

Friendships

Newsletter of the Friendship Sloop Society

Volume 35

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FSS.ORG

Issue 1

Commodore's Message

Dear FSS Members,

You and I are part of a community that may be bigger than we realize. Shortly before the holidays a note was sent to the FSS Membership Chair, the Recording Secretary and the Commodore through the FSS website. As Co-Commodores, we received this note from someone looking for a book for his dad for Christmas. The note stated that he had looked and looked for a copy of Lasting Friendships: A Century of Friendship Sloops and had been unable to find one. Being children of fathers and reading the earnestness of the plea we set out to see what we could do.

Kathy Whitney, who has handled the sales, distribution and reordering of this latest FSS book (among many other Society related contributions), had just sold the last two copies at the Annual Meeting in November. She had just re-ordered more but they were not yet printed. Her husband Bill Whitney's generous spirit came shining through, and he offered to send his own copy of Lasting Friendships. It was mailed immediately and was expected to arrive on December 23, in time for Christmas!

The note's author stated that the book would be a nice compliment to the half hull that was already wrapped. I suggested, if the son wanted to sweeten the gift, he might suggest to his dad the possibility of a sail at the Annual Regatta in Rockland this coming summer. I look forward to meeting them.

We are not the only ones who love these vessels. We are part of the larger community of Friendship sloop lovers.

We wish you fair winds, supportive communities and sound friendships in the coming year!

Vic and Nancy Goulding, Co-Commodores



(Bill Finch photo)

FSS Achieves 501(c)3 Tax Status

One of the big items on the agenda at this year's Annual Meeting was the success of the committee working to establish the Friendship Sloop Society as a fully tax-exempt 501(c)3 non-profit organization, changing its existing status from 501(c)4, which is not tax-exempt.

The group was headed up by FSS Yearbook editor and owner of **Echo**, George Hagerty, who received input during the process from Dave Graham (and Dave's friend Bill Wood), Caroline Cronin, Rich Langton, Bill Whitney and Richard Schwartz, but particularly from FSS Treasurer Greg Merrill who continuously dug up copies of old documents, including the FSS Constitution, the certificate of incorporation, financial statements, and was even able to solve some formatting discrepancies for the required financial reporting.

The idea had been discussed several times over the past decades, but hadn't gained the momentum to see it through. It was brought up for discussion again in 2017 when George took on the Yearbook and wondered why we weren't a tax-exempt organization, then moved along by the enthusiasm and can-do attitude of the newly formed Publicity Committee. At the 2021 Annual Meeting, George brought a motion before the membership under New Business. All agreed that the FSS was a perfect fit for the 501(c)3 designation, seen as a way to encourage stronger donations and grants while shoring up the overall financial picture of the Society, and voted to approve the process.

George obtained the application and spent several months, with input from the subcommittee, working on the optimal wording in making the Society's case to the IRS. The completed application was finally submitted in January 2022, along with the one-time application fee of \$600, with the stern instructions from the IRS that the applicant should *never* inquire about the status of their request until an answer is received.

The months dragged on, and George reports that he finally received input from the IRS in July via Commodores Vic and Nancy Goulding, while he was out racing aboard **Sazerac** in Rockland! The IRS had requested a bit more documentation and clarification, specifically including some slight language changes to sections of the FSS Constitution to be more consistent with the IRS format, and all was submitted within the revision deadline. Final approval was bestowed on the FSS on August 11, 2022. (Continued to Page 9)



Noel #272, on left, in hot pursuit of #71 Gladiator on a day too breezy for topsails. (Bill Finch photo)

2022 Annual Meeting Membership Report

By Carole Wojcik

For 2022 the total number of members is 225, down from 234 in 2021. The breakdown is as follows: 119 members are sloop owners with 40 more being full members, 63 have cooperative membership and we have three honorary lifetime members for a total 225. We have nine complimentary memberships which includes seven new sloop owners.

Membership payments were down slightly compared to 2021, though payments and donations for 2023 are currently coming in at a good rate. **Thank you** to those of you who have renewed your membership and made a donation.

The following are new members and sloop owners who have recently joined the FSS:

- Peter Lane of Concord, CA. Peter's grandfather James Hall built #68 **Robin L** in 1968 (destroyed in a fire in 2010) and #141 **Sea Dog** in 1974.
- James Cain of Cranston, RI who joined the FSS at the Annual Homecoming
- Will & Joe Neilson are now the owners of #67 **Hieronymous** after their father Albert passed away in February, 2021
- Benjamin "Ben" Rice of North Kingston, RI re-joined the Society. Ben is the former owner of #16 **Retriever** which was homeported in Scituate, MA.
- Richard Fried of Marblehead, MA joined in the Spring.
- Will Rogers & Sarah Gonet, whose father Steve recently purchased #232 **Compromise** (now **Amitie**) are now members of the Society.

Registrar's Report

By John Wojcik

For 2022, there were no new sail numbers issued and no reports of sloops no longer in existence, so we are still at 285 sloops registered with the Society.

There have been a number of Friendships sold since the last newsletter was published in May 2022:

- Steve Rogers of Rochester, MA, who, as a member of the Merrill family has crewed aboard **Celebration** for many years, has purchased #232 **Compromise** from Peter and Nancy Toppan. Steve has renamed the sloop **Amitie** and it is now moored in Marion, MA.
- Leo & Kelly Greene of Andover, MA recently purchased #103 **Solaster** from Chris Davis. The sloop will be moored in Marblehead, MA. Leo and Kelly are the former owners of #24 **Tern**.
- Charlie Normand of Jamestown, RI has bought #145 **Sabrina**, a Newman Dictator from Ned Kelley, who moored the sloop in Portland. Charlie and his crew sailed the boat from Maine to its new homeport of Jamestown in August.
- Skip Batchelle & Abby Dietrick of Westhampton, NY have recently purchased #128 **Schoodic** from Martyn & Margaret Clark of Nova Scotia. The sloop has been renamed **Tidal Wave** and will be homeported in Greenport on Long Island.
- Perry Davis & Bethany McNelly have bought #97 **Integrity** and have renamed her back to **Gannet**. Her homeport will be Bailey Island, ME. They will be putting **Gannett** into charter service to sail along with their schooner **Alert**.
- Russ Perrin of Canandaigua, NY has recently sold #210 **The Sloop John B** to Eric Rodegast of Oak Bluffs on Martha's Vineyard. The sloop is a 23' Passamaquoddy hull launched in 1974.

Of the 285 sloops registered with the FSS, 123 belong to Society members. Forty sloops are listed as destroyed, and 16 are in the LOST category, meaning we have no idea who the owner is. We have 35 sloops verified as in existence with a known owner who is not an FSS member, and 71 boats that we believe are still around, but the ownership is unconfirmed, despite numerous attempts over the years to make contact.



Skipper Jeff Cronin secures the headsails as Tannis #7 roars along. (Bill Finch photo)

Changes in the Race Committee

By Rich Langton

The Friendship Sloop Society Regatta in Rockland this last July celebrated the 61st gathering of sloops for three days of racing and visiting with fellow sloop owners and admirers. The Race Committee is one of many players that has made this annual gathering a success. Over the last 22 years the Race Committee has been under the command of David Graham, but all good things eventually come to an end. Dave has moved on to become the Society Historian and Rich Langton was promoted to become Chair of the RC. This transition has been in the works for several years with Rich serving as the Co-chair under Dave's tutelage. Dave will remain on the Committee, as the official timer, while ensuring that a smooth transition continues.

A second change has also come to the Race Committee, with Penny Richards handing over her responsibilities as the Society's guardian of our trophies to Beth Langton. Over many years both Penny and her late mother, Marcia Morang, have provided an invaluable service for the Sloop Society by making sure that the Race Committee knows who is awarded the proper trophies, which are presented to the winners either in Rockland or at the Annual Meeting. They also took on the unenviable task of reminding our winners to return their trophies for the next year's races. The 2022 trophy recipients are listed on page 11 of this issue. If your name or sloop is on this list, we remind you to enjoy and care for your trophy over the winter months, and return it polished and dusted to Beth Langton prior to the Rockland races so we will have them for the 2023 winners.

The Langton and Morang families both have a long history with the Society. Bruce Morang served as a previous Race Committee Chair and, on his passing, the Morang award was established in his honor. Bruce's passion may have been sloops but his career was as a newspaper editor and the Morang award is given annually for the best article in the Yearbook.

The Langton family owned two sloops over 35 years, **Content** #5 and **Queequeg** #155, and Rich and Beth served as Commodores from 1995-1996. During their tenure they spear-headed the move from Boothbay to Rockland for the annual regatta and subsequently served as the Society's Yearbook editors for many years. Although the Langtons were never known for their racing prowess, their "racing" trophies included both their children winning the Nickerson Trophy as the youngest crew members, and their granddaughter most recently continued that family tradition.

The Langtons and Morangs have been only a small part of the Race Committee, and I would be remiss not to thank all our committee members who have helped in a variety of capacities. This group has made the races appear to be seamless events but, having been on the Race Committee for several years now and as the new Chair, I can unequivocally say that it is the selfless effort of all these people and all those who participate in the regatta that make things work. The 2023 Race Committee crew includes Dick Salter and **Messing About**, Peter Clapp and his Committee Boat **Aestemare**, Jack Cronin and **Effie M**, Jeff Cronin who sets up Handicap Alley, Dick Campbell, Bill Whitney, Fred Lincoln, Beth Langton, Phil Pratt, and, with special thanks, Dave Graham.

Southwest Harbor Report

By Caroline Cronin Phillips

The Southwest Harbor rendezvous and race was held on July 16 and it was a beautiful, sunny day. We had ten boats racing, including a Stanley 19 which came to honor the late Ralph Stanley. We held our skippers meeting at Ralph's old boat dock so that we could pay tribute to his legacy. What an honor to stand in that boat barn and listen to FSS members talk and remember Ralph. I put Miff Lauriat on the spot in asking him to lead this conversation as I felt I couldn't do Ralph justice with all the locals there to speak about him, which many did. It was a very heartfelt and emotional tribute to a man who has contributed so much to the boating world.

Once the tribute to Ralph was finished we discussed the race course. The course was decided that morning with local expert Miff Lauriat (who I always go to for the course decisions), offering his thoughts. He suggested not following the usual route around Greenings Island due to adverse tide and currents, and instead adding another mark mid-course if the winds were steady, which they were!

Everyone had a great day of sailing. I want to thank Dick Salter and his vessel **Messing About** for being the Race Committee boat. I also want to thank Rodney Flora and Jill Schoof for being onboard with Dick and doing their usual fantastic job starting the race and timing the finishes. The winner of this year's race was **Hieronymous** followed by **Salatia**, with **Hegira** and **Endeavor** close behind in third and fourth place. After the race, we met ashore at the Hinckley boatyard for dinner, as we had the year before.

A big thank you to Shane Dowsland for arranging this dinner spot as well as securing moorings through the Hinckley Company for the sloops that came from away. I want to thank Mainely Meat Barbeque at the Atlantic Brewing Company for the wonderful food that they had ready for us. I want to especially thank Miff and Marge Lauriat for always helping me organize everything and everyone. Looking forward to seeing everyone in 2023. The race will be July 15!

Happy and prosperous New Year to everyone!!



Miff Lauriat on left, with son Lane and wife Marge Russakoff proved impossible to beat in Rockland in 2022, as **Salatia** #90 took home the State of Maine trophy for best overall.

(Michelle Leppert photo)

Marlinespike Seamanship

By Ted Walsh

Crown Sinnets*

The crown sinnet is such a simple knot it is often overlooked. To do so would be a mistake though, because of its many uses. While digging out winter jackets I was reminded of this since many of my jackets have zipper pulls made up of crown sinnets that end in a Matthew Walker knot. If this knot is new to you, making a zipper pull is a good way to learn it. It is easy to tie but, like most traditional rope work, there are tricks that will help.

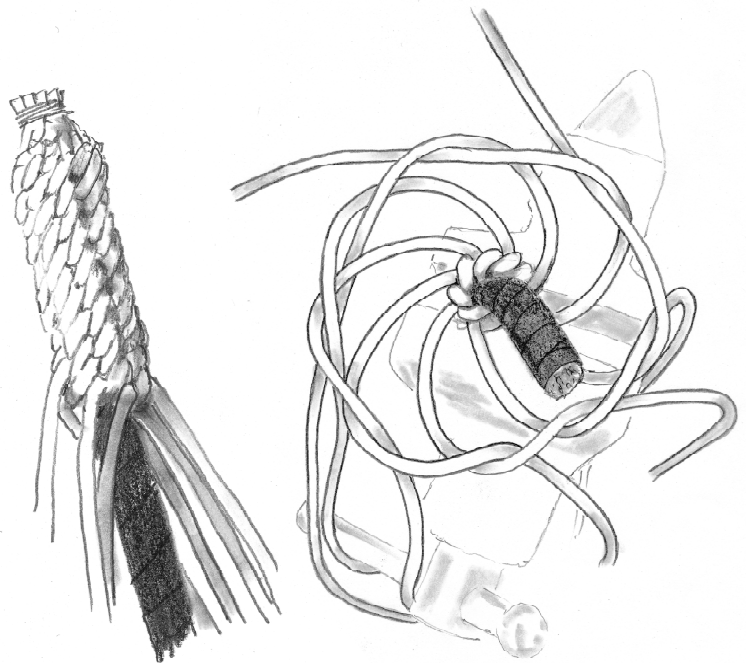
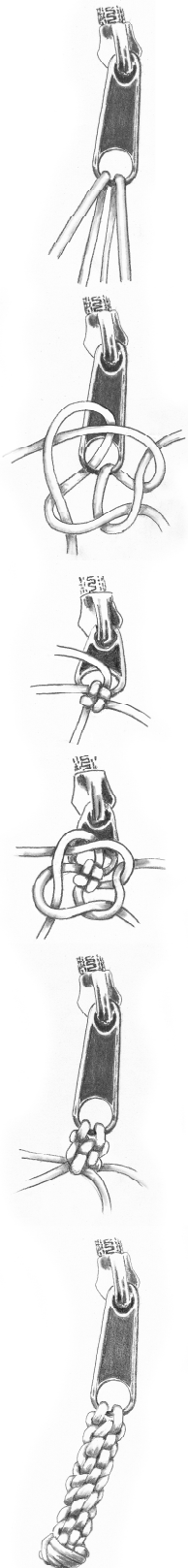
In the first place, the base of the knot must be anchored. You will need both hands to tie each tier of the sinnet so the starting point needs to be held somehow. This is why a zipper pull is a good start. The zipper pull, attached to a jacket or slicker, will hold the base of the knot so you can use both hands to tie each tier. The other key to sinnets is that you need to snug up each tier tightly before moving to the next. Fail to do that and the sinnet will develop kinks and lose its symmetry.

The classic bell pull is another larger example of the same knot. The pull starts with a loop, followed by a Matthew Walker knot. The bulk of the bell pull is a four strand crown sinnet, and in this case it is finished with a sinnet crown and triple wall knot, sometimes also called a footrope knot, or a manrope knot.

Like the zipper pull, holding the base of the knot in a clamp or vise will be important so that both hands can be used to tie each tier.

A more extreme example would be an eight-strand crown sinnet around a core. Like coach whipping, multi-strand crown sinnets like this can be used to make a knotted cover over a rail, stanchion, or handgrip. If you have ever seen rope fenders, this is how they are made. A good technique for this kind of knot is to wrap the core, be it rope or something rigid, with cloth friction tape. As you tighten each tier the friction tape will help keep the hitches from coming loose again.

**Spelling differs depending on sources. Clifford W. Ashley uses "sinnet", Hervey Garrett Smith uses "sennit".*



Vessel Safety Checks Available

Longtime FSS member Dick Salter is certified to conduct free annual Coast Guard Vessel Safety Checks (VSC) on Friendship sloops and other boats around New England waters and particularly at the Homecoming Regatta in Rockland, where he encourages all skippers to go through the procedure for safety and assurance. The check usually takes about 30 minutes, and is an excellent way to assess the safety features aboard your boat and to consider additional steps you might not be aware of to improve safe boating and confidence in your vessel.

Some of the things on the examiner's list are registration or documentation, PFDs, flares, fire extinguishers, radio and communications, anchoring, navigation lights, ventilation, 'Marine Sanitation Devices' (aka the Head), and first aid, all things one would like to have in good order while underway with friends and family.

Other issues might come up during an inspection that a skipper may not be aware could present a problem. Steve and Dee Dunipace invited Dick aboard their sloop **Noel** #272 in Rockland this past summer, and Steve sent Dick this note of gratitude:

Dear Captain Salter,

I am writing on behalf of myself, my wife and our Friendship sloop. Thank you for taking the time to conduct a Coast Guard inspection on Noel this week, and just as importantly, thank you for spending time with us and sharing such wonderful stories. There was not one person aboard whose day was not improved by your visit.

As well, I would like you to know that, per your advice, I crawled deep into the lower aft recesses of Noel's hull, and was able to locate a drain for the propane compartment that empties overboard. I will certainly continue to secure the gas at the tank valve when not in use, but will sleep better now knowing that Noel is in compliance with your sage advice. Thanks again for your generosity, wit and insight. Noel will be far better off as a result. (Continued to Page 10)



During Dick Salter's (standing) Vessel Safety Check inspection of Noel this summer, skipper Steve Dunipace (left foreground in white T shirt) searches the cockpit sole for either the propane locker outlet or a lost potato chip.

Annual Meeting Highlights

Saturday, November 19, 2022

By Kathe Newman Walton

Many topics covered at the Annual Meeting appear elsewhere in this issue as separate reports.

Commodores Victor and Nancy Goulding opened the meeting at 3:00 PM and introduced new members present: Steve Rogers, new owner of **Amitie** #232 (formerly the Toppans' **Comprise**), Charlie Normand, new owner of **Sabrina** #145, Jaxon Vibber, owner of **Tern** #24, Perry Davis & Bethany McNelly, new owners of **Gannet** #97 (formerly **Integrity**), and Peter & Kathy Evans of Camden & Friendship Harbor, ME. To curb running overtime, the Commodores requested reports be limited to 10 minutes or less to leave adequate time after the business meeting for the live and silent auctions, socializing and dinner.

The minutes of the 2021 Annual Meeting as recorded by Secretary Kathe Newman Walton were approved.

Treasurer Greg Merrill presented a somewhat subdued financial picture for the Society as a result of several factors. Membership dues were down \$600 compared to last year at this time, and member contributions were down \$540. Yearbook ads were down \$800 and production costs increased by \$1,006. Insurance has become a major frustration with various fees for general, marine, and regatta coverage. For the 2022 season we paid \$2,350 in insurance, essentially for 3 days of racing! If anyone wants to research better coverage for the Society, please contact Greg. Dave Graham suggested looking into possible sponsorship by US Sailing.

As a result of these factors, our balance in 2022 has dropped from \$22K to \$17K. We have increased certain fees in recent years but now inflation and less income are contributing to the loss. Several ideas were discussed as ways of improving financial stability: Would there be a possibility of being 'under the wing' of or sponsored by another larger entity? How important is it that we have a balanced budget? To balance, we will need to increase revenue and reduce expenses. The Yearbook can be adjusted to have fewer pages to better balance advertising revenues with production costs. In addition, this past year there were several incidents of donations and membership checks being delayed or lost in the mail.

After Membership Secretary Carole Wojcik gave her report, discussion ensued regarding the possibility of raising membership dues. Steve Major made a motion to increase membership dues by \$10. Nancy Toppa suggested doing so for 2024, since the 2023 membership renewal letters have already been mailed. Carole Wojcik was very reluctant to take this step fearing that we may lose support from members who live further away who support the FSS but do not participate in the New England events. Vice Commodore Andy Zuber suggested that we work harder for more Yearbook advertisers and consider more organized fundraising. The current economy is not great and the idea is to build membership rather than to discourage members by increasing dues. A lengthy discussion about outreach and growing the membership followed. Ultimately a move to increase membership dues by \$5 starting in 2024 was passed. (Continued to Page 8)

Friendship Memorial Scholarship Fund

By Phil Pratt, Scholarship Chair

At the creation of the Friendship Sloop Society Scholarship in 1967 (renamed the Pendleton Scholarship Fund), Bill Pendleton stated that he hoped that “The Fund will grow, and that subsequent years will see much more available for annual awards”. In 1968 Friendship High School seniors could receive \$200 each to assist with the expenses of starting a post secondary education. By the mid to late 1980s the amount per senior had climbed to \$1,000, which held into the early 2000s.

The Board of Trustees of the Fund took an aggressive stance in 2016, focusing on increasing the dollar amount available for each Friendship senior and continuing education student by growing the Fund substantially. The result of that enormous effort has ballooned the award for a Friendship senior to \$4,000 each (no matter how many recipients), and continuing education students to \$2,000 each (no matter how many recipients), a phenomenal achievement in such a short time frame!

That being said, the Fund has created a new Vice Chairman position. Working alongside the Fund Chair, the Vice Chairman will research, study, and lay out an updated scholarship award structure for the Fund. John Homon has been selected to fill the new position of Vice Chair. The Maine Community Foundation will continue to offer direction, and will be involved as the project develops.

We are always available to answer your questions, and discuss your ideas:

Phil Pratt, Chair, davisloop100@gmail.com, (207) 832-4335

John Homon, Vice Chair, kwhomon@gmail.com,

(207) 354-0409



Lady M #193 and Noel could not be more magnificent under nearly full sail in a strong breeze. (Bill Finch photo)



*RC Chair Dave Graham on left, applauds as tactician John Cronin and skipper Craig Snyder of **Jabberwocky** accept the Liberty trophy for the first Division 2 finisher. (Michelle Leppert photo)*

Friendship Museum Notes

By Phil Pratt

In October of 2022 Dave Graham, our new FSS Historian, and Phil Pratt made a trip to Southwest Harbor, ME. They visited with Ralph Stanley's wife and daughter, and picked up Ralph's collection of memorabilia from his time as the FSS Historian.

At the FSS Annual Meeting in November 2022, Phil picked up several retired racing trophies from the Race Committee, to be added to the Friendship Museum's Friendship sloop collection, along with items retrieved from Ralph Stanley's collection.

The planning of space usage between the Friendship Museum in the old school house on Martin Point Rd., and the Museum Annex located in town, is coming into focus. In 2023 there will be a layout of the space dealing with the location of the many artifacts registered with the Museum. The main category focus will be the history of the Friendship sloop, followed by education, farming, local businesses, and local and State government issues such as Meduncook Plantation forming in 1743, Friendship incorporating as a town by the Massachusetts Legislature in 1807, and Maine becoming a state in 1820.

The Friendship sloop has played a key role in the development and growth of the Town of Friendship. There were many different people who built Friendship sloops. Wilbur Morse and his brother Charles were the most prolific. In 1882, Wilbur built a boat shop to build what would come to be called the “Friendship sloop” and the sloop building race was on!!!

Watch for more information to come concerning the space allocation, and display location (Old School House or Annex) of the different artifact categories showing the 280 years of the growth and development of Meduncook Plantation/Friendship, ME, and in particular the vast collection of Friendship sloop artifacts and memorabilia. More information on the Museum can be found at friendshipmus.mainememory.net.

Tech Tips: Preserving Wood: Treating Hulls and Decks

by Bill Whitney

Friendship sloops are our passion. We paint them, scrub them, caulk and clean them. We do what is necessary to keep them (and us) sailing. When we recognize a potential problem that could limit their longevity we try to find a solution. One potential problem that came to my attention a few years ago was the inevitable leakage of fresh water past the bungs and the seams between the teak deck planking. This could lead to rot of the wooden sub-deck and deck beams. Regular inspection of the deck has become routine and problem areas addressed as soon as they are identified. But what about the rain water that seeps through minor cracks and other pathways and gets into areas that you can't inspect? This got me thinking of potential ways to mitigate this type of problem, possibly something that would penetrate the deck or at least get into any areas that weren't sealed. What penetrant or coating could I find that would offer rot protection but still maintain the positive attributes of a teak deck?

For the sake of clarity and full disclosure I need to admit that I don't own a wooden boat, but the deck and interior bulkheads are wood. Raw teak decks are nice. They have good traction when wet and if cared for will last 40 years or more. Mine happens to be 40 years old and still provides good looks and grip. The care it gets is fairly simple; gentle scrubbing with Tide detergent and fresh water, being careful to scrub *across* the grain of the wood so as to not remove the soft wood between the grain, then a good fresh water rinse followed by a salt water rinse. Even with this level of care, sometimes black mold/mildew/algae will form on the wood deck making things look ugly. That is just the surface stuff. What was penetrating the deck? A solution to the problem had to be found!

Practical Sailor magazine has run several articles on preventing mold and mildew on textiles. Most of the information presented here is taken from their tests. In past articles it was stated that "those black spots on the deck, lines, and canvas probably aren't mildew. Mildew and mold require darkness, and even the shaded areas on deck are too well lit. Those spots are more likely black algae and lichens, the latter a symbiotic combination of algae and fungus."

Their extensive reporting concluded that swimming-pool algae treatments containing 30 to 50 percent BAC (benzalkonium chloride) worked just as well or better at a far lower cost and were much safer than most other commercial products. Two of the best were HTH Algae Guard 3X concentrate and Clorox Pool and Spa Algae Eliminator, well suited to exterior cleanup and indoor applications for treating algae/fungus related problems.

Drew Frye, *Practical Sailor's* technical editor and a product tester, whose background is in chemistry and engineering, tested some home brew formulas based on some of the more effective anti-mildew/fungus products from previous tests. The testing group applied both BAC based commercial pool algae and home brew Borax treatments to eliminate green coatings on a garden shed and a heavy moss accumulation on a shingled roof. They also sprayed each product on clear plastics to observe any damage and tried several combinations on

algae-spotted fiberglass decks. It seems that home made Formula B was the winner! It costs a penny per ounce to make from grocery store available products and, after testing, became their benchmark for protecting materials like cotton or wood. These organic products do have a limited life span with UV light exposure and would work best applied annually. BAC based products worked as a preventative too, just not quite as well.

The recipe for Formula B is:

- 1 quart hot water
- 2 tablespoons baking soda
- 2 tablespoons Borax
- 1 tablespoon TSP (trisodium phosphate)

Both Formula B and BAC based products work over a long time period, slowly soaking into the thicker layers and delivering a deep kill. There is no concern over leaving the solution in place to soak for hours or days. Unlike bleach and alkaline cleaners, which kill and chemically attack the cell structure and surface bonds of the material they are applied to, BAC products and Formula B only kills. I experimented with Formula B applied to my back porch, which had a problem with leaf mold, and after two years have not seen any reappearance nor have I seen any negative impact on metal fasteners or porch furniture. Although not formulated specifically to prevent rot, I suspect it is killing the fungi also.

One of my other nautical pursuits, besides Friendship sloops, is working on the schooner **Adventure** out of Gloucester, MA. On **Adventure** we routinely give the deck a salt water wash-down and use a product called Tim-Bor on interior wood surfaces and between the frames and in bilge areas. Tim-Bor is a water soluble, inorganic borate salt, in powder form, that acts as a wood preservative, fungicide and insecticide to control and prevent wood decay fungi, dry-wood termites and carpenter ants. According to several write-ups I read, it is an effective treatment for wood to kill and prevent infestations of decay fungi. Considering that Adventure is 90-plus years old, that assessment seems to be accurate.

It seems that Borax-based treatments are considerably more effective than BAC on cellulose-based materials like wood. It's reported that the National Park Service uses glycol borate ester solutions to preserve their historic wooden structures. That sounds like a reasonably good endorsement.

Warm weather helps application. Although BAC products and Formula B are effective down to freezing, the greater the cell metabolic rate, the faster they work and the further they penetrate. However, in hot weather, the solution might dry too quickly to fully penetrate, and application would be best in the morning or evening.

BAC based products and formula B could be sprayed on a wooden surface, or applied generously with a brush to allow for soaking. They are generally considered safe, though use of a chemical respirator is advised when spraying large areas. Further respiratory exposure can be reduced by using a coarse

(Continued to Page 9)

Annual Meeting Highlights

(Continued from Page 5)

New historian Dave Graham discussed plans to donate expired FSS trophies to the Friendship Museum Annex for their expanding exhibits. David expressed appreciation for the privilege of serving as RC Chair for 22 years, and thanked Penny Richards for her many years of service as Trophy Chair. Dave also donated a framed burgee to the Co-Commodores to hopefully display at the Friendship Museum. Dave and Phil Pratt found several retired racing trophies in storage at the Museum and have restored them for display. The idea of forming an FSS Historical Committee was introduced, and sloops heading home from Rockland were encouraged to visit the town of Friendship to reestablish a visible presence there.

On a lighter note, we were reminded that during the October 1993 Annual Meeting it was decided that the FSS burgee should be flown with the outermost leaf up rather than down, thereby ending decades of debate (though the Constitution says otherwise). Perhaps the debate continues...

Peter Toppan reported that Jack Cronin and his Cronin Cabinets company is the longest running Yearbook advertiser, with Dave Graham in second place as he has paid for the Race Committee ad page each year he was the RC Chair. There are several other long-term advertisers as well.

The Awards Banquet at the Homecoming was under "new management" this year, with Caroline Cronin Phillips taking over from Kirsten and Wayne Cronin who had done a wonderful job for many years. It was again an extremely successful event with about 120 hungry sailors and friends well fed. The introduction of gas grills to replace charcoal was a huge step forward, and special thanks go to the organizing and cooking skills of Dave and Penny Richards, Tom and Anita Cronin and Melissa Oliver, all of whom spent most of the day Saturday in preparation: setting up, shopping, transporting, food prep, cooking, serving, and cleanup. The attendees were *very appreciative* of their efforts.

Kathe Newman Walton and Ant Steward reported that the Jarvis Newman molds for the fiberglass 25 foot Pemaquid and 31 foot Dictator hulls have for the most part been trucked from Southwest Harbor to Ant's boatyard in Sparrows Point, MD. One final trip remains, which will carry the Dictator starboard hull mold and the rudder and interior patterns that remain in the Newman shop in Southwest. Ant has performed this miracle during the fall season while running his yard in Maryland, and has covered all the costs of fuel, tolls, mileage and his time. He hopes to build some new sloops once he has all the molds on site. There will be one expense associated with this effort to preserve this important piece of Friendship sloop history, from AW Pettegrow Boats in Southwest Harbor for the time and machinery to lift the molds onto Ant's trucks.

The meeting concluded on time at about 5 PM. The silent auction wrapped up, and FSS Auctioneer Bill Whitney encouraged brisk bidding on the live auction items. Cocktails and dinner followed, with threads of conversations about boats, projects, plans, families and friendships woven throughout.

Looking Back

By Dave Graham FSS Historian

This will be my first article as your new historian for the Friendship Sloop Society, although it isn't exactly my first "rodeo". I have long served as the historian for several organizations such as the Corinthian Yacht Club, the Navy Wardroom Club, and the Aero Club of New England.

In doing so, I frequently write articles, all with the same title of "Looking Back". It is my plan to continue doing so for the Friendship Sloop Society. Although the history of our Society only goes back sixty-one years, the true history of what we love, that is, our sloops, goes back to the 1880s.

I hope to provide articles in future editions of the FSS Newsletter and Yearbook about the history of the sloops, the regattas, the Society, and the extensive cast of characters who have built, owned, raced and cared for these boats for over 100 years. Some of these will be authored by me, and some will come from other members, or from interested parties outside of the Society.

To that end, you are encouraged to contact me should you have an item of interest that involves our rich background, one that you might like to see published. Indeed, you don't need to be a wordsmith, but if you have some tid-bits of information regarding a sloop or an interesting individual who had a connection with our past, I shall encourage you to contact me. One way or another, we will arrive at the facts that will allow a story to be made. My contact information for you appears at the end of this article.

I do not want to close this relatively brief article without extending a note of deep appreciation, and a wish. The note of appreciation is for the kindness that has been extended to me during the 22 years I have served as your Race Committee Chairman. The wish is that all racing skippers and crew extend the same kindness and consideration to Rich Langton, our new Race Committee Chairman. Meanwhile, I am humbled that Rich has asked me to remain aboard the RC as the timer and I have willingly accepted his wish that I do so. Thank you, Rich!

(Continued to Page 9)



It's just a matter of time as 35 foot Sazerac #44 creeps up behind the 25 foot Pemaquids Banshee #180 and #90 Salatia. (Bill Finch photo)

Looking Back

(Continued from Page 8)

There is a lot of effort placed into every race and each 3-day Regatta to be certain that our race programs are both pleasantly rewarding and safe events. My predecessors and I, along with Rich and the rest of the FSS Race Committee, have been so proud in serving the Friendship Sloop Society by producing quality annual race programs.

Back to the history of our sloops and our Society for one brief further moment. During my “watch” as your FSS Historian, it will be my sincere intention to work in close harmony with Phil Pratt who serves so nobly in maintaining the Friendship Museum’s efforts going forward. Phil and I have long worked closely together on the Race Committee and I fully expect that collaborative relationship will continue as we work with Rich Langton, much as it also will toward the “Looking Back” effort.

And so, my best wishes are extended to all members of the Friendship Sloop Society, as we approach the coming season of 2023.

David W. Graham, FSS Historian

Phone: (617) 335-2198, email: dwg@shore.net

Tech Tips

(Continued from Page 7)

spray, working from leeward to windward, and keeping one’s back to the breeze. The testing team noted that marine toxicity of BAC based products was considered “moderate, and avoidable with reasonable care.”

Based on what I’ve read and observed, I believe that the Borax-based Formula B is the best choice for preventing mold/mildew/fungi/algae infestation of natural materials such as cotton and wood on boats like our Friendship sloops, with commercial BAC based products a somewhat less effective alternative. Tim-Bor is a good industrial product but is not as readily available or cost effective as Formula B. I applied Formula B to **Gaiivota’s** deck this fall. I don’t have any results yet, but stay tuned and I’ll report on that in five years!

FSS Achieves

501(c)3 Tax Status

(Continued from Page 1)

Some of the organizational criteria for a non-profit to be eligible for 501(c)3 status include profits being used strictly for charitable activities, non-discriminatory policies, avoidance of political involvement, and having official status as an organization for at least 3 years before applying. Once in this category, the organization pays no federal or state tax and donors are able to fully deduct gifts and membership.

We are most fortunate to have George and Greg and the others whose input helped to move the application forward. It is now more advantageous for members to support their Society, and will help insure greater financial stability over the long run.

Well done!

Chandlery News

By Caroline Cronin Phillips

The FSS Chandlery did well again this year. We sent an email out to the membership for pre-ordered denim shirts in January 2022 and did well with that order. In Rockland we sold **a lot** of older inventory thanks to the tireless efforts of my husband Rick Phillips and his daily special “sales”! We will again be sending an email to members this January for pre-orders for denim shirts, and we might add on fleece jackets, vests and other embroidered items that people might like, so watch for that.

We are planning on having some new items for 2023, which will be available in Rockland and at the Annual Meeting in November. We still have plenty of T-shirts available, so if you are interested, please text me at (774) 200-0506 or email me at cphillips0503@charter.net.

I hope everyone has a happy and prosperous New Year!



Rights of Man #52, with Wayne and Kirsten Cronin and friends and family aboard, rounds the mark in style. (Bill Finch photo)

Save the Dates in 2023!!!

The FSS Homecoming and Regatta will take place in Rockland, ME on July 20-22, and the Southwest Harbor Rendezvous will precede it, taking place on July 15. Mark those calendars and carve out a little time to join in and participate. The more sloops in attendance, the more fun and enjoyment we all have. Why not this year?

Come sailing with your fellow Friendship sloop lovers!



From left, Sazerac, Rights of Man and Tannis beat toward the windward mark. (Bill Finch photo)

2023 Yearbook Deadline

We know you all have stories about your sloops and ideas that have been percolating on your mind for years, or at least for this past year. We would love to hear about them! A perfect project for the long cold months ahead would be to put pen to paper or fingers to keyboard, and write them down to be published in your own FSS Yearbook. Stories, goals, achievements, catastrophes, poems, photographs; its all stuff we want to read about, so please think about sharing your experiences with other members and the boating public.

The deadline for submissions for the 2023 FSS Yearbook is April 1, 2023. Send articles to Editor George Hagerty by email at ghagerty646@gmail.com or editor@fss.org, or by US mail to George at 646 Central Street, Stoughton, MA 02072.

The deadline for messages to “post” on the Yearbook Bulletin Board page is the same. Mail your message along with \$20 to George at the above address.



Tannis skipper and RC member Jeff Cronin and Trophy Chair Penny Richards prepare to present the Wilbur Morse trophy to Steve and Adrienne Major of Sazerac. (Michelle Leppert photo)

Publicity Committee: Still On A Roll

Richard and Karen Schwartz delivered an update to attendees at the Annual Meeting on their recent and future activities on the Publicity Committee.

They reported achieving most of their short and mid-term goals, laid out two years ago, which included increasing exposure of the FSS and its activities through articles in various digital and print publications, particularly as pertained to the 60th Anniversary celebration last year. Thanks to their hard work and that of Ross Branch of Bristol Marine in Boothbay Harbor, the FSS made new appearances in WoodenBoat Magazine, SAIL Magazine, the Maine Bicentennial website, and the 2021 Virtual Worldwide Classic Boat Show. Friendship sloops have recently become more involved and received more exposure in events like Boothbay Harbor’s Windjammer Days festival, and other annual classic boat events like the Eggemogin Reach Regatta and the Gloucester Schooner Festival.

Remaining on the Publicity Committee’s long-term agenda is revamping the FSS website to enable site visitors to order chandlery items online, make donations, become members or become advertisers and advertise online in addition to the print Yearbook. There has also been discussion of, at some point, being able to live-stream the racing in Rockland on YouTube or another platform to make it more accessible to more people. Stay tuned for future progress on these goals!



Salatia #90, and the Merrill’s Celebration #227 skip along in a brisk breeze. (Bill Finch photo)

Vessel Safety Checks Available (Continued from Page 5)

Dick reminds owners that if for any reason your boat does not pass the VSC inspection on the first try, it is not reported to any authority, and that once any problems have been remedied, the boat can be reinspected and awarded the coveted USCG decal. Out of date flares are the most common reason for failure.

Please welcome Dick aboard your sloop next summer either in Rockland or Southwest Harbor for a free Vessel Safety Check and a friendly and sociable way to enhance safety aboard your vessel.

TROPHY NAME**GIVEN FOR****2022 RECIPIENT****Racing Trophies:**

Commodore's Gordon Winslow Homecoming	1st Place Division 2 (sloops > 27 feet) 2nd Place Division 2 3rd Place Division 2	Jabberwocky Freedom Inherit the Wind
Herald Jones Bruno & Stillman Lash Brothers	1st Place Division 1 (sloops < 27 feet) 2nd Place Division 1 3rd Place Division 1	Salatia Banshee Celebration
State of Maine	Overall Regatta Winner	Salatia
Wilber Morse Charles Morse Rum-Line	1st in Class A 2nd in Class A Skillful Class A crew retrieving the "correct" buoy	Gladiator Sazerac Gladiator
Danforth Tannis Award Jarvis Newman Liberty	Middle of the fleet 7th overall 1st Pemaquid sloop 1st Division 2 bald-headed sloop	Tannis Inherit the Wind Salatia Jabberwocky

Non Racing Trophies:

Stanley Cup Owner - Builder Gladiator Cy Hamlin	Outstanding contribution to FSS New owner-builder who sails to Homecoming Sloop who sailed the farthest to Homecoming Skipper who returns to Homecoming after several years' absence	Caroline Cronin Phillips Gladiator Noel Noel
Chrissy Nickerson	Woman who keeps sloop and crew together Youngest crew member	Kathe Walton Gennaviere Cronin on Tannis
Spirit of Friendship Ray of Hope	Skipper who exemplifies FSS spirit Person or boat who has overcome adversity	Nancy and Peter Toppan Stacy Spaulding & Rayned Wiles
Post Office Bancroft Omaha Messing About	Greatest gaff in boat handling during Homecoming Person contributing to FSS traditions Good natured contributions to FSS Person who truly loves "Messing About in Boats"	Sazerac Peter & Nancy Toppan Caroline Cronin Phillips Bill and Kathy Whitney, owners of Gaivota
Bruce Morang Award Donald L. Huston	Outstanding contribution to the Yearbook Seamanship, fun and safety	Andy Zuber Greg Merrill



Friendship Sloop Society
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Address Correction Service Requested



What's in a Name...? Captain Harvey Nobe of Seattle, WA writes: “Our Friendship sloop (#213) is named *Amie*. That was her name when we purchased her. *Amie* is the French female gender of the word "Friend". It sounds appropriate to me. When my wife heard the name of our boat, she called her my Girlfriend ("Sails, not Skirts"). And yes, I've spent plenty of time and money to keep my girlfriend happy.”

Amie, pictured above, was built in Ketchikan, Alaska from 1974-78, possibly under the name **Aquila**. She was sailed south by her builder in 1980, and has remained in the Puget Sound area ever since. Harvey used to do free public sails on Sundays, until Covid shut that down, and enjoyed entertaining folks from around the globe. *Amie* sails on Lake Union, where Harvey is able to walk to the boat, set the sails and head out.

“I bought her in 1995, so that would be 27 years. I wouldn't want a different boat-she's darn near perfect for me. Care and upkeep of *Amie* seems to be different. I don't see owning her, as say, ownership and upkeep of a car. To me, taking care of *Amie* is more akin to Stewardship, more like maintaining a piece of Americana, a piece of history. I've tried (wherever practical) to keep *Amie* as true to her Maine roots as I can. I only hope that when it's time to turn *Amie* over to a new owner, that the new owner will understand the responsibilities of keeping her true to her original design and heritage.”



Craig Snyder's **Jabberwocky** appears in charge as she races toward capturing the Division 2 title. (Bill Finch photo)



Kathe Newman Walton, skipper of **Old Baldy** #57, receives the Chrissy trophy from 2022 trophy assistant Haileigh Chase. (Michelle Leppert photo)



Carole Wojcik of **Banshee** happily accepts the Bruno and Stillman trophy from RC Vice Chair Rich Langton. (Michelle Leppert photo)



Gladiator is given room at the mark by **Noel**, with **Freedom** already around and **Sazerac** coming on strong from behind. (Bill Finch photo)



Lady M #193 churns along with a reefed main and confident skipper Martin Thomas at the helm. (Bill Finch photo)



Richard and Karen Schwartz and crew aboard **Freedom** #167 work to overtake **Jabberwocky** in the Division 2 class. (Bill Finch photo)