Messing About in Boats"	Stacy Spaulding & Rayned Wiles, Genevieve
Bruce Morang Award	Outstanding contribution to the Yearbook	Eric Turner for his story on Wenonah
Donald L. Huston	NEW AWARD: Seamanship, fun and safety	Wayne Cronin



**Friendship Sloop Society
347 Lincoln Street
Norwell, MA 02061**

Address Correction Service Requested

From the 1965 Friendship Sloop Society publication It's A Friendship:



Elmer Barde

After a Skipper's Meeting

Malcolm Barter, Douglas Lash, Ernst Wiegleb, Dana Huston, Jack Ivers, Elbie Powell, Gordon Winslow, Philip Cronin, (Unidentified), C. Wilfred Brann, Stuart Ford, Bernard MacKenzie, Robert Trayes, Harrison Prindle, Roger Duncan, Ernest Sprowl, Walter Rerat, Neil Lash, Paul Wiegleb, Richard Swanson, Robert Files, William Pendleton, Thomas Files, Edward Morse, Frederick Brown, Newall Ordway, Gerald Kinney, Robert Lash, Lash daughter, Bill Hadlock, Elbert Pratt, George Owen, Charles Currier, Sr., two Huston children.
Sorry! Irregular lines made identification difficult.