

# Friendships

Newsletter of the Friendship Sloop Society

Volume 31

FSS.ORG

Spring 2019

Issue 2

## Commodore's Message

Welcome Members of the Friendship Sloop Society to our 59th year!

As I was traveling along the other morning I saw the sky open and a brilliant sunrise appear over the horizon. Spring is here, and the fitting out and sailing seasons can't be far behind! It has been the usual long New England winter, however this year there have been highlights of progress showing us what we will experience during this summer's sailing season.

Over the winter, we were treated to opening the new Instagram account and finding a new picture every morning celebrating the Friendship Sloop Society. The account administrator, Scott Phillips, is doing a great job of showing the world the FSS; so far 131 people follow along viewing our beautiful sloops! The other highlight was being able to click onto Facebook, administered by Jeff Cronin, and see a continuous conversation among the members. This forum presents a welcoming place to interact and stay connected with other like-minded people. There are 624 members on FSS Facebook!

Thank you again for your feedback to the survey distributed at the Annual Meeting last November. Your comments are printed on page 9 of this issue and have been acted upon to move us forward. It was said that the FSS should be about the members and our collective interest in Friendship sloops. Our daily communication and planned changes for our Annual Homecoming have enhanced our membership and the focus will continue into the sailing season.

As you run through your punch list preparing for the summer, take a look at the FSS events list for 2019 which can be found on our website, [www.fss.org](http://www.fss.org), and on page 8 of this issue. John Wojcik, Registrar and Webmaster, regularly updates the website and it contains a wealth of interesting information and history. There are a number of rendezvous this year as Friendships sail along the New England coast! Join other members along the coast for good conversation and fun.

The Southwest Harbor Race is July 13. The highlight of this race appears to be the lack of rules (see page 3). I understand from the previous Newsletter that Scott Martin and Caroline Phillips have set the course by following butterflies. How have they trained those butterflies to fly around a race course?

The third week of July finds us gathering for Homecoming at Rockland Harbor. This year we will coordinate a team approach to the festivities. Penny Morang Richards, of

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## If You Don't Know Them Already, Meet the Whitneys



Bill and Kathy Whitney have been very busy and highly valued members of the FSS since they purchased their 31 foot Dictator **Gaivota** #214 in 1988 and joined the group. Shortly after they got the sloop, they began their annual lengthy pilgrimage to the FSS Homecoming in Maine and back from their homeport at Parker's Boatyard on the shores of Buzzards Bay, MA. This year will be their 30th cruise!

Both Whitneys have worn many hats and filled many essential roles, and continue to do so in their long association with the FSS. They were co-Commodores in 2013 and 2014 and ran the Chandlery for 10 years with Kathy doing the selecting, buying and manning the store, while Bill did much of the heavy lifting. While Commodores, Bill cites the accomplishment of changing the name of the Yearbook from "Friendship Sloop Days" to "Friendship Sloops Sailing New England", and broadening the distribution as significant steps toward increasing public exposure to Friendship sloops. They have mentored many new sloop owners and cruisers, this writer among them.

Bill is also the author of the Tech Tips column in the Newsletter, expounding on all things technical. He inherited much of his technical expertise and passion from his father who was a Coast Guard machinist, long-time Coast Guard Aux member, and power boat cruiser. Much of the rest came from his career in the Navy where he initially trained as an electrician, converted to an electronics tech, then became a

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## Registrar's and Membership Report

by John and Carole Wojcik

- Doug Lane of Millersville, MD, owner of #34 **Pal-O-Mine** writes: "**Pal-O-Mine** has been high and dry for over 10 years now. We are planning to make the necessary repairs this summer (replacing sheer planks, etc.), and hopefully have her back in the water to tighten her up. We plan to trailer her to Maryland."
- Perry Hood of Newport, WA has joined the Society. He was the owner of #80 **Sunshine**, now **Down East**. Perry owned the sloop in 1980 before selling it to Chris Head who renamed her **Headway**.
- Hannah Langsdale of Winooski, VT has purchased #209 **Friend Ship** and the Whistling Man Schooner Company of Burlington, VT. Hannah had crewed onboard the sloop since 2016 before purchasing it after this past chartering season. Mathias Dubilier was the prior owner and a member of the FSS.
- Jerry and Vicki Sawyer of Union, ME have purchased #13 **Easting** from Brian Clough and Mary Ofutt of Little Deer Isle, ME. Jerry and Vicki intend to moor the sloop in Rockland.
- Mystic Seaport Museum in Mystic, CT is now the owner of two Friendship sloops. They now own #272 **Noel** (formerly **Tamara**), built by Ralph Stanley in 2004 and 36' long. The sloop was donated to the museum by Sean & Tamara McCarthy and was homeported on Long Island. The Museum also owns **Estella A**, a 34 foot Robert McLain sloop built in 1904.
- Sail number 285 was issued to Greg Ross's 22' Muscongus Bay sloop **Swan's Isle**. Greg is still trying to track down the builder. He is from Prince Edward Island and the sloop will be homeported in Charlottetown.
- Ian Glass of South Berwick, ME has recently purchased #114 **Helen Brooks** from Karl Brunner of Southwest Harbor. Ian has renamed the Bruno & Stillman built sloop **Eleanor Hawkes** and will be chartering out of Portland, ME.
- Craig Snider of Narbeth, PA has purchased #189 **Jabberwocky** from Brad Wilkinson. Craig is the son of the late Myrna Snider and stepson of Martin Thomas, owners of #193 **Lady M**. **Jabberwocky** is a Newman 31' Dictator and Craig will continue to moor the sloop in Center Harbor, ME.



*Celebration # 227, Hegira #230, and Banshee #180 vying for the lead on the downwind leg to the finish.  
(Bill Finch photo)*

## Commodore's Message

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the Trophy Committee, has agreed to be the Event Coordinator and will announce the Parade of Sloops on Saturday morning. She will work with the Race Committee and the Commodore to present the trophies during the banquet. All the trophies have been polished for presentation. Bill Whitney of **Gaivota** #214 deserves an appreciative acknowledgment for taking the time to develop a complete inventory of the trophies.

Speaking of the banquet, Kirsten Cronin, **Rights of Man** #52, has again agreed to act as the caterer for the delicious meal. This year again, "Kirsten's Krew" will depend on volunteers to help Kirsten and her family with the banquet set up and breakdown. Please let us know if you are available to help out.

On a personal note, and after a 35-plus year absence, my flagship and restoration project **Westwind** #95, will be launched later this year. We have the best of intentions that she will be in Rockland for the 2019 Homecoming and plan to celebrate her return to the fleet! Carole Wojcik, Membership Secretary has suggested that we gather aboard our boats at the end of the racing days for a "BYOEverything" during the Homecoming. John and I have plenty of room in our cockpit for the first gathering! Please join us; getting together and sailing is what the Friendship Sloop Society is all about.

In 1979 and 1980, my Dad, Don Huston was President of the Friendship Sloop Society. Our family owned and sailed the 1915 Wilbur Morse-built **Eagle** #53 for 45 years. He said this in the 1979 Yearbook: "Our Society has grown in 19 years and continues to flourish. We must be doing something right. If you own a Friendship, you should be a member of our Society. We're continuing to accept more (and slower) boats."

During this, our 59th year, we continue to accept more (slower and faster) boats, not that any members of our Society are competitive! Please set your course for Rockland Harbor this summer, July 18,19 & 20, for three days of camaraderie and sailing!

Yours in Friendship,

Diane Fassak, Commodore, #95 **Westwind**

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## Captains and Instructors Needed

Captain Jim Sharp, the founder and director of Rockland's Sail, Power and Steam Museum, is seeking 2 six-pack qualified captains this summer to charter the Museum's Friendship sloops **Blackjack** #19 and **Persistence** #120, to take people sailing around Rockland Harbor, haul a lobster trap or two, and teach about the sloops and the way they were used for fishing and lobstering more than a century ago.

The Museum is also planning on expanding its waterfront offerings to include a sailing school, and is looking for sailing instructors and other ambitious personnel to get this started. In addition to the two Friendships, the fleet includes other various sailing and rowing craft. There is a furnished waterfront apartment for rent on the Museum campus as well.

Interested folks should send their resume to Jim Sharp, Sail, Power and Steam Museum, 75 Mechanic St., Rockland, ME, 04841, or contact him by phone at (207) 701-7627. Please pass the word to friends or family members who might be interested in this opportunity so we can have two more Friendship sloops gracing the waters of Penobscot Bay!

## Race Committee Preview

By Dave Graham, Chairman – FSS Race Committee

Something new this year: for those who raced the course at Rockland in 2018, you may recall that one of our reddish colored mooring-ball marks that denoted the entrance/exit to Handicap Alley, ended up going astray. This led to some understandable confusion among many of our racing skippers and crew, when the remaining red mark took on the appearance of being just another buoy in a field of nearby buoys, posing the question of which way to enter and exit the alley.

As a hedge against any such further confusion this year, Handicap Alley will be marked at its entrance with two yellow 2 ½ foot inflatable tetrahedrons. On your Rockland race chart, notice that the entrance/exit buoys are labeled “G1” and “G2”. This is where the yellow tetrahedrons will be placed, better helping skippers identify the entry into Handicap Alley.

Also new for the coming Rockland races, I am happy to report that there will be a new Race Committee boat available to us in the form of a Lord Nelson “Victory” Tugboat. The offer for her use came to me this winter from her owner, FSS member Roger Lee. It took me less than one micro-second to reply in the affirmative back to Roger’s very kind offer. She is named **Fram**, which in Norwegian means “Forward”, and is named after the ship that was used in expeditions into the Arctic and Antarctic regions by the Norwegian explorer Roald Amundsen between 1893 and 1912. This spring when **Fram** is back in her local port of Islesboro ME, Dick Salter and I, and perhaps others, will be making an exploratory run to determine what needs to be done to prep her for race duty. Meanwhile, we extend a huge “Thank You” to Roger for offering the use of **Fram** for our July races!

We are also happy to report that we are expecting to have more press coverage of our 3 day Rockland race program this summer. If you are familiar with the magazine “Points East”, you will undoubtedly know the name of David Roper. Dave and I have known each other for a very long time and it was only during a Christmas social this past December that I asked him if he would be interested in covering our races in July. Similar to my acceptance of Roger Lee’s offer of **Fram**, it took Dave Roper less than one micro-second to accept the offer! Thus, I will be anxious to find him a berth or two on two of our race days. Dave will join the RC aboard **Fram** during one race, so that he will have full exposure to our Homecoming races.

Also for 2019 please note that the Coast Guard has tightened-up on issues involving safety. As is often the case, this has been brought about by individuals elsewhere who had been sufficiently careless to create needless accidents. When filing for our annual Coast Guard “Application for a Marine Event” in early January, the safety issue was brought to our attention. In that regard, your Race Committee will conduct Vessel Safety Checks on a random basis. Here, the eye will be on a sloop being equipped with commonsense safety items, such as at least one fully functioning VHF radio, with “brownie points” being earned for an extra hand-held VHF. If checked, you may be asked to demonstrate your knowledge of the proper use of your radio. Do not be timid about admitting any lack of

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## Southwest Race Shaping Up

Spring is upon us and the sailing season is just around the corner. The 27th annual Southwest Harbor Rendezvous will take place on July 13. Last year’s race was a lot of fun and new race organizers Scott Martin and Caroline Phillips hope to continue in that vein this year, keeping it relaxing and enjoyable.

As with all of our FSS races, rendezvous and events, more boats and more people make for more enjoyment. There are many sloops that come to the Rockland Homecoming who have not yet made the Southwest event, and it would be fantastic to get those boats and skippers and others involved. It is a fair distance to go, but well worth it if one can fit it in. Please spread the word to fellow sloop owners and sailing enthusiasts that this is a great time in the unsurpassably beautiful setting of Mount Desert Island.

As in the past, there will be a casual skippers meeting in the morning where the course will be discussed. Last year the course was determined by the flight of several monarch butterflies released by Captain Monarch himself, Scott Martin. Who knows what he has in store for us this year! Also, as in the past several years, Betsey Holtzmann and her son Abe Noyes have graciously offered their Kings Point home for the after race pot luck get-together. For more information about the Southwest Harbor event, contact Caroline Phillips at 774-200-0506.



*Banshee #180, Freedom #167 and Gaiyota #214 beat to the windward mark.  
(Bill Finch photo)*

## GPS User Alert

On 6-7 April, 2019, a parameter in the GPS system “rolled over” to zero, which may affect older GPS equipment, or equipment that has not received firmware or software updates recently.

Background: The GPS satellite constellation transmits the exact time to all GPS receivers. The format for this information includes a parameter that represents the week, called the GPS week number. The week number has been counting incrementally by 1 since January 5, 1980, and is an integral part of the navigation message received by all GPS receivers. When the week number reached 1024 at 18 seconds before midnight (UTC) on April 6, 2019, it reset to zero as it kept counting. This has happened once before, in August of 1999.

Older GPS receivers, or receivers that have not had manufacturer updates, may be impacted by the rollover. The impact might occur in April, or could affect your GPS at a later date. On these receivers the date might revert back to August 1999, or may revert to another date. *Since this issue only affects the date and does not affect the other parts of the GPS navigation message, the receiver’s ability to calculate the position and to display the exact time of day should not be impacted.*

If you are operating a relatively recently-made GPS, or if you regularly update your GPS software, your GPS will likely handle this rollover event. If you are unsure, check with your manufacturer. If the equipment was built to the following published specification, it will handle the rollover without problem: Global Positioning Systems Directorate Systems Engineering and Integration Interface Specification, IS-GPS-200. If your receiver shows symptoms similar to those described above, contact the manufacturer for further assistance.

To best prepare for this rollover, GPS users who are concerned should update their firmware, or contact their manufacturer to ensure their GPS is ready for this event. Additional information about the GPS week number rollover is at [www.gps.gov](http://www.gps.gov). (Civil GPS users are encouraged to report disruptions or anomalies to the U.S. Coast Guard Navigation Center via phone at 703-313-5900, 24 hours a day).



*Gladiator #71, sprinting down Eggemoggin Reach at 7.9 knots, as a teaching vessel at the WoodenBoat School in 2018. Bill Zuber writes, “Gladiator at 117 years is still teaching people how to sail a real boat”.*

## Tech Tips:

### Cleaning Your Fresh Water Tank

*By Bill Whitney*

One of the problems we face every spring is cleaning the fresh water tank and water lines on the boat before heading out for summertime adventures. The goal is to kill and flush out all of the nasty algae and bacteria that have been growing in the fresh water system since last fall. There are several ways to accomplish the task, and several steps in the method described here. First you have to drain as much of the anti-freeze and old water out of the system as you can. This includes all the water lines, water heater (if you have one), and faucets.

After draining the system take a quarter cup of household bleach for every fifteen gallons of water that your fresh water tank holds. Mix the bleach with water, filling a one-gallon container and pour about one fourth of it into the fresh water tank. Let this sit for 5-10 minutes, since most of the ‘bad actors’ are in the bottom of your tank. Then add the remainder of the water/bleach mix and fill the fresh water tank as full as you can with water. Turn the water pump on, open all the faucets and run the water until you smell the bleach at each faucet, then close the faucets and shut off the pump. If the boat is in the water go for a sail so the water can move around to assist in cleaning the entire tank. Let it sit for at least 12 hours. Drain the entire system again and re-fill the fresh water tank with potable water. Make sure you use a white non-toxic drinking hose with an inline water filter to refill the system. Hoses not labeled safe for drinking water can contribute to lead and other dangerous chemicals getting into the water. Open all of the faucets and run the water until you no longer smell any bleach. It may be necessary to refill and drain your tank with fresh water again to eliminate all signs of bleach from the system. Once this is done it is safe to use your water system.

**Got questions? Need answers?** Bill is happy to respond to FSS members' inquiries and technical questions. Contact him at [techtips@fss.org](mailto:techtips@fss.org).

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## Race Committee

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knowledge on the subject. Vessel Safety Checks can also be an extremely useful educational tool. The term, “We are here to help you” should not be treated lightly. Thorough knowledge regarding marine safety can make a cruise, or a race, or simply a day on the water, a pleasant and fun experience, while lack of same can have the opposite effect. Proper knowledge and safety go hand-in-hand.

The Sailing Instructions for 2019 have been completed and will be distributed at Rockland during the Thursday morning Skippers Meeting. Here, a word of caution must be repeated. We all know the nautical Right-of-Way rules, I am certain, but when it comes to ferry traffic at Rockland, trying to compete with a 150’ ferry of 776 gross tonnage operating at better than 10 knots, can be both a dangerous and a losing proposition! The “Commercial Traffic Zone” marked on the racing charts should be a reminder to our skippers to remember to give way to ferries. ‘Nuff said!

## Meet the Whitneys

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*Lady M. #193 owned by Martin Thomas and moored in South Bristol, ME cruising along under full sail. (Bill Finch photo)*



### FRIENDSHIP MEMORIAL SCHOLARSHIP FUND

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

2018 was a banner year for the Scholarship Fund. The Trustees of the Fund awarded the largest scholarships to students from Friendship, ME ever awarded in the Scholarship's 51-year history, totaling \$14,200: \$3500 each to two high school seniors pursuing a post-secondary education, and \$1800 each to four high school graduates continuing their post-secondary educations.

The Trustees of the Fund will continue to work in full support of former FSS Commodore and Fund founder Bill Pendleton's hope "that this fund will grow and that subsequent years will see much more available for annual awards". Gifts received by the Fund are an integral part of the financial plan to maintain and grow scholarship dollar awards.

**Friendship Sloop Half Hull Raffle:** The Trustees of the Fund want to extend a huge "Thank You" to Irv Lash, who, for the second year, is donating a mounted half hull of a 37' Friendship sloop to be raffled off to benefit the Scholarship Fund, at the Friendship Sloop Homecoming in Rockland this year. Last year's raffle was a huge success, bringing in \$550.

Gifts made to the Maine Community Foundation and directed to the Friendship Memorial Scholarship Fund are tax deductible. For more information about the Fund, including gifts, qualifications to receive a scholarship, or other questions, contact Phil Pratt at 207-832-4335, [davisloop100@gmail.com](mailto:davisloop100@gmail.com), or at the letterhead address above.

diesel generator authority. He served on several ships and worked in R & D of submarine navigation and missile systems. He has applied many of these skills to rebuilding cars and trouble-shooting mechanical and electrical problems on Friendships and other boats.

During the Navy years, Bill and Kathy lived in many states, most notably 2 years in Hawaii and 2 years on Adak Island in the Aleutian chain of Alaska (Bill served on Adak for another 26 months a few years later). It was on Adak that they both became experts in "making do" with what was available in a harsh and remote setting, from providing meals for the family and running a household with a young son, to supervising the maintenance and repair of temperamental radars, machinery and electronics communications systems. Bill also managed to get his commercial fishing license and fished commercially for halibut while in Alaska.

Following retirement from the Navy, Bill enjoyed a 20-year career with Raytheon while Kathy worked 32 years as an office administrator at a local law firm. Bill was a project manager for Raytheon and spent several years on Amchitka Island, AK as superintendent of the airport and power plants while managing the installation of a large radar system there.

Fortunately for the Friendship Sloop Society, neither Whitney has learned to say no when asked to pitch in or take on new responsibilities. Kathy has handled sales (including on-line sales) of the recently published FSS book "Lasting Friendships", helps to set up and take down the awards banquet, and along with Nancy Toppan, creates the table décor and centerpieces. She contributes yearly to the Silent Auction fundraiser at the Annual Meeting, and is a gracious and welcoming host aboard **Gaivota**. Kathy also gets the "good sport" award for joining Bill for the month-long cruise each summer. Sailing is not the passion for her that it is for some, and the lurching of a sailboat in sometimes rough seas holds little appeal for her. In spite of this she is a cheerful and willing mate, taking the helm when needed and performing the most artful mooring pickup witnessed in any harbor in Maine.

Bill is a Race Committee member and has worked diligently to revamp and organize the trophy inventory. He is the newly appointed Annual Meeting auctioneer and has excelled at cajoling and shaming bidders into dumping more money into the FSS coffers. Skippers at Homecoming know him as the feared "Mast Wedge Inspector", shrouded in mystery, who boards your boat asking penetrating questions about your mast wedges, and leaves an hour later with no answers, but having depleted your gin and tonic reserves. Bill is the fleet 'trouble shooter', the go-to guy when your gauges don't register, your pump won't put out or your engine won't purr. He never declines an opportunity to take a look, offer friendly advice or just fix the darned thing then and there. **Gaivota** is truly a floating ship's chandlery, with everything from spanner wrenches to multi-meters to spare blocks aboard.

When not absorbed by the many demands of the FSS, Bill and Kathy are active with their church and spend time with

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# Marlinespike Seamanship

By Ted Walsh

## French Spiral Hitching

It is likely that you have a number of places on your vessel where there is a round or semi-round handgrip, boat hook, oar loom, or even a tiller, that has the potential to crack.

One method of reinforcement or emergency repair is French Spiral hitching. Of all the forms of grafting, hitching or pointing, this is perhaps the easiest to master. It is easy to apply, easy to tension, and is extremely strong.

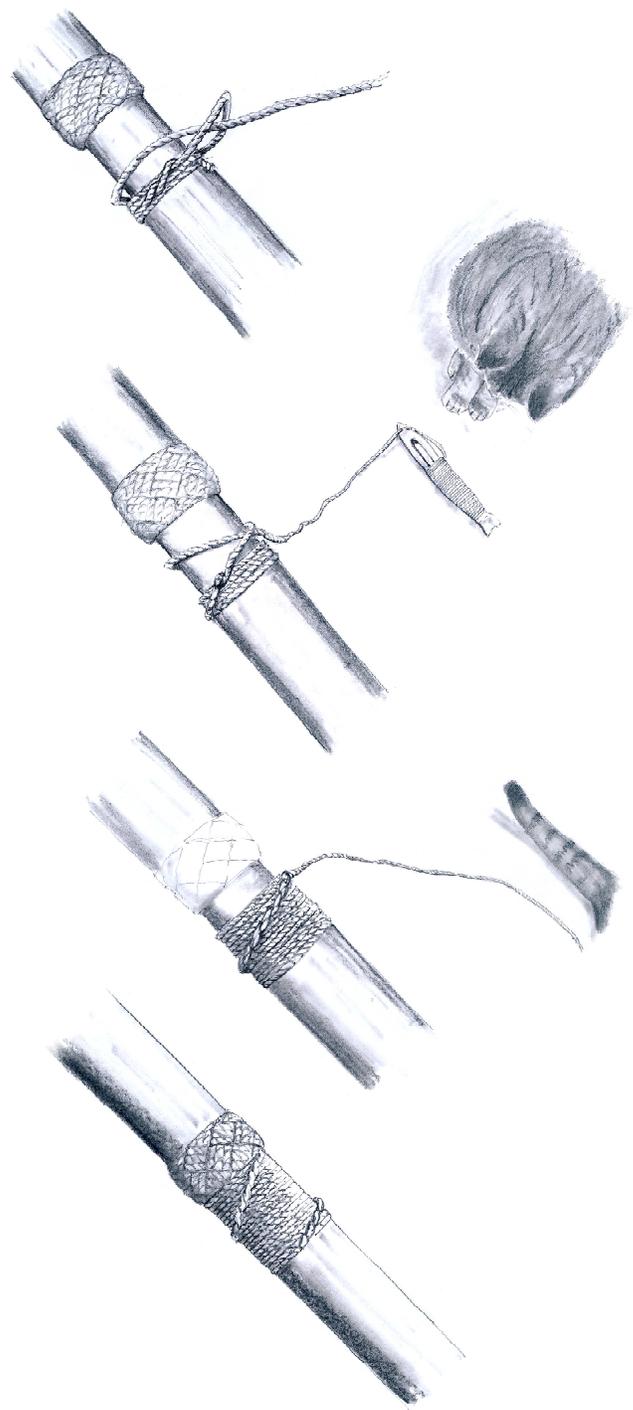
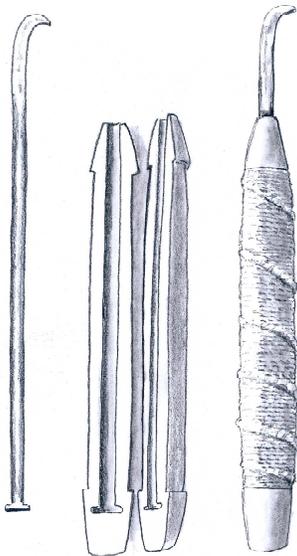
I had to extend the chafing protection on our long boathook and used French Spiral Hitching. The illustrations show the steps described below.

To determine how much line you will need, wrap line around the object to be covered with hitching and once the area has been covered, add about 10% more to be safe. To start, take one end of the line and tie a simple hitch around the object that you are working on by passing the line around the object and back under itself as shown in the illustrations. Pull the hitch tight and continue around again making the second hitch slightly ahead of the previous hitch and pull tight. As you continue hitching the line, the continual placement of hitches one ahead of another will create the spiral.

Here is a quick project using French Spiral Hitching:

### Seam and caulking puller

A twenty-penny nail is shaped with a plumber's torch and hammer. A handle is made out of wood from a split dowel, grooved and finish-shaped with files, and the whole bound together with French Spiral Hitching.



*The hardest part of a project like this is just keeping track of the line. It will want to snag on objects, tangle and even wander off.*



## A Milestone for Ralph Stanley

This past winter on February 16, 2019, Ralph Stanley celebrated his 90th birthday. Ralph is the official FSS historian and has encyclopedic knowledge of the history of many of the sloops built in New England over the years. His boat building company, Ralph W. Stanley, Inc. of Southwest Harbor, ME, built many wooden boats, including 12 new Friendship sloops, starting with **Heironymus** #67 in 1962, with Ralph's son Richard more involved in the building of the later sloops. The shop also rebuilt five older Friendships.

The celebration included family and friends and, of course, music. Ralph is a fiddler, and he was joined by about 10 other musicians on guitar, fiddle, banjo, mandolin and accordion, including his daughter Nadine Goodwin on one of the fiddles. Singers participated as well. Ralph continues to travel to Brewer, ME most weekends to play in country or bluegrass jams.

To recognize this momentous feat, Dave Graham arranged to have a pewter tray presented to Ralph from the Friendship Sloop Society containing the following inscription:

*Presented to  
Ralph Stanley  
Upon reaching his 90th birthday.  
With grateful appreciation  
From his many friends  
Within the  
Friendship Sloop Society  
February 16, 2019*

Congratulations, Ralph, and remember, it's the first 90 that are the toughest!

## Membership Reminder

Membership is the lifeline of the Friendship Sloop Society; it's what keeps us going, what keeps us connected and largely what funds the FSS. Please don't forget to renew your membership for 2019 if you haven't done so already. We need you, we count on you. Annual dues are \$35 for sloop owners & full members, and \$25 for cooperative members. Dues can be mailed to membership Secretary Carole Wojcik, 347 Lincoln St., Norwell, MA 02061.

## Digital Version of FSS Newsletter Now Available

Now that many of us are well along in the digital age and comfortable with our computers and other devices, your Newsletter team has decided to offer the twice yearly FSS Newsletter in an on-line version to those who would prefer to receive it digitally rather than through the mail.

Advantages include color photographs and more of them, savings to the FSS for printing and postage, and you will receive the news days ahead of your digitally challenged friends!

If you would rather receive future issues by email, and have not signed on yet, please send us your request at [newsletter@fss.org](mailto:newsletter@fss.org), with your correct email address. You can always sign on for future digital issues at any time.

## Music Under the Tent

We hope to revive an old FSS tradition this year by including music under the tent on Saturday afternoon after the race, and before the banquet begins as people start to arrive. FSS member Ray Perkins made this request last year as he and his wife spent quite a while under the tent waiting for the festivities to start. Several ideas have been proposed. One is that anyone with musical inclinations or talent (especially the latter) come to the tent on Saturday afternoon around 3:30 – 4:00 and start jamming. All are welcome to participate, and Ralph Stanley plans to be there with his fiddle. Another thought is to recruit a local group of musicians who would be interested in performing or jamming and providing a warm welcome to banquet attendees. Please plan to bring your instrument (by boat, car, plane or other means) to the Homecoming this year to add another element of enjoyment to this wonderful celebration.

## Meet the Whitneys

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their son Dennis, his wife Lisa and their 2 sons, Sam and Will, who have sailed in Rockland on many occasions. Bill volunteers as chief engineer aboard the Gloucester schooner **Adventure**, and Kathy does a lot of crafting and volunteering with local groups in their hometown of Needham, MA.

The FSS and its members have been, and we hope will continue to be, the beneficiaries of the Whitneys' experience, expertise and outgoing and friendly nature, so generously and freely shared with all.



*Tannis #7 fully loaded. (Bill Finch photo)*

## 2019 Calendar of FSS Events

**Red Brook Harbor Rendezvous  
(Buzzards Bay, MA)**  
Monday, July 1

**Scituate Harbor Rendezvous**  
Tuesday, July 2

**Cape Ann Rendezvous**  
Wednesday, July 3

**Linekin Bay Rendezvous**  
Monday, July 8

**Southwest Harbor Race and Potluck Supper**  
Saturday, July 13

**Pulpit Harbor (North Haven) Rendezvous**  
Tuesday, July 16

**59th Annual Rockland Homecoming:  
Rendezvous and Races  
Rockland Public Landing**

Thursday, Friday and Saturday, July 18-20  
Sloops arrive Wednesday, July 17,  
depart Sunday, July 21

- Races on Thursday & Friday:  
Skippers Meeting & Crew Call 11 AM  
Start Time 1 PM
- Race on Saturday:  
Skippers Meeting & Crew Call 10 AM  
Parade of Sloops 11 AM  
Start Time 12 Noon
- Welcome: Informal BYO drinks and snacks  
under the tent, on the floats, on the sloops,  
Wednesday afternoon/evening
- Awards Banquet: Saturday night, 5:30 PM,  
Rockland Public Landing, under the tent

**FSS Executive Committee Meeting**  
Saturday, October 5

**FSS Annual Meeting**  
Saturday, November 23  
Best Western Merry Manor Hotel,  
South Portland, ME

## Events of Interest - Summer 2019 New England Waters

**Windjammer Days, Boothbay Harbor, ME**  
June 23 – June 29, 57th Annual Festival  
Events for the whole family  
[www.boothbayharborwindjammerdays.org](http://www.boothbayharborwindjammerdays.org)

**Casco Bay Gaffers Race, Portland, ME**  
Monday, June 24, free, 3rd year.  
After-race party at Cook's Lobster and Ale House, Bailey Island  
\*\*Friendship sloops welcome!  
[tevakessailingcharters@hotmail.com](mailto:tevakessailingcharters@hotmail.com) or (207) 841-9125

**Wooden Boat Show, Mystic, CT**  
June 28 – June 30, 28th Annual show at Mystic Seaport  
Presented and produced by WoodenBoat Magazine  
[www.thewoodenboatshow.com](http://www.thewoodenboatshow.com)

**Camden Classics Cup, Camden, ME**  
July 25-27, 4th Annual event  
\*\* Friendship sloops welcome with registration  
[www.camdenclassicscup.com](http://www.camdenclassicscup.com)

**Chowder Cup Race, Friendship Harbor, ME**  
Saturday, August 3, one day race, free, 38th year!  
Contact Charlie Witherell at [cwitherell@roadrunner.com](mailto:cwitherell@roadrunner.com)  
or Bill Shaughnessy at [william\\_shaughnessy@comcast.net](mailto:william_shaughnessy@comcast.net)  
\*\*Friendship sloops welcome with registration

**Eggemoggin Reach Regatta, Brooklin, ME**  
Saturday, August 3, all wooden boats 24 ft. or longer welcome  
\*\* Friendship sloops welcome with registration  
[www.erregatta.com](http://www.erregatta.com)

**Sweet Chariot Music Festival, Swan's Island, ME**  
August 6-8, arrive by boat!  
[www.sweetchariotmusicfestival.com](http://www.sweetchariotmusicfestival.com)

**Corinthian Classic Yacht Regatta,  
Marblehead, MA**  
August 10 and 11, Corinthian Yacht Club, Marblehead, MA  
[www.corinthianclassic.org](http://www.corinthianclassic.org)

**Antique and Classic Boat Festival, Salem, MA**  
August 24 and 25, 37th year! Brewer Hawthorne Cove Marina  
\*\* Friendship sloops welcome with registration  
[www.boatfestival.org](http://www.boatfestival.org)

**35th Annual Gloucester, MA Schooner Festival**  
Gloucester Harbor waterfront, August 30 - Sept 2  
[www.gloucesterschoonerfestival.net](http://www.gloucesterschoonerfestival.net)

# Comments From Members Survey, Annual Meeting 2018

## Question #1: What works well and Why?

- “A large part of the group cohesiveness is related to the leadership support given by the Executive Committee.”
- “The Executive Committee is a wonderful group of people who do remarkable work.”
- “The set up at Rockland on the docks/floats works great for camaraderie.”
- “Yearbook and Newsletter are excellent-helpful and entertaining, great outreach.”
- “Just reaching out to folks about anything-people sharing their knowledge.”
- “Everything is good.”
- “Continue with all promotional efforts for Rockland Races.”
- “Southwest Harbor Race does well...needs to be promoted more.”
- “Handicap Alley and dinner.”
- “Rockland Regatta works well because of the dedication of all participants and all of the committees who work year to year to make it happen. Great Annual Meeting gathering.”
- “Good Annual Meeting.”
- “Southwest Harbor=fun, no pressure from formality and Race Committee.”
- “Homecoming is a great way to exchange ideas and lots of fun.”
- “Loved the new banners this year.”

## Question #2: What do you think could work better and Why?

- “Press coverage to attract general public and “lone eagle” sloop owners.”
- “I’d love to get more boats and skippers to attend Homecoming or maybe a few more regional rendezvous if there is interest.”
- “Rockland-more publicity targeted to sloop owners early in the year and follow up in spring.”
- “More social activities under the tent.”
- “More boats at Regatta--buddy up?”
- “Simplify the Race Committee.”
- “Could use a Tent Committee to help with Homecoming.”
- “Moorings in Rockland for people who do not want to be at the dock.”
- “More publicity announcements prior to the races.”
- “Make FSS Website more productive to push info out; possibly an App?”
- “How to attract more sloops?”
- “I like everything about it.”

## Question #3: If you could change one thing, what would it be?

- “No change needed.”
- “Have a speaker at Annual Meeting.”
- “Add a cruising event in Rockland for non-racers: to Woodenboat for an overnight? Day sail to Rockport?”
- “More sloops participating in Rockland.”
- “We do our own repairs-the outreach and response could go further...I saw on Facebook info about a mast repair - that was great.....can we have a repository to post ideas for repairs, ask for help; or document what needs to be done?”
- “What about organizing some overnight cruises by region for members?”
- “Need more people involved.”
- “More recognition to sloop owners; instead of members.”
- “Maybe a breakfast gathering before the Skipper’s meeting to greet new members in Rockland.”
- “Different types of races in Rockland.”
- “Less emphasis on racing in Rockland; might attract a few more boats who aren’t racing but love the camaraderie and Friendship.”
- “Adult beverages at Rockland dinner.”

## #4: Which Committees would you be willing to join?

Mike Waters, Publicity

**We welcome your feedback!** These comments were gathered only from FSS members attending the 2018 Annual Meeting. If you wish to respond to any of the above questions or have other related comments, ideas or suggestions, please send them by email to Commodore Diane Fassak at [commodore@fss.org](mailto:commodore@fss.org) or by snail mail to Diane at 31 Lantern Ln., Mansfield, MA 02048.



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



*The skippers attending the 2018 Rockland Homecoming with their sloops were rounded up for this group photo after the Awards Banquet. Homeports are listed with skipper and sloop name. (Bill Finch photo)*

*From the left, they are Jim Thoen of **Adagio** #226 from Ipswich, MA; Victor Goulding of **Inherit the Wind** #156 from Lincolnville, ME; Laurie Raymond of **Hegira** #230 from Woods Hole, MA; Andy Zuber of **Gladiator** #71 from Friendship, ME; Wayne Cronin of **Rights of Man** #52 from Rockland, ME; John Wojcik of **Banshee** #180 from Mattapoisett, MA; Jeff Cronin of **Tannis** #7 from Salem Willows, MA; Rich Langton of **Queequeg** #155 from Boothbay Harbor, ME; Scott Martin of **Eden** #122 from Southwest Harbor, ME; Miff Lauriat (partially hidden by pole; sorry Miff) of **Salatia** #90 from Southwest Harbor, ME; and Bill Whitney of **Gaivota** #214 from Red Brook Harbor, MA. Not pictured are Greg Merrill of **Celebration** #227 from Bayville (Linekin Bay), ME, Martin Thomas of **Lady M** #193 from South Bristol, ME. and Richard Schwartz of **Freedom** #167 from Boothbay Harbor, ME.*

## Email Newsletter Supplement



The elegant **Black Star** #247 off Boothbay, with Ted Walsh and Judy Heininger aboard.



In hot pursuit...  
(Photo taken from **Hegira** #230)



John & Carole Wojcik aboard **Banshee** #180, enjoying the spectacular sunset at Warren Island in Penobscot Bay, ME.



The Cronin's **Effie M** setting the race marks with Jack Cronin at the helm. (Bill Finch photo)



Have we ever seen RC members this happy? RC members Dave Graham, Dick Salter and Jack Cronin fighting over the gin....again. (Bill Finch photo)



Scott Martin, in dark shirt, with Dave Graham and crew of **Edén** #122, celebrating winning the State of Maine trophy in 2018. (Bill Finch photo)

*Fifty years ago the first fiberglass sloops joined the FSS fleet. **Salatia** #90, built by Jarvis Newman, was the first Pemaquid sloop built and launched by Jarvis. The first Bruno & Stillman, **Perseverance** #83, was also launched in 1969. The following 1969 Yearbook articles were published in response to the introduction of fiberglass as a building material for Friendships.*

## Fiberglass Friendship

*By Jarvis Newman*

EDITOR'S NOTE: We asked Jarvis Newman and Jim Rockefeller to write us an article on fiberglass Friendships, thinking we would add a note by way of introduction or explanation -- None is needed.

HERE ARE THE PRODUCTS OF THEIR LABORS.

Who ever heard or wanted to hear of a "Plastic Friendship"? This has been a major discussion point among Friendship Sloop members. It looks as though the doubts are about to be resolved because by summer, 1969, the first fiberglass Friendship Sloop will be launched in Penobscot Bay.

The question is why -- why build a plastic Friendship? It all started many years ago by my having an interest in handsome boats of character. Once a person has been stung by the bee of a Friendship, he has had it because one cannot erase it. The Friendship is in a class all its own, especially with its history and popularity since the late 1800's. Its proven design for durability, stability and maneuverability, along with its unsurpassed character, is why I decided to initiate such a task of building them out of fiberglass. With the ever increasing costs of labor and materials these days and the maintenance cost, it became apparent that fiberglass had to enter the picture. For the past three years I have been building traditional fiberglass rowing tenders built from the lines of Arthur Spurling's model of Cranberry Island which is noted for its fine rowing and towing characteristics. Then I had the urge to go onto something larger.

I discussed my interest with Dr. Malon Hoagland, owner of **Old Baldy** in July of 1968 and negotiated to use the hull as a form to build a fiberglass mold. The idea was also talked over with James Rockefeller of Bald Mountain Boat Works who built **Old Baldy** in 1965.

Just prior to Labor Day, the Hoaglands sailed their little vessel to Southwest Harbor where we hauled her to my shop and started the long task of removing all her exterior hardware, mahogany, oak trim, and paint. I had the assistance of my father, Laurence Newman, as well as a daily visit from my grandfather, Lyle Newman, age 92. They questioned how a boat could be built out of fiberglass. By laying **Old Baldy** down on her side the hull mold was made, one half at a time.

The next step was the deck mold. I rebuilt the cockpit, making it 6" longer than **Old Baldy** and added 18" on the cabin so to have the option of sleeping four below decks. The cockpit area is now over 8' in length with a bridge deck and is self-bailing. The cabin house length is approximately 8' long and is only 3/8" higher than **Old Baldy**, keeping the same low profile and graceful sheer.

With a few basic ideas in mind, I had Ernest Brierley, a naval architect from Southwest Boat Corp., design a unique interior incorporating two main berths, two quarter berths under the cockpit seats, a hanging locker, two-burner alcohol stove, ice box, sink, head, pedestal table and chart table. The interior can be altered to fit the individual's liking.

The first hull was built in December, 1968, using the same laminates as a 35' Hinckley Pilot with a minimum 1/2" of fiberglass throughout, and from two to five inches of fiberglass in the keel area. Net weight of the hull is 1700 lbs. The first deck was completed in early February, same 1/2" thickness without using any sandwich construction - net weight 900 lbs.

In mid February the hull and deck was shipped to Bald Mountain Boat Works where Jim and his crew will complete her for early summer delivery. As of this writing the 2000 pound lead keel is installed and bonded. The floor stringers are secured to the hull and the engine mounts are built to handle the 15 HP Volvo two-cylinder diesel.

My experience in the fiberglass business started in 1964 when I was employed by the H.R. Hinckley Company in the fiberglass department where I helped build over 100 sailboats ranging from 30 to 48 feet. Hinckley boats speak for themselves regarding the high quality of workmanship and construction techniques, and I am very grateful to have been able to serve my apprenticeship there.

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## On Friendship Sloop Construction

*By Old Baldy*

Time and tide wait for no man, not even the devil, so when **Old Baldy**'s Mahlon Hoagland hailed me on Al Robert's wharf and asked if I knew a guy called Jarvis Newman the plot was patently apparent.

"Jarvis of the lovely glass dinghys? Fine Fellow!" I enthused. "Good eye for the traditional. Marvelous craftsman in his material. His father-in-law is Raymond Bunker - one of the best wooden boat builders on the coast. Teases Jarvis ---."

The good doctor cut me short. "He's offered me a proposition."

From the corner of my eye I watched Phil Nichols tack **Surprise** up the harbor, thinking how of all the Friendships here she looked the most authentic, right down to the builder-owner.

"I said he's offered me a proposition." Mahlon glanced furtively up and down the dock and lowered his voice. "He wants to use **Old Baldy** to make a mold for a glass one."

"**Fiberglass Friendship!**" The balloon was loosed. Heads swiveled. A venerable member of the Society reeled, crosses himself, making the sign of the gaff, and glared in our direction.

Hoagland hustled me around back of the bait house. "See!" He said, laying into my shins. "People are going to get the wild hair up. A glass Pemaquid -- it's like renouncing God, Motherhood, BAKED BEANS! Do you think they'd kick me out of the Society?"

"Dammit!" I said, rubbing my leg. "Take in a little sail. The important thing about Friendship Sloops isn't how they are put together. The magic is in their past utility, their pleasing lines, the people who sail them. Construction-wise, the originals are nothing to found a tradition on. Take one with a little age on her and all you've got is trailboards, dry rot, and a damn good pump. Wilbur Morse was a marvelous business man, not a patron saint of wood boat construction.

**Old Baldy's** owner looked nervous. I pressed on. "**Boats are for fun.** What difference if they are built of wood, cement, glass, melted down old chocolate-covered rubber heels, long as the material is used well and honestly and the result is pleasing to the eye and it does the job!"

"Whose side are you on, anyhow? I thought you were a wooden boat man?"

"The side of magic," I replied. "Whispering breezes, raging gales, and the gaff rig even though it's a bitch for chafe."

"Don't get frivolous. This is serious. Newman would put **Old Baldy** in his shop this winter -- sand her topsides mirror smooth. She'd come out looking a lot better than when you built her."

"Golly! Wouldn't that puff the old girl up," I said, ignoring the slur. "The chance to found a dynasty isn't offered to just any old Friendship wallowing in the gunk hole. Good stock there, Hoagland. Fine background. Breeding always shows!"

"I hope Jarvis can fix those cracks in the deck," he said. "They look awful."

Out in the harbor Phil Nichols brought **Surprise** into the wind. His nephew, Bruce Cunningham, the fine boatbuilder from Round Pond, went forward and let go the hook. I knew Bruce was working on a 42' fiberglass hull in his modern shop, while across the cove Nichols, with no power tools, was building another wooden Friendship a little smaller than **Surprise**.

Glass and wood, the materials change but the people don't. I was happy Jarvis was going to make a glass Pemaquid. I knew he would do a first rate job for he was a craftsman and he was building it for the right reasons. He was nuts about Friendship Sloops. His burning ambition was to own one. Later on others, no doubt, would jump in to catch the bandwagon with tasteless imitations. But this first fiberglass by Jarvis, I knew would be right.

And I couldn't help muse what Friendships meant to me. It was Betty and Al Roberts giving unstintingly of their time. It was Jane and Skip Bracy sailing off across the bay in **Windward** on their honeymoon. It was John Gould carving **Sazerac's** trailboards on the wrong side; the friendly rivalry between Malcolm Barter and Roger Duncan, George Morrill's bald head, Phil Nichols working on a new Friendship in the dead of winter in his unheated shop with his shirt open, and when asked why he did it at his age, replying, "Better than looking at TV." It's the sight of all those gaff rigs coming into harbor the last three days in July against a background of spruces and rock. It's a thousand little things -- a magic brew of people, place, and time -- and 'just messin' around in boats.'

Dr. Hoagland interrupted my thoughts. "If you were going to build another Friendship for yourself what would you use?"

I answered without hesitation, "Old chocolate-covered rubber heels."



*Salatia #90 owned by Miff Lauriat*



*Perseverance #83 owned by Rick Foote*