

# Friendships

## Newsletter of the Friendship Sloop Society

Volume 19

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FSS.ORG

Issue 2

### Commodore's Message

Roger's son, George, is working this season aboard the **Isaac Evans**, the former Delaware Bay oyster fishing schooner that now takes guests on sailing trips out of Rockland. George is having a fabulous time. He spent April and May getting the **Evans** ready to sail – scraping, sanding, and painting nearly every surface. Now he is out sailing almost every day.

Seeing his enjoyment working on the **Evans** was a reminder of how important our Friendship Sloop, **Sazerac**, was to George and his older sister, Carrie, as they grew up. George was 9 years old when **Sazerac** was purchased. He and Carrie spent lots of time aboard her each summer. One or both of them crewed in most of the Friendship Sloop Days races. Carrie became a sailing instructor at a summer camp. She used an experience aboard **Sazerac** for her college application essay. It's not overstating things to say that our old Friendship Sloop has been hugely important to our family.

And the experience in our family is not unusual in the Society. We have many families in which two and three generations have sailed Friendship Sloops, and in which entire families spend most of their summer vacations sailing their Sloop. Those three letters in our acronym, FSS, could as easily have stood for Family Sailing Society.

So we look forward to another summer of seeing Friendship Sloops and families at Rockland, and at our other regattas and homecomings. **Sazerac** will be sailing to at least three of those family events this summer – New London on June 30-July 1, Southwest Harbor, Maine on July 14, and Rockland, Maine on July 19-21.

Rockland, our biggest family event, promises to be better than ever. The Society is keeping things that have worked well – the handicap alley racing format, the rowboat races, the Thursday through Saturday schedule. But we are trying some new things to see if we can make the event more attractive to Sloop owners and the public. We're encouraging the public to watch the races from the breakwater. The parade of sloops will be held (on Saturday) at the breakwater lighthouse, where we expect the audience will be larger. We're providing signage for all the sloops to display when they are tied up at the Public Landing, to educate the public and make them feel more welcome. And, finally, we're holding an awards dinner on Saturday to bring everyone together at the close of the event. And, of course, the dinner is designed so that entire families can attend – moderate prices and an early start time.

Roger Lee & Gail O'Donnell

### The 2007 Rockland Race Program

*By Dave Graham, Race Committee Chairman*

During the several decades that I have either been involved with running races or in the many years that I have been chairing same, I had always been hopeful that during just *one* year, the sailing instructions would remain as they were for the previous year. Well, guess what? 2007 is not going to differ from any previous year-to-year trend of revisions, for indeed, your Executive and Race Committees have put their collective heads together and happily have come up with a few changes that seem to us to make very good sense.

While there will be a full round of skippers' meetings each day of our Rockland races this year, I'd like to spend a few moments of your time to present them to you now, so that you will have ample opportunity to mull the changes over between now and "Day One" at Rockland. Here then, are the highlights of the 2007 changes:

- 1 **The Dates** - This year, the 47<sup>th</sup> Annual Homecoming regatta will commence on Thursday, July 19<sup>th</sup> and run through Saturday, July 21<sup>st</sup>.
- 2 **The Times** – While the Skippers' Meeting will be held each morning at 9:00 AM, the start of each race will occur no sooner than 12:00:00 - - - This will hold true for all three days.
- 3 **Time Limit** – In the interest of shortening the "loitering" during light-air days, the time limit for each race shall be three (3) hours from the start for the first sloop Division I and II to finish, unless otherwise specified at the day's skippers' meeting or by radio on the working channel of the day. Furthermore, all sloops not finishing within two (2) hours after the first sloop to finish in each respective division will be assigned a finish time by the Race Committee.
- 4 **Handicap Ally Races** – For races that will include Handicap Ally, a provision has been made to run the races in the customary counterclockwise direction by displaying code flag "P" below flags "HA" (the designation for a Handicap Ally race) prior to the start. Should wind conditions prove advantageous to run the race in an opposite clockwise direction, code flag "S" will be displayed below "HA" prior to the start.

These rather simple but important changes will be highlighted, along with the Sailing Instructions, during each day's Skippers' meeting. We have incorporated these changes in the interest of improving the quality of our race program and, therefore, in making every possible effort to produce an attractive program of racing at Rockland.

## The Marblehead Races

By Dave Graham, CYC Race Committee

Plans are well underway for this year's 2007 Classic Wooden Boat Regatta at Marblehead. You are encouraged to note the date of August 11<sup>th</sup> on your calendar, for this year, as in the recent past, Friendship Sloops (of all methods of construction) will once more be given a separate start on a race course, the winner of which shall be awarded the coveted Ridgway Trophy for Friendship Sloops. Details on this regatta will be forthcoming by the time of our Rockland race program.

Again, we urge you to note the date on your calendar for this single-day regatta that will involve many classics.

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## Membership News

Submitted by Penny Richards, Membership Chairman

It's been a quiet spring in the Membership Office. We're thrilled to welcome the following new friends and sloops:

- Mike Johnson of York, PA, proud new owner of #105 **Lady E** (formerly **At Last** and **Victory Chimes**) a 30' 6" Bruno and Stillman. Her home port is Annapolis, MD.
- Michael and Phillip Morris of Chelsea, Victoria, Australia, proud owners of **Hand of Friendship**, a 24' lovely built in 1990 from plans drawn from Chappelle's "Book of American Small Craft."
- Dean & Parker of Belfast, ME are the new owners of #211 **Wakeag** formerly the **Ansa** (previous owners James Hamilton and Stephen Sell). They purchased the sloop in 2006 from the Apprentice Shop. They write: "**Ansa** #211 was rebuilt from the keel up, new ribs, transom, decks, cabin top, stern frame work. Replanked in white cedar. New Beta diesel 13.5 hp. About all that is left from the original 1981 build is the stem and keel. She was renamed and launched at the Apprentice Shop in Rockland, ME, on May 24, 2007. The shop worked over a year on her as well as the owners. She is in as-new condition."

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## Pulpit Harbor Rendezvous

Commodore Roger Lee and the **Sazerac** will be in Pulpit Harbor the night of Tuesday, July 17th. Roger has suggested that the fleet rendezvous at Pulpit Harbor that day before continuing on to Rockland on Wednesday. For those not familiar with Pulpit Harbor, it is a snug and comfortable harbor for the fleet to gather, and a short sail to Rockland Harbor on Wednesday.

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## Dues Reminder

If you haven't mailed your annual dues in for 2007, please send them to:

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

## FSS Cruise Downeast to Rockland

Cruising in company is a fun and safe way to sail to the Rockland Homecoming. This year the Sloop Society is organizing a cruise from the west to Rockland. The sloops **Banshee** and **Gaiyota** will be departing the Cape Cod Canal on July 6th and will be sailing along the coast laying over at various ports along the way where you can join them for the cruise to Rockland.

To join the cruise, please contact Bill Whitney at 781-449-2063 or John Wojcik at 781-659-2820 so they will know where to expect to meet you, and to establish a communication plan (exchange cell phone #'s).

The following schedule has been established for the cruise and could be changed as a result of weather conditions:

**Friday, July 6th** - Depart Parker's Boatyard in Cataumet at 7:00 AM. The tide in the Cape Cod Canal turns east at 8:22 AM. Destination is Scituate Harbor

**Saturday, July 7th** - Depart Scituate - destination is Rockport / Folly Cove on Cape Ann

**Sunday, July 8th** - Sail from Cape Ann to the Isle of Shoals

**Monday, July 9th** - Depart Isle of Shoals for Cape Porpoise

**Tuesday, July 10th** - Sail from Cape Porpoise to Jewell Island in Casco Bay

**Wednesday, July 11th** - Sail to Sebasco Harbor (Sebasco Estates / Resort)

**Thursday, July 12th** - Destination is Boothbay Harbor

**Friday, July 13th** - Lay Day in Boothbay Harbor

**Saturday, July 14th** - Sail from Boothbay Harbor to Friendship

**Sunday, July 15th** - Sail to Tenants Harbor

**Monday, July 16th** - Sail to Camden Harbor

**Tuesday, July 17th** - Sail from Camden to Pulpit Harbor to rendezvous with sloops from the east.

**Wednesday, July 18th** - Sail from Pulpit Harbor to Rockland.

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## Please Check the Registry

Each year the registry of sloops is published in the back of the yearbook. We attempt to keep it up to date when new members are added and boats change hands. This is, however, an imperfect process and incorrect or incomplete entries occasionally make their way into our records. Since this is our official register we are requesting that each of you check the entry for your boat and get back to either [secretary@fss.org](mailto:secretary@fss.org) or [registry@fss.org](mailto:registry@fss.org) with any changes or corrections. Thanks for your help.

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## Support Our Supporters

This year as usual, our yearbook is made possible not only through the efforts of our members, but also through the businesses that place ads in our book. When you read the articles in this year's yearbook, take some time to notice the advertising. Then, when you stop in the store or restaurant, make a point of telling the waitress, manager, or anyone that will listen, that you saw their ad in the Friendship Sloop Society publication. Please help us keep the yearbook afloat by supporting our supporters.

## 2007 Southwest Harbor Race

**When:** Saturday, 14th of July  
**Start time:** Around 1300 hrs, as long as we've got a good breeze.  
**Entry fee:** NONE  
**Handicaps:** Schmandicaps! First boat to cross the finish line wins!

All are invited to the Eastern Station of the FSS. The premier event in the Downeast area will be held for the 15th consecutive year. Sloops will gather off Sand Point, Greening's Island and skippers will figure out a course which will include a circumnavigation of Greening's. With a Northerly wind the first mark will be the Narrows CG buoy G"5". With a Southerly the first mark will be the Greening's ledge buoy R"8". Race charts can be picked up by sailing close astern of the RC boat. Instructions are on the hand-out. Signal flags are read top to bottom on the RC mast. FSS #71 (**Gladiator**) and #91 (**Salatia**) are the boats to look out for if you want to learn how it's done!

Call Miff and Marge (207.244.4313) if you need any help or encouragement. After the race, all are invited back to Miff & Marge's house for drinks, snacks, and the opportunity to exchange lies and friendship.

The cruise West to Rockland was a lot of fun last year. This year we're headed up the Penobscot to check out the observatory on the new Narrows Bridge at Fort Knox. The tides are perfect for morning up the river and afternoon down. Hope we see you!

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## 2007 Schedule of Events

### New London Rendezvous

June 29th to July 3rd

### Southwest Harbor Rendezvous

July 14th

### Pulpit Harbor Rendezvous

July 17th

### Homecoming Rendezvous & Races at Rockland

July 19th to July 21st

### Marblehead Regatta

August 11th

### Gloucester Schooner Festival

September 1st

### Fall Executive Board Meeting

September 29th - Maine Maritime Museum

### Annual Meeting

November 17th

Martin's Manor, South Portland., ME

## 2007 Homecoming and Rendezvous Schedule of Events in Rockland

### Wednesday, July 18:

Sloops arrive in Rockland Harbor and tie up at the Public Landing (no charge). Moorings will probably be available on Tuesday afternoon at \$25 per night. Call the Harbormaster, Ed Glaser, or Assistant Harbor Master, Pete Thibodeau, on Channel 9. Tent, chairs and barbecue will be set up.

### Thursday, July 19:

9:00 AM	Skippers' Meeting under the tent
Noon	Race starts off the breakwater
4:30 PM	Rowboat races all ages welcome to participate
5:30 PM	BYO Barbecue under the tent

### Friday, July 20:

9:00 AM	Skippers' Meeting under the tent
Noon	Race starts off the breakwater
5:30 PM	BYO Barbecue under the tent

### Saturday, July 21:

9:00 AM	Skippers' Meeting under the tent
11:00 AM	Parade of Sloops off the breakwater
Noon	Race starts off the breakwater
5:00 PM	Awards Dinner under the tent

### **Viewing Races at Breakwater**

The races can best be viewed from the breakwater, beginning each day at about Noon. The start and finish occurs very close to the breakwater, giving the public an unparalleled opportunity to view the excitement of a sailing race. The Parade of Sloops, narrated over a loudspeaker, will also be held at the breakwater, at 11 AM on Saturday.

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## Racing Numbers

The Race Committee is asking skippers to use sloop numbers for racing. Numbers do not have to be permanently attached to sails, they can be attached to shrouds. Numbers should be large enough to be read from a reasonable distance.

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## Chandlery News

The chandlery will be open for business as usual at the Rockland Homecoming. Remember, all proceeds from the sale of FSS articles go into the general fund to support the Society. If you have any questions, or would like to order items, please contact:

Kathy & Bill Whitney  
75 Kingsbury Street  
Needham, MA 02192  
781-449-2063

## FSS New London Rendezvous Cruise

The 2006 New London Rendezvous was based on a determined departure from past practice. After twenty years of planning for two days of racing during New London's SailFest Celebration, the "committee-of-everyone-involved" agreed on a combination rendezvous /cruise reunion. Accordingly, Friday, June 30th, to Monday, July 3rd proved to be a weekend full of sailing, camaraderie and good times in Essex, CT. During the sail from the Thames River to the Connecticut River times were taken by the sloops along the course for the trophies for the sail to the rendezvous.

*Sooooooooo.....*

Come join us in New London! 2<sup>nd</sup> Annual Rendezvous / Cruise as we continue a New Tradition for the Friendship Sloop Society Rendezvous in New London/Long Island Sound

### Rendezvous Agenda:

#### New London to Dutch Harbor (RI)

##### Friday, June 29th:

Friendships plan to arrive in New London at Thames Yacht Club where sloops will be on moorings. TYC has offered facilities and launch service. Plan to arrive by late afternoon if possible. (Need to report name of boat, name of skipper and number of crew by Wed. June 27th so the launch operator will be on the alert to your ETA. Also need the count of sloops laying over at Dutch Harbor).

##### Saturday, June 30th:

Saturday is a layover day in New London and an opportunity to tour historic downtown New London with the Custom House Maritime Museum and Shaw's Mansion. At 1800, dinner will be at *On the Waterfront* restaurant (formerly Schooners). There will be a testimonial to Jack and Ginny Vibber (depending on health, they may attend the dinner).

##### Sunday, July 1st:

Pre-0800, crews prepare for departure from the TYC for the cruise to Dutch Harbor. The sloops will sail South out of the harbor en route to Watch Hill via Fisher's Island Sound. Abeam of Vixen's Ledge marker, skippers will take their time. Arrive at the moorings at Dutch Harbor Boat Yard, secure sloops. The remainder of the evening is open.

##### Monday, July 2nd:

Leisurely morning with nothing planned except for possibly breakfast in Jamestown. There may be potential visitors to view and talk about Friendships at the boat yard. It will be the skipper's option to dress ship. In the afternoon, we may possibly take the ferry from Jamestown to Newport and take in the sights. The evening is open with nothing planned.

##### Tuesday, July 3rd:

Layover day in Dutch Harbor or skippers may choose to proceed on the next leg easterly en route to the Cape Cod Canal. For those staying in Dutch Harbor, the plans for the day include possibly taking the ferry to the Newport area. For those sloops preparing to return to home ports, departure time is at the discretion of the sloop skipper. Eastbound

may want to consider July 4<sup>th</sup> in Newport. Sloops returning westerly to New London may consider a stop over on Block Island. There are great fireworks on the 4<sup>th</sup>.

Let's hope for fair weather, kind winds and calm seas. The program could be pushed back one day if necessary due to unfavorable weather. We will have an update on the specifics on Friday June 29th. As of May 1st we have 6 sloops but need confirmation. We would like more from local waters to cruise with us as well. Can't make all three days? Join us for a leg! Can't make the cruise? Drive to Dutch Harbor Boat Yard to the west of Jamestown on beautiful Conanicut Island.

**Contact:** Greg Roth @ 860-442-2747 or  
scuppers@ct.metrocast.net

**Deadline:** June 25th (we need to give the Thames Yacht Club and Dutch Harbor Boatyard fairly accurate numbers.

**Fees:** Per boat/car, participants are asked to pay a fee of \$15.00 for FSS / NLON. Check or cash to Greg Roth

We will collect a simple contribution from each sloop using a mooring at TYC (\$20.00/night). We will present the sum to the commodore.

Dutch Harbor Boat Yard is offering a special rate of \$35/night per boat for mooring use. We will have use of their launch and facilities during our visit. The town is just a short walk from the boat yard.

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## Stanley to rebuild 1902 Friendship

*The following article was published in the January 12th edition of the Mt. Desert Islander.*

SOUTHWEST HARBOR — "When he was little he used to come down to the yard to help his father," said Marion Stanley of her son Richard and husband Ralph.

From an aspiring boatbuilder at 3 years old, to the present, Richard Stanley is still plugging away at what he does best, and, he'll have a busy winter this year.

Last Thursday, he stood by as he watched a sorry-looking 40-foot Friendship sloop being lowered into the water. The boat, **West Wind**, had come from the Ralph Stanley storage building in Southwest Harbor. Danny Chalmers had the task of barging the sloop over to Ralph W. Stanley Inc., the Manset yard on the Clark Point Road where Richard's "serious building begins."

**West Wind** took on quite a bit of water through holes in her hull where planks used to be, filling her gutted interior so it sat heavy alongside Mr. Chalmers' barge. She's not much of a sight at this stage, but that will all change during the winter. Richard estimates he'll spend about four months on the project.

**West Wind's** past is somewhat of a mystery. Richard speculates that the boat was most likely used for fishing in her early days. The sloop was originally built by Charles A. Morse and launched in 1902. The current owners are John and Diane Fassac from Mansfield, Mass., who plan to sail her for pleasure. The

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## Sloop Registry Update

The Sloop Society has undertaken an effort to contact owners of sloops who are currently not members of the FSS in order to confirm existence and ownership of the sloop. We are trying to verify the existence / ownership of the following sloops. If you know of the status of any of these sloops, please contact the registrar, John Wojcik at registrar@fss.org or via mail at 347 Lincoln St. Norwell, MA 02061.

Sail #	Boatname	First	Last	City	State	Sail #	Boatname	First	Last	City	State
1	Voyager	Jim	Salafia	Warren	ME	228	Mermaid	Al	Doucette	Mattapoisett	MA
16	Retriever	Philip & Susan	Rotondo / Franklin	Marshfield	MA	229	Capt'n George	Robb	Darula	Mystic	CT
32	Nomad	Tom	Ash	North Weymouth	MA	231	Solomon Gundy	Bill	Butcher	Suffield	CT
34	Pal O'Mine	James	Lane	Winchester	MA	233	Princess Pat	Harry	Armstrong	Winter Park	FL
40	Comesin	John & Linda	Livingston	Jacksonville	FL	234	Beatrice Morse	William	Owens	Branford	CT
46	Momentum	Bayfront Center	for Maritime Studies	Erie	PA	237	Christine	Robert D.	Hamilton	Greenfield	MA
47	Galatea	Don	Murray	Sausalito	CA	238	Viking	Steve	Ulwick	Wakefield	MA
58	Cathy	Ted & Cathy	Chase	New Harbor	ME	239	Chebacco	Michael	Ginn	Jupiter	FL
61	Windward	Tim	Sullivan	Gloucester	MA	240	Raven	Jeffrey C.	Richards	Rockland	ME
62	Columbia	John	Bundza	Barrington	NH	243	John Patrick	Robert / Anne	Norwood / Del Bor	Orr's Island	ME
65	Gallant Lady	Jim	Smith	Picton, Ontario	CN	245	La Paloma				
68	Robin L.	Bill	Cummings	Bristol	ME	246	Dame-Mariscotta	Hans P.	Sinn	Huntington	NY
73	West Indian	Christoff	Skoczylas	Kendra, Ontario	CN	248	Timber	Greg	Hickey	West Hartford	CT
84	Philia					251	Bucephalus	Alexander J.	Forbes	Felton	CA
86	Allegiance	Hale	Whitehouse	Cape Porpoise	ME	252	-None-	J. Robert	Sherman	Corea	ME
87	Stella Maris	James	Russell	Scituate	MA	259	Spartan	Roland	Shepard		
88	Apogee	Paul	Collet	Freeport	ME	261	Bluenose	David & Charly	Holmes	Annapolis	MD
89	Erda	Alexandra	West	Vineyard Haven	MA	263	Ralph W. Stanley	Anne	Franchetti	Seal Cove	ME
93	Anna R.	Stuart	Rich	Tenants Harbor	ME	266	Melisa Ann	Steve	Blessington	Dixmont	ME
104	Cockle	Rupert	Hopkins	Miller Place	NY	267	Tristan	David E.	Cain	Fayston	VT
106	Hold Tight	Alan	Watkins	Weston	MA						
107	Magic	Paul	Moorhead	Clairborne	MD						
109	Petrel	Colin	Pears	Orono	ME						
113	Yankee Pride	James	Craig	Keyport	NJ						
119	Valhalla	Paul	Wolfe	Pittsburgh	PA						
120	Persistence	John	Lichtman	Friendship	ME						
126	Whim	Jack	Manley	Northville	NY						
129	Gisela R.	James	O'Hear	Sag Harbor	NY						
131	Noahsark	Paul	Werner	Old Orchard Beach	ME						
134	Bear	Jim	Horrigan	Reading	MA						
136	Squirrel	Larry	Moxon	Mystic	CT						
137	Aysha	Larry	Thomas	Jefferson	LA						
138	Pua-Noa II	Franics	Higginson	Islesboro	ME						
145	Yankee Lady	John	Ash	White Stone	VA						
149	Fiddler's Green	Dick	Leighton	Bowdoinham	ME						
150	Woodchips	Neil	Allen	Eastham	MA						
152	Murphy's Law	Kevin	Stirnweis	Chelsea	MA						
154	Muscongus	Captain's Cove	Marina	Bridgeport	CT						
161	Summerwind	Norman	MacNeil	Woods Hole	MA						
168	Loon	Mark	Warner	Newcastle	ME						
169	Defiance	Fran	Daley	Newton	MA						
171	Resolute	Alan	Leibovitz	Marblehead	MA						
174	-NONE-	Arnie	Standish	Brunswick	ME						
182	Muscongus	Harry	Oakley, Jr.	Lyme	CT						
183	Tara Anne	Michael	Florio	Greenwich	CT						
185	Ocean Roar	Leslie	Taylor	Warren	ME						
186	Ragtime Annie	Bartlett	Stoodley	Unity	ME						
195	Princess	John Dubois &	John Harbor	Sarasota	FL						
199	Wild Rose	James	Peck	Waverly	PA						
204	Marie-Anne	Diana	Echeverria	Seattle	WA						
206	Legacy	Craig	Collemer	Salem	MA						
212	Achates	Richard	Leigh	Nashville	TN						
215	Elen Anne	David	Colinan	Lincoln	RI						
217	Ophelia's Odyssey	Thomas Searles	Laura Hunt	Wells	ME						
223	Corregidor	Brian	Flynn	Wilton	CT						
224	Daylight										

## Stanley to rebuild 1902 Friendship

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boat shows a different side today compared to what she did back then, and when she was seaworthy.

"They hired me to make it a floatable boat," said Mr. Stanley. He plans to put the majority of his work into the hull, skipping the interior headaches. "For that Richard is happy as a lark!" said his mother.

He has a little demolition to tackle before he can begin. "Somebody started rebuilding it themselves. I have to take some of that apart and redo it," he said. The stem knee has been replaced, but comes up short with only two bolts attaching it to the keel. New laminated frames are butted into the old, and are also not as long as they should be. The previous builders replaced the keel but, "Its got a big hog in it, I'll have to get some of that out by pushing it down," said Mr. Stanley.

He doesn't plan to stray from the boat's original look, only to replace the wood. "It'll be an oak frame with plywood cabins. Then we'll glass over the top." The hull will be planked with new wood more than an inch thick. Mr. Stanley will build a new deck frame and deck, but for the rest, "It all depends on how far their money goes," he said. The boat will be painted, just enough to protect the wood, before she is sent down to Massachusetts.

Mr. Stanley will be working with David Norwood, his business partner of nine years, and his son-in-law Eli Strauss.

He and his crew finished a 39-foot pleasure boat in November for Tom Chappel, creator of the all-natural personal care products marketed under Tom's of Maine. Currently Mr. Stanley is wrapping up the cabin and shelter of a 33-foot lobster boat built by his father, Ralph, in 1967, and owned by his son-in-law, John Goodwin.

## What's in an article?

by Rich Langton, Yearbook Editor

This year, as in the past, we will be producing a Yearbook that contains articles written by members of the Sloop Society. As the current editor of the Yearbook it is my job to read, edit and select what is published each year. This is generally an enjoyable task and I want to thank all the authors out there that have made the Yearbook a success because of their great stories.

The only down side to the job of editor is that, occasionally, I have to reject articles because we have too many to publish, or the subject matter is not really sloop related. So, I thought I'd lay out a few ground rules to help guide our future authors.

- 1) First, electronic submissions are really greatly appreciated!! If you are not of the computer age that is ok, but if you have a friend that can send your submission electronically it makes the editor's life much easier.
- 2) Second, please focus on Friendship Sloops and Sloop related activities in your article. I have gotten some really good articles about "boats", but they go to the bottom of the pile since this is a Friendship Sloop Yearbook.
- 3) Third, short is better!!! The more short stories I get the more authors are represented in the Yearbook. My editing usually consists of cutting out details in stories that I consider "bulk" rather than content; again the idea is not to compromise your writing but to leave space for other folks in the Yearbook.
- 4) Fourth, pictures are great. Send them along as JPEGs and please do not embed them in the text of your article. The printer can lay out things more easily if your photos are a separate file.
- 5) Fifth, pictures are great, again, and do not need to be accompanied by an article; a good photo is worth a thousand words, so send your photos along but do include a caption.
- 6) Finally, everyone has a story to tell so let's hear from you for the 2008 Yearbook.

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## Something Mizzen

written by John Sandusky

*This article was submitted for publication in the annual yearbook, but due to lack of space, is published here.*

Okay, so, she's a yawl. It's true, my Friendship Sloop has a mizzen, and we're not a bit ashamed. No one in my home harbor even cares, they think she's just fine. It's when we're around other Friendships that the trouble starts. Reaction varies from tittillation to horror. People whisper behind their hands "what is that strange thing sticking up aft?" and wonder how I can go out in public. The more direct just ask "you're gonna change it back, ain'cha?". No. No, I am not changing it back. There are several reasons for my stubbornness, I'll explain. She was built as a sloop. But in the 1970's Donald Starr found her a handful, so he had her modified. He was a noted sailor, and approved of the change. His friend John Rousmaniere, a famous sailor, thought it an improvement. Andrew Hepburn, the naval architect who drew the change, had once owned the original Pemaquid, of which this is a replica. But most important, the current owner, me, won't accept the waste of laying aside the mizzen spars and rig only to buy a new mainsail and lengthen the boom. Plus she's handy. But

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## The Value of Friendship

By Cap'n Shellback

*This article was submitted for publication in the annual yearbook, but due to lack of space, is published here.*

When I consulted the ever faithful Webster's New Collegiate Dictionary, I found the definition of Friend(s) to be: one attached to another by affection, an acquaintance, showing kindly interest and good will. This all sounded quite applicable.

So, how does this apply to our membership in the Friendship Sloop Society? Well, don't you have some special Friends here. Folks that you see only once or twice a year when you come to the Homecoming Regatta and the Annual Meeting? These are people that know all about you, your family, your sloop, just as you know all about them. People with whom you keep in touch all year long and look forward to seeing whenever you get together. Friends. Sure you do. If you are anything like me, the first thing I do after I arrive is to walk along the Public Landing Marina floats in Rockland or down to the meeting room in Portland to see my gathered Friends.

We greet each other warmly, shake hands, hug and even exchange an occasional kiss. For these are people that you really care about and who truly care about you as well. You've missed them since the last time you were together. And even though you may have written to each other, spoken on the phone or sent each other e-mails, there is nothing like a face to face meeting with a Friend. You spend the first few minutes of your meeting catching up on all the latest news. What's new? What's going on? How have you been doing? How's your health? What's new on the sloop? All that kind of stuff. After all, these are your Friends. You have to catch up on all the latest news and be filled in on who is there, and who is not, who got married, who got divorced, who has a new grandchild. Oh, and are those new sails on your sloop? And what about the person who is not there? Are they ill, did they put the sloop in the water this year, was the sloop sold, did they pass away? You feel sad upon learning these kind of things. After all, they are Friends. But once you are caught up on the latest news, then it's time to start to plan for the Homecoming Regatta events and the Annual Meeting.

One Friend years ago related that he joined the Sloop Society "because he thought the sloops were beautiful, but soon learned thereafter, that the members were even more so". Indeed, Friendship is the greatest asset of the Friend-ship Sloop Society!

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## New Membership Chairman

Penny Richards Morang has taken over the duties of the membership chairman from Bob Monk, Jr. Penny can be contacted at [membership@fss.org](mailto:membership@fss.org) or:

15 Leland Road  
North Reading, MA 01864

Also, John Wojcik has assumed the duties of the Registrar, which Bob Monk, Jr. also performed. John can be reached at [registrar@fss.org](mailto:registrar@fss.org) or:

347 Lincoln Street  
Norwell, MA 02061

The FSS thanks Bob Monk, Jr. for his years of performing the duties of both the membership chairman and registrar.

## The Blink of an Eye

written by Steve Dunipace

*This article was submitted for publication in the annual yearbook, but due to lack of space, is published here.*

Ask Jeeves and he will tell you that the blink of an eye transpires in approximately three tenths of a second leading us to imagine, though we know otherwise, that said blink did not occur. Metaphorically, events said to occur in the blink of an eye may well exceed three tenths of a second in duration, but like their physiological namesake, lead us to imagine, though we certainly know otherwise, that they did not occur.

Seated in church one Sunday morning behind a woman holding her newborn, I took particular notice of the infant's tiny hands gripping his mother's fingers. I was reminded how a mere blink of the eye had passed since my own son's tiny hands had similarly grasped my fingers. Glancing over at my son, now twelve years of age and possessing hands nearly the size of my own, I was almost afraid to blink again for fear that in the time it took to do so, he would be gone and have a family of his own.

Our children are born, grow to maturity, and set out on their own, seemingly, in the blink of an eye. The years between graduation and one's twentieth reunion pass, alarmingly, in the blink of an eye. The six months between dentist visits pass, undoubtedly, in the blink of an eye. And, the time between a full head of hair and near baldness passes, woefully, in the blink of an eye. Likewise, and pursuant to the subject at hand, one's first summer aboard his very own Friendship Sloop passes, regrettably, in the blink of an eye.

It was on June 20th, 2006 that **Heritage** at long last went overboard on the marine railway at Riverside Boat Company and returned to the sea after five years ashore and extensive repairs. In the mere blink of an eye, she was again being hauled ashore on that very same railway; autumn closing in. It was so easy to imagine, though I knew otherwise, that that summer aboard **Heritage** had not occurred. Far longer than three tenths of a second, the summer of 2006 had included countless journeys and adventures on the Maine coast: a gracious welcome home in Friendship; sea trials (and tribulations associated with a boat ashore for so long) on Muscongus Bay; a rendezvous in South-west Harbor; a homecoming, parade, and competition in Rockland; quiet and remote harbors named for the likes of pulpits and burnt coats; exploration and education; mechanical failures and more education; family and friends; wind, waves, weather and yet more education; sun and sea; calm nights at anchor under the stars and rough nights with lines doubled up at the dock; sanding, varnishing, caulking, oiling, patching, painting, splicing; learning and teaching; elation and frustration; daytrips, picnics, and overnights; and, ultimately, the world famous Chowder Cup Regatta back home in Friendship, Maine all passing, ever so rewardingly...in the blink of an eye.

## Something Mizzen

(Continued from Page 6)

this story is about sailing my **Captain Tom**.

In September '03' after a tropical storm scare, I went aboard to bend the sails back on and go for a daysail. I didn't much heed the thunderstorm warning, there's a chance of thunderstorms all summer. I bent on the staysail, main and mizzen, and hoisted the rollerfurled jib. I set the main, mizzen and staysail, then backed the mizzen to back off my mooring under sail (see? handy). We (the boat and I) beat out the inlet and observed the weather. Sky 3/10 cumulus, wind W force 4, seas 1', visibility 15nm, except in rain over Connecticut. I figured those showers would go away east as they usually do. So I let her sail out into the Sound on a reach, while I tried to sort out the jibsheet. Friendships will do that for you. I noticed whitecaps out further, figured more wind was coming. I saw my Dad's Hunter away to the west and thought of setting the jib to catch him before he got into the harbor. Then I saw the huge black cloud approaching, looking very ominous. I decided not to set the jib. The squall hadn't gone away east, it was causing the whitecaps, and it was coming for me. So I went aft and furled the mizzen to reduce sail (a point for the yawl). The wind increased rapidly causing a nasty chop and blowing spray. **Captain Tom** accelerated, and put the rail to the water. More wind and rain. I noticed a larger glass sailboat to windward, under power. The skipper waved to me intently, I waved back, but I was busy. Even without the jib and mizzen, the boat was overpressed. I was reluctant to reef, the boom can't outwrestle me, but it can throw me around a bit in the steep chop. Instead I went to the mast and slacked off the peak halyard, scandalizing the rig. The upper portion slatted loudly, but the boat straightened up. The wind still increased, bringing heavy rain. Now I was a little concerned, so I turned back. Better to sail toward the shore if there was going to be trouble. The glass boat turned back too.

So I gripped the tiller and pulled my hood tighter, waiting for the squall to pass. The rain was hitting so hard it was stinging. Then I realized it was literally harder: I saw the hailstones bouncing on the bridge deck. At least I had good reason to be cold, and I turned my back more to the wind. Then I heard a splash behind me, and saw water rushing over the decks to drain out the lee scuppers. A wave had broken over the windward side, but not over the coaming. Still, I was impressed, there's something you don't see every day. Gradually the rain decreased, then the wind. I went forward and peaked up the main. That glass sloop was still parallel to me, and he waved again. I waved back, now understanding that he'd been standing by us. Kind of him. It must have looked worse than I thought. My father later told me that when the squall hit my boat disappeared in the spray and rain. I beat back to the harbor mouth.

Inside the harbor, the breeze fell light. The sun came out and warmed me up. I reset the mizzen to help sail up to the mooring. All's well that ends well, and I admired my little boat as I rowed ashore in the afternoon sun.

So you see, she's almost like any other Friendship: handy, seaworthy, traditional. If you meet us I hope you'll be tolerant of the unique benefits of my Friendship Yawl.