

# Friendships

Newsletter of the Friendship Sloop Society

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## Commodore's Message

Greetings Shipmates!

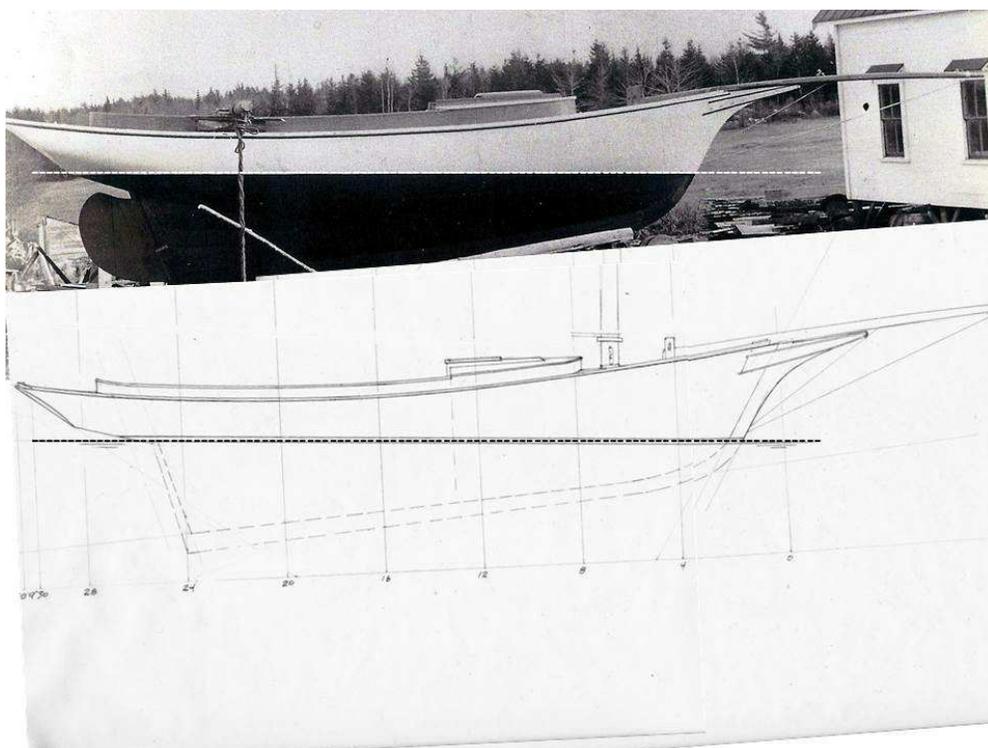
Wow, what a great Annual Meeting we had on November 21st at the Best Western Merry Manor Inn in South Portland, Maine. Old friends and new joined together for a fun afternoon filled with commiserating over photos and memories of a wonderful summer that included cruising and day-sailing, rendezvousing and racing. A fast-paced Business Meeting followed that gam\*, along with our Not-so-Silent Auction, and a well-deserved Social Hour. The day flew by, and the evening found us enjoying a fine dinner, an impressive guest speaker and a bit of surprise birthday cake for dessert. Like I said, WOW!

Please know that if you were unable to attend, you were missed. Our Friendship Sloop Society is very much a family and your "empty seat" at the table left us wishing for you to join the rest of us in 2016, so please make your plans now. And while you are marking your calendar for that third weekend in November, be sure to mark Saturday, July 16th as the Southwest Harbor Rendezvous, and Thursday through Saturday, July 21st, 22nd & 23rd as the Rockland Homecoming Regatta.

Captain Jim Sharp continues to lead (and fund) the efforts to restore #19 **Blackjack** in his boat shop at the "world famous" Sail, Power & Steam Museum at 75 Mechanic Street, Rockland, ME. The importance of this work to the Friendship Sloop Society cannot be understated. To that end, I reported during the Annual Meeting that I would be facilitating discussion and planning to support the Blackjack restoration project in a more robust fashion going forward. The preservation of our original Friendship sloops must be a priority for our Friendship Sloop Society and this project is the most public example of that effort. Please share your thoughts with the Executive Committee on this initiative, or send me your comments at Commodore@FSS.org.

Until we meet again, stay warm, stay safe and stay involved with our Friendship Sloop Society!

Noel C. March  
Commodore



\* gam (noun, 1849)

1: a visit or friendly conversation at sea or ashore, especially between whalers

This blueprint of a Wilbur Morse original, as drafted by Maynard Bray, is being used for the ongoing restoration of **Blackjack** at Rockland's Museum of Sail, Power and Steam.

(photo courtesy Capt. Jim Sharp)

## Membership News

*Carole Wojcik, Membership Secretary, has received the following notes from our members*

*From Doug Riley of Essex Junction, Vermont, owner of #6 Eastward:*

Thanks for the reminder. I wish we could come to the meeting and dinner. Continued restoration work on the ex-Roger Duncan sloop, **Eastward**, as well as other obligations, unfortunately make it impossible this time. We hope to see you and all Friendship sloop family at a future FSS event.

*From Arieyeh & Barbara Austin of Birmingham, Alabama, owners of the Pemaquid sloop #178 Nesaru:*

Yet again.... Home is where the Army sends us. Our family will be relocating the summer of 2016 to Fort McCoy, Wisconsin, where Lieutenant Colonel Austin will be taking command. Stay tuned for new adventures as we prepare to ship **Nesaru** from Lake Guntersville, Alabama to southern Wisconsin.... Body of water to be determined. (Ed. Note: This sloop has to be the most traveled Friendship, from Washington state, to Kansas, to Alabama, New York state, and now Wisconsin.)

*From Anthony Cordasco of New Jersey, owner of #115 Celerity, a Bruno & Stillman hull:*

I purchased **Celerity** in December, 2013. She had been neglected for four years outdoors on Cape Cod. Last year I stripped all spars and spliced in pieces for the mast and boom to replace rot that had begun in the spars. I got to sail her only three days that summer.

This past winter I started to remove all the caulking on the teak hatches, lazarettes and other cockpit surfaces. Through the summer I sanded, re-caulked and varnished all pieces. I also had to strip, sand and re-varnish the cockpit coaming, wheel, teak cabin trim and rub rails. Finally, I gave all spars 15 coats of varnish. I installed some new wiring for a new AIS radio as well as a Raymarine chart plotter.

For varnish, I have been experimenting with Le Tonkinois. I have found some pros and cons but the true test will be next summer when I see how all surfaces hold up.

I dropped a new mooring in Long Cove, Chamberlain, in midcoast Maine and I have every hope **Celerity** will be launched by early June for a full season of sailing and, I hope, entry in the FSS regatta.

*Stu Conway, of New Jersey, new owner of #264 Margaret F wrote:*

I sailed **Margaret F** from Yarmouth, Maine to Perth Amboy, New Jersey from August 23rd to September 10th, a challenging but rewarding cruise in a 23' Friendship sloop. **Margaret F** will be spending her next few summers in Raritan Bay, NJ. She has become a popular sight, and remains the only wooden boat in our mooring field.

*From Martin Thomas, owner of #193 Lady M.:*

The news from **Lady M** is she has been in a refit: keel bolts, engine and cabin revised. Hope to be ready for Rockland next year.

*Jeff Pontiff, owner of #64 Amicitia sent this note with his membership renewal:*

While keeping up my membership, I have not been an active member for quite a while. We are hoping to change that. I purchased **Amicitia** in 1975 with help from Bernie McKenzie and took her for a six month honeymoon, sailing the Maine coast. We made it to Friendship for the races and I have not been back since.

When I started the launch/mooring/harbor tour business in New Bedford, MA, in 1999, I ran out of time, especially doing commercial real estate full time, which I still do.

**Amicitia** had been on the hard for 9 years and needed work that did not get done. However, I launched her in September, 2014, rigged her and went for a great sail on November 15th. I then stripped her down and sent her to Jim Elk of Elk Spar and Boatbuilding in Bar Harbor for a major refit. We were there last weekend and she is on track to be overboard this summer. Hope to see you on the high seas.

P.S. - I would love to do a Friendship rendezvous in New Bedford. I have 30 moorings here and could make it attractive. Last summer would have been great with the **Charles Morgan** here.

*Since the Spring Newsletter, we have had the following people join the Society:*

- Brooke and Andrew Wilford of Savannah, GA, whose cousin is our Commodore, Noel March.
- Christopher and Kathryn Avery of Lakewood, CO and Rockland, ME.
- Hudson River Historic Boat Restoration & Sailing Society, Inc. of Hudson, NY. This organization was initiated in 2011 by people in Columbia and Greene Counties who wanted to save the **Eleanor**, the last remaining gaff rigged sailboat of her design. Designed for speed and racing by the respected naval architect Clinton Crane in 1903, she was built in City Island, NY by skilled craftsmen of the time. **Eleanor's** overall length is 36 feet. More information can be found at the website: [www.hudsonriverhistoricboat.org](http://www.hudsonriverhistoricboat.org).
- Anne Hall of Jamestown, RI, whose father Jim Hall built #68 **Lucy Anne** (renamed **Robin L.**) and #141 **Renaissance** (renamed **Sea Dog**) back in the 1960's.



Victor Goulding  
with a full crew  
onboard #156  
**Inherit the Wind**

## Re-cap of the Friendship Sloop Race at Southwest Harbor

*Submitted by Miff Lauriat, Southwest Harbor Race Coordinator*

A record 20 sloops participated in the 23rd annual Friendship sloop race at Southwest Harbor, termed a “loose circumnavigation of Greenings Island”. Three sloops –**Hegira**, **Gaivota** and **Banshee** -- made the trek from Massachusetts to be part of the fleet, and enjoyed complimentary moorings and dock space at Hinkley Marine arranged for by member Shane Dowsland. **Black Star** from Boothbay, **Freedom** from Islesboro, **Lucy Bell** and **Amity** from Mount Desert Island all made their debut appearances. Several vessels were built by local boat builders: **Peregrine**, **Endeavor**, **Freedom** and **Hieronymous** by Ralph Stanley; **Salatia**, **Osprey**, **Banshee** and **Gaivota** by Jarvis Newman.

Norman Sanborn skippered the race committee boat **Cinchona**, which is owned by Janneka Neilson. Norman was ably assisted by Ralph Stanley (FSS guru), Jill Schoof (statistician) and Rodney Flora (cannoneer). My wife Marge Russakoff (who says she tolerates and even admires my swash-buckling ways), coordinated many of the logistics of the day.

Saturday, July 11 was a glorious summer’s day; warm and sunny with 8 knots of wind from the north. I felt sufficiently confident in the breeze to set a course, but when the starting cannon boomed at 1310 hours, the wind had shifted to the south. By then, it was apparent there wasn’t enough wind for the fleet, but spectators were thrilled. With a stunning Mount Desert Island backdrop, the closely packed gaff-rigged vessels made a wonderful photo-op that went on for an hour as we inched our way to the Narrows can buoy at the mouth of Somes Sound and doubled back to the Greenings Island ledge buoy. **Salatia** rounded the Narrows mark first, but we quickly relinquished our early lead to **Gladiator** and **Alice E.**, larger original sloops 113 and 116 years old, respectively. **Helen Brooks** and **Hegira** were among the leaders rounding the Greenings ledge buoy.

Folks enjoying their luncheon at the Claremont Hotel appreciated the view, but race competitors were frustrated by very fickle and ridiculously shifting winds. The first solid breeze finally filled in on the south side of Greenings on the way to the next mark, the Bear Island bell. **Gladiator** was first to round the Bear Island mark, and gave the race committee, now lulled into passively watching the slow forward motion of the lagging fleet, a real jolt: if they didn’t book it to establish the finish line, **Gladiator** would beat them to it!

**Gladiator** is owned by Bill and Caroline Zuber of Friendship, ME. As an indication of how times have changed, she is currently the only Friendship sloop hailing from Friendship. Fittingly, Noel March, the current Commodore of the Friendship Sloop Society, skippered the boat. 2015 Marks the 50th year Mr. March has sailed aboard Friendship sloops on the coast of Maine. **Helen Brooks**, owned by Karl Bruner and skippered by Stu Siddons was second, and **Hegira**, owned and skippered by Laurie Raymond, placed third.

Afterward, the racing fleet and friends were invited to the shoreside home and dock of **Osprey**’s owners, Steve and Kate Hughes, for drinks and snacks. As a group we then departed for dinner, and the opportunity to continue visiting and telling lies, at the Head of the Harbor Restaurant.

## And the Season Begins

*By Dave Graham*

Every new FSS season begins very shortly after New Year’s Day when the required annual “Application for Marine Event” form is filed by me with the United States Coast Guard for our July race program in Rockland. The application form is filed for two reasons: 1) because it is the law, and 2) because our insurance would become invalid without having the necessary Coast Guard approval for what we do at Rockland.

Although a minimum of 135 days is required, hard lessons have been learned in the past that subsequently told me to “get cracking” on this effort in early January. Even with this early filing, there have been some years when our annual approval has not been received in hand until the second week in July! As a hedge against that sort of thing happening, our annual filing was accomplished this year when a Certified Letter was mailed off to the USCG Office in South Portland on January 4th.

One of life’s little known facets...



## Book Sales Update

Sales of the FSS book [Lasting Friendships: A Century of Friendship Sloops](#) continued at a steady pace in 2015, with 52 hardbound copies sold and 84 paperbound. As a reminder to all, the hardbound copies are available directly through the FSS via the website or at events like the Rockland Homecoming and the Annual Meeting. The paperbound copies are sold through most online booksellers. These make lovely and timeless gifts for family, friends and crewmembers!

## #191 Annabelle

Recently, John Wojcik, the FSS registrar, was asked by Neal Parker, owner of #50 **Heritage**, to add 22 foot #191 **Annabelle** to the For Sale list on the FSS website. This request raised a question with John, who has been trying to locate the sloop and determine her condition. John last saw the sloop in the mid to late 80's hanging from the ceiling at Fulton's Fish Market and Restaurant at the South Street Seaport Museum in New York City. Annabelle was built in 1978 by the Apprenticeship in Rockland, ME. Curious as to how Neal ended up owning the sloop, John sent an email to Neal and received the following reply:

"As near as I can tell, the **Annabelle** was hanging until the market closed in 1986. Then, as the story goes, she was moved to an adjunct museum on Long Island...where, I'm not sure, but Sayville seems to come to mind. From there she was purchased by some guy who did marine salvage on Long Island. I do know the sloop was fitted with a small inboard at that time. He sailed her, and like all the replicas, she capsized. After being raised she was eventually acquired by a fellow who does restoration work for the maritime museum at Sayville. He planned to finish off the boat but did nothing for years. Last summer I found an old listing of his on line and negotiated a price. I bought her sight unseen and we met halfway, outside Boston in a post office parking lot. I gave him cash and we hooked the trailer up to a truck I had borrowed. It was like some big drug deal! We fishtailed with the sloop behind us at 40 mph all the way back to Rockport--scary!

"She was very much dried out... decks and bottom. Pulled out the rusted bolts that ran through her keel for hanging, did some refastening and recaulking and put a ton of work into hooking out the deck, grinding and repaying. Worked all summer. The 1400 lbs of lead came from a schooner that a friend was breaking up, as did the mainsail and jib. The sail had to have a panel added but I kept it smaller than the original. Finally, launching came at the end of August. She was sinking as she went in and required massive life support for three weeks until she tightened up. It was touch and go. She sails wonderfully in light airs but now I know why lobstermen like to be home before the afternoon breeze kicks up! She can be a handful, especially because I often sail alone... twice as much work as sailing boats twice her size solo. I'm looking for the boat to get me through the next decade. I'll be sixty this winter. You get the picture!



**Annabelle** (left) during her days adorning the Fulton Fish Market, and at right, under sail this August in Rockland Harbor.

(Photos courtesy of Neal Parker)

## Registrar's Report

Since the last newsletter, there have been several changes in ownership:

- We were aware that **Liberty** #157 had been sold, but did not have the new owner's name. We received a note indicating that Phil Shut of San Diego is the new owner and he has been sent a complimentary membership. Phil is chartering the sloop. Dick Salter has been in contact with Phil.

- We also learned of the passing of Jim Lane, owner of #34 **Pal O Mine**. Jim had owned the sloop since 1962. Jim's widow informed the society that the sloop is now owned by Doug Lane, Jim's nephew. The sloop may end up in Maryland. Doug has also been sent a complimentary membership for the year.

- Myron Hartford of North Falmouth, Mass has purchased #219 **Yankee Belle** from Paul Edwards of Sag Harbor, NY. The sloop is 23' long.

There have been quite a few sloops added to the "Sloops For Sale" list on the FSS website since the spring:

- An unfinished Ahern/New England Yachts hull is for sale in upstate New York. The hull is currently upside down serving as the centerpiece in a garden.

- Doug Riley, owner of #9 **Amity**, which is currently in Southwest Harbor, ME, has put the sloop up for sale.

- **Easting** #13, which is homeported in the Benjamin River in Maine, was put up for sale in the spring.

- #97 **Integrity**, of Isle au Haut, and recently rebuilt by Marshall Chapman, is now for sale.

- Fred Perone, owner of #96 **Voyager**, added the sloop to the for sale list in September.

- #199 **Wild Rose**, a Dictator hull, was added to the list by Mike Dulien after he had purchased the Pemaquid #130 **Narwahl**.

- Neal Parker has added #50 **Heritage** to the list of sloops for sale. **Heritage** is in Rockland, ME.

- Neal also added #191 **Annabelle**, a Muscongus Bay sloop built by the Apprenticeship in 1978. The sloop hung in Fulton's Fish Market for years. (See "**Annabelle**" this page).

- Dave Niebuhr has added the first Bruno & Stillman sloop, #83 **Perseverance** to the for sale list - except she's being offered for FREE! The sloop is in Virginia.

- Shane Dowsland of Southwest Harbor, ME, has added #217 **Addy Clare** to the list.



# Marlinspike Seamanship

By Ted Walsh

## The Make-and-Mend Bag

Because we aspire to be as self-sufficient as possible on our boat, we carry an assortment of tool kits, rigging bags, ready bags, ditch bags, and spare parts, but my make-and-mend bag is the one that I reach for most often. Whether the job is patching a small tear in a sail, fixing a worn splice, splicing new line, whipping the end of a line, stropping a block, or repairing a piece of clothing, this is going to be the one bag that has most of what I need to do the job ready at hand.

If you do any cruising in your Friendship, or even the occasional overnight trip, you might want to have a make-and-mend bag on board. I know many of you do carry such a thing, but if you are not sure what one is, think of it as a first aid kit for your sails, running rigging, awnings, sail covers, seat cushions, or indeed, anything on board that is made of cloth or rope.

The contents are pretty basic, and can vary depending on what you feel you can confidently repair on your own.

### Some basic ingredients:

- Sail-maker's #3 waxed twine
- Marline
- Regular twine
- A tube of sail-makers needles
- A sail-maker's stitching palm
- Some patches of sail material
- A fid
- A hollow fid
- A spare knife
- A chunk of sail-makers wax

### Some additional ingredients that I have found useful:

- Scraps of sail-makers leather
- Netting needles pre-wound with twine or marline
- Extra rolls of pvc tape



A make-and-mend bag can be incredibly simple and useful, or it can be a sophisticated example of the sail-maker's art. It is up to you how fancy yours is, but my advice would be to keep it small enough so that it is easy to grab when you need it, and you don't have to paw through piles of stuff when you need something out of it.



# Friendship Memorial Scholarship Fund (FMSF)

*A Component of the Maine Community Foundation (MCF)  
(formerly the Pendleton Memorial Scholarship Fund)*

The Friendship Memorial Scholarship Fund (FMSF), founded in 1967 by Bill Pendleton (former FSS Commodore, and previous owner of **Blackjack**), has awarded over 240 scholarships to high school graduates from Friendship, ME, affording them a greater opportunity to make a post-secondary education a reality. The generous annual support from members of the Friendship Sloop Society since 1967 is greatly appreciated!

The Trustees of the FMSF are proud to announce the following Scholarship awards, totaling \$4000:

## Graduate:

Megan Sue Reed, University of Maine, Orono, \$1,000

## Continuing Education students:

Taylor Marie Simmons, University of Southern Maine, \$500

Kristen L. Simmons, University of Maine, Farmington, \$500

Elise M. Wallace, University of Southern Maine, \$500

Jennifer M. Delano, University of Maine, Augusta, \$500

Alexander B. Benner, Eastern Maine Community

College, \$500

Jonathan C. Hendrickson-Belloquet, University of Southern  
Maine, \$500

Memorial contributions through Nov. 21, 2015 totaled \$875. Donations in any amount are always welcomed, and may be sent to the address at the end of this report. Please make checks payable to the "Friendship Memorial Scholarship Fund". In the memo section of the check please note "For Distribution", and if given "in memory of", please write "IMO" and the person(s) being remembered.

The Trustees of the FMSF are proceeding forward with 3 major projects:

- 1) Significantly increasing the Scholarship dollars awarded annually.
- 2) Further clarifying to residents of Friendship what types of post-secondary education qualify for Scholarship assistance.
- 3) Increasing Friendship residents' knowledge of the Scholarship, and how it can be a positive influence for both students and families.

Anyone wishing to discuss the Scholarship Fund, its plans going forward, or having ideas to share, please contact Phil Pratt - Chairman FMSF, P.O. Box 129, Friendship, Maine 04547, 207-832-4335, davisloop100@gmail.com.



The parade of sloops approaching the Museum of Sail, Power and Steam.

## Rockland 2015

Three days of fair weather and light breezes provided a pleasant backdrop for the 2015 FSS Homecoming in Rockland, ME this past July. 16 sloops were in attendance for at least part of the event. Each day started with light air mingling with spells of dead calm, but saw a steadier breeze build as the afternoon progressed. The sloops were packed with friends and family, and, as always, every effort was made during "crew call" to get interested folks out on the boats.

The new Race Committee boat **Cinchona**, of Cranberry Cove, ME, made her stylish debut. Built by Ralph Stanley, she is owned by Janneka Neilson and expertly skippered by Norman Sanborn. The handsome and steadfast **Effie M**, skippered by Jack Cronin, and Dick Salter's new boat **Shellback** rounded out the Race Committee fleet.

In Division I, the smaller boats, **Salatia**, with Miff Lauriat and family in control, was the big winner, followed closely by John and Carole Wojcik in **Banshee**, and in third place, the Merrill mob in **Celebration**. In Division II, featuring the larger boats, **Tannis**, with a small army of Cronins aboard, captured the honors. Tad Beck's **Phoenix** clinched second place, and third went to Wayne and Kirsten Cronin in **Rights of Man**. The grand prize, the State of Maine trophy, given for the best overall performance, was earned by the magnificent **Tannis**.

The Homecoming celebration culminated with the amazing banquet on Saturday night, held under the tent for 110 sailors, family and friends. This marvelous annual finale is organized and orchestrated by Kirsten Cronin, Caroline Phillips and Cindy Cronin, with a band of family members and volunteers pitching in with cooking, transport, set up, decorating, grilling, serving, and clean up. It was a monumental and hugely successful effort. The awards ceremony followed, with several special awards presented. Richard and Lorraine Stanley, Marcia and Penny Morang, and Ralph Stanley were all honored for their outstanding contributions to the FSS.

## 2015 Annual Meeting Highlights

*(Rather than print minutes of the Annual Meeting in their entirety, we have selected highlights and will refer the reader to the FSS website (fss.org) for a complete version. Many reports from the meeting are included in separate articles in this issue.)*

The 2015 FSS Annual Meeting was again held in South Portland, with some new faces and new ideas in attendance. Commodore Noel March welcomed new members George Hegarty and Jacki Elgar, the new owners of **Echo** #54. Also in attendance for the first time (or the first time in a very long time) were Ned Kelly, **Sabrina** #145; Ed Glaser, **Christine** #237; Jeff & Diane Pontiff, **Americita** #64; John Crumtom, **Leading Light** #117, and Paul & Carol Lindstrom, **Perigrine** #187.

Treasurer Greg Merrill reported the Society to be in relatively good financial health, with membership dues, Yearbook advertising and chandlery sales continuing to generate revenue. The costs of organizing and hosting the Rockland Homecoming are also expected to increase. Membership numbers have remained steady over the last several years and there has been a strong response thus far for the 2016 membership renewal.

Both the Yearbook editors (Rich and Beth Langton) and the Yearbook advertising chief (Peter Toppan) positions are looking for successors. These hard working folks will be phasing out over the next several years, and would like someone to work alongside them for a year or two to learn the ropes, then take over the responsibilities. Both of these positions are critical to the health and success of the FSS.

The website continues to be fine-tuned and updated regularly by John Wojcik, and remains THE source of general Friendship sloop information. On the site one can find a complete list of boats, owners, previous names, sloops for sale, copies of all the Yearbooks dating back to 1961, past reports, and a link to the Museum of Sail, Power and Steam.

Noel March introduced the idea of having the Friendship sloop listed on the Department of Interior's National Register of Historic Places, and if not the entire class, at least an individual sloop, probably **Blackjack**. The motion to pursue this was passed and several members agreed enthusiastically to follow up on this idea.

Meg and Captain Jim Sharp of the Museum of Sail, Power and Steam gave a brief and impressive powerpoint presentation about the Museum and the progress of the **Blackjack** restoration.

Several special awards were presented. The Morang Award, typically given for the best Yearbook article, was presented to editor Rich Langton for producing such a consistently fine Yearbook. The Bancroft Trophy, awarded to an individual who has made great contributions to the Society, was awarded to Penny Richards for her unceasing work on the Trophy Committee. The Spirit of Friendship award was given to Dick Salter for his steadfast support of the sailing fleet, and the **Messing About** award was presented to Steve and Kate Hughes of Southwest Harbor. Retiring Rockland Harbormaster Ed Glaser was honored with a special plaque from the FSS thanking him for his many years of assistance, support and kindness to the people and boats of the Friendship sloop fleet during the Rockland Homecoming events.

The silent and live auctions followed the business meeting, after which the bar was declared open, and a delicious buffet dinner was consumed. Guest speaker, USCG Captain Mike Baroody, Commanding Officer of the northern New England sector out of South Portland, spoke about the responsibilities and operations of the USCG, and his appreciation of the FSS sailors and their contributions to safe boating in New England waters.



Jack Cronin, left, presenting the Bancroft Trophy to Penny Richards, along with Commodore Noel March.

## Save the Dates!

It's time to start filling in those brand new 2016 calendars with Friendship Sloop Society events. The preliminary July New England cruising schedule has several definite dates. The Southwest Harbor race and rendezvous will be held on Saturday, July 16. The Pulpit Harbor round-up follows on Tuesday the 19th, then on to Rockland for the Annual Homecoming Thursday through Saturday July 21 – 23, with sloops generally arriving on the 20th and departing on the 24th.

The southern New England fleet departs from the Cape Cod Canal around the last day of June, weather permitting, and welcomes any and all boats that wish to join in along the way.

The Annual Meeting will tentatively be scheduled for the third Saturday in November, and you don't have to own a boat or sail one to get there! The complete schedule will follow in both the spring Newsletter and the Yearbook.

These events are open to all; boat owners, sailors, crew members, traditional boat enthusiasts, 'wannabees', friends and family, and are the perfect way to reconnect and stay connected with other people passionate about Friendship sloops and traditional sailing craft.

# Friendship Sloop Homecoming

Rockland, Maine – July 19th, 2015. Slightly abridged and reprinted with permission Maine Coastal News

By Laurie Fullerton

This past July 16-18 marked the 135th anniversary of the Friendship sloop as well as the 55th anniversary of the Friendship sloop Homecoming, currently held in Rockland, ME, which not only honors the vessels' origins but also the longstanding friendly competition among the boat owners and members of the Friendship Sloop Society.

During the three-day event, an official proclamation by U.S. Representative Chellie Pingree highlighted three days of racing, a Friendship sloop parade, and a celebration on the Rockland harborfront at the Sail, Power and Steam Museum. The congresswoman also addressed the Maine House of Representatives on Thursday, June 25th in recognition of the 135th anniversary of the Friendship sloop - the official boat of Maine - and 55 years of racing.

“Since 1961, the Friendship Sloop Society has hosted an annual regatta and connected a community of people who sail, rebuild and appreciate these boats,” Ms. Pingree told her peers. “Friendship sloops still ply the waters, their design largely unchanged for the past 135 years. Some things just cannot be improved upon”.

The Friendship sloop Homecoming Days began in 1961 in Friendship, ME, and over the decades have seen up to three generations or more continue sailing and racing Friendship sloops. Over the course of the three days, family members, siblings and lifelong friends were out on the race course. Generations of experience offered the uninitiated a true taste of how to really sail these heavy boats at a perfect angle to win.

The beautifully restored **Tannis**, owned by the Cronin family of Charlton, MA, was the overall winner of the State of Maine trophy. **Tannis** featured up to five adult siblings on board, including Bill and Jeff Cronin of Massachusetts, who have been sailing on **Tannis** since before they could walk. Second place overall in the large boat division, was **Phoenix**, owned by Tad Beck of Vinalhaven, who has been racing against the Cronin brothers since they were boys.

According to Tad, “what is uncanny about this kind of an event is that we are not only continuing a tradition but we are

able to rekindle and maintain friendships that have lasted generations. I don't know how many people keep in touch with the friends they have known since birth, but coming back each year to the Friendship Sloop Society events is something that after every passing year becomes more important to me.”

Although socializing and getting caught up is part of the attraction of sloop racing, the Race Committee also sets up a highly competitive and fair course that tries to make the racing equal for the different sized boats. It is a twice around course where competitors must reach a specific gate in “handicap alley”, which means racers can sail it out on a level playing field. The key point is that these vessels can handle a heavy breeze and while kids, dogs, and non-sailors are encouraged to pile on board as well, the racing is still intense.

“We have all known each other since before we can remember,” said Beck. “Our parents sailed against each other and we have all sailed against each other since we were children. As such, we are probably more competitive with each other than our fathers were. When you are out there racing against people you knew as children, you make a mistake and your friends still tease you back at the dock.”

There is also a sense of pride in not only introducing the next generation to Friendship sloop sailing, but many, like the Cronin family, do all of the restoration and maintenance work on **Tannis** themselves, and by trade are master carpenters and shipwrights. The family owns Cronin Cabinets of Charlton, MA.

“There is a real Yankee sense of ethics in the fleet where people who work on their own boats get way more respect than people who have to pay for them to be worked on,” noted Beck.

Many of the sloop owners today who do use a boatyard will work with known shipwrights like Richard Stanley, who has also sailed on Friendships sloops his entire life; first with his father Ralph Stanley and then on his own. Stanley also grew up with Beck, the Cronin brothers, and Harold and Ted Burnham of Essex, MA, to name a few.

“What is very rare is that we have maintained these friendships for as long as we do,” Beck noted. “The boats have facilitated the lengths of these friendships and we have a lot of respect for these traditions. We race but we all share a love of sailing that trumps the competitive part of it. “



# Tech Tips

## Space Weather and Marine Navigation

*By Bill Whitney*

All sailors are aware of the weather and its impact on their comfort and safety. Terrestrial weather imposes limits on most of our nautical pursuits, and can, at its worst, pose a real threat to our lives and property. However when studied by knowledgeable meteorologists, its impact can be forecast and action taken to mitigate whatever it may bring our way.

We live in the lower level of the atmosphere called the troposphere. Tropospheric weather is the weather that we can watch develop. It's up close and personal. It affects what we wear, where we go, and our heating bill; even what we eat. However, there is another aspect of the weather that we give very little thought to, that is more important to our lives than we realize. As you probably guessed from the title above, I'm referring to space weather, the cumulative sum of storms, calms and other disturbances that occur on the sun and in the ionospheric layers of the atmosphere above us, and which can impact our electronic systems.

### Ionosphere

The Ionosphere is part of Earth's upper atmosphere, between approximately 50 and 400 miles above us, where extreme ultraviolet (EUV) and X-ray radiation from the sun ionize the atoms and molecules in the high altitude gasses, creating an ion-rich layer of the atmosphere. The ionosphere is important because it reflects and modifies radio waves used for communication and navigation.

The atmospheric atoms and molecules are impacted by the high energy the EUV and X-ray photons deliver from the sun. The amount of energy (photon flux) at EUV and X-ray wavelengths varies by nearly a factor of ten over the 11 year solar cycle. The density of the ionosphere changes accordingly. Other solar phenomena, such as solar flares (sunspots), changes in the solar wind, and geomagnetic storms also effect the charging of the ionosphere. Since the largest amount of ionization is caused by solar radiation, the night-side of the earth, and the pole pointed away from the sun (depending on the season) have much less ionization than the day-side of the earth, and the pole pointing towards the sun.

This means that as the sun's activity changes, so does our ionosphere, and with these changes the performance of our electronic devices, which carry electronic data through the ionosphere, will change.

### Space Weather and GPS Systems

The use of satellite radio navigation systems, like the Global Positioning System (GPS), has grown dramatically in the last decade. GPS receivers are now in nearly every cell phone and in many automobiles, boats, trucks, and any equipment that moves and needs precision location measurements.

There are several ways in which space weather impacts GPS function. GPS radio signals travel from the satellite to the receiver on the ground, passing through the Earth's ionosphere. The charged plasma of the ionosphere bends the path of the GPS radio signal similar to the way a lens bends the path of light. In the absence of space weather, GPS systems compensate for the

"average" or "quiet" ionosphere, using a model to calculate its effect on the accuracy of the positioning information. But when the ionosphere is disturbed by a space weather event, the models are no longer accurate and the receivers are unable to calculate an accurate position based on the satellites overhead.

In calm conditions, GPS systems can provide position information with an accuracy of 3 feet or less. During a severe space weather storm, these errors can increase to 100 yards or more.

Since radio waves are affected by the presence of electrons, the more electrons in the path of the wave, the more the radio signal will be affected. The change in the path and velocity of radio waves in the ionosphere has a big impact on the accuracy of satellite navigation systems.

A geomagnetic storm is a major disturbance of Earth's magnetosphere that occurs when there is a very efficient exchange of energy from the solar wind into the space environment surrounding Earth. Geomagnetic storms create large disturbances in the ionosphere. The currents and energy introduced by the storm enhance the ionosphere and increase the total number of ionospheric electrons. GPS systems cannot correctly model this dynamic enhancement and errors are introduced into the position calculations. This usually occurs at high latitudes, though major storms can produce enhancements in the ionosphere large enough to impact mid-latitudes.

During storms, the currents in the ionosphere, and the energetic particles that precipitate into the ionosphere add energy in the form of heat that can increase the density and distribution of density in the upper atmosphere, causing extra drag on satellites in low-earth orbit. The local heating also creates strong horizontal variations in the ionospheric density that can modify the path of radio signals and create errors in the positioning information provided by GPS. While the storms can create beautiful aurora, they can also disrupt navigation systems and create harmful geomagnetic-induced currents in the power grid and pipelines.

Smaller scale electric field fluctuations that may cause GPS signal to waiver are called ionospheric scintillations, and are not associated with space weather storms, but are simply part of the natural day-night cycle of the equatorial ionosphere. Severe scintillation conditions can prevent a GPS receiver from locking on to the signal and can make it impossible to calculate a position. Less severe scintillation conditions can reduce the accuracy and the confidence of positioning results. Scintillation is more prevalent at low and high latitudes; mid-latitudes, such as the United States, experience scintillation much less frequently. Scintillation is a strong function of local time, season, geomagnetic activity, and solar cycle.

The lesson here is that under "normal" atmospheric and solar conditions that have been studied and modeled for years, our electronic aids to navigation, such as GPS, will work reliably and with acceptable accuracy. Unfortunately, the sun is not always "normal". Solar events have a significant impact on our ionosphere that can and do put it outside the normal parameters that in many cases cannot be corrected for. Most of these abnormal events are not effectively communicated to the user communities. If you put blind faith in what your GPS or GPS integrated chart plotter is telling you, you need to reassess your navigation practices, or at least increase your insurance coverage!

## Winfield Lash (1918-2015)

Winfield "Winnie" Lash died peacefully on November 9 in Rockport, ME, at the age of 97. Born in 1918 in Friendship, ME, Mr. Lash was one of 14 children. He attended schools in Friendship, but went on to become a self-made man of many talents. He shared 75 years of wonderful marriage with his wife and soulmate, Barbara Fales Lash.

Mr. Lash was the owner of Lash Brothers Boatyard of Friendship, ME, a business he started in 1948 when his uncle, Scott Carter, passed away with a partially completed passenger ferry in the works. Over the years and through several partnerships, all eight Lash brothers and numerous other relatives and friends were employed at the yard. Under Winnie's watchful eye and skilled hand, the yard saw to the completion of countless wooden ferry boats, lobster smacks, seiners, draggers, Friendship sloops and pleasure boats. Winnie built his last dragger in 1985, but continued to care for boat captains and working fishermen all his life. Between 1958 and 1965, Lash Brothers designed and built the sloops **Rights of Man**, #52, **Voyager**, #96, **Amicitia**, #64, **Momentum**, #46, **Goblin**, #39, and **Mary Anne**, #10.



New Committee Boat **Cinchona** waiting for the finish!

## Florence Graham

It is our sad duty to report that Florence Graham, a longtime resident of Marblehead, MA, and beloved wife of Race Committee Chairman, David Graham, passed away on November 23, 2015 after a lengthy struggle with pneumonia.

Quiet though she was, Florence was a woman of many talents who enjoyed two fulfilling careers. First came nursing, where she joined the Navy Nurse Corps and served in Guam, Pensacola and Virginia. It was at the Naval Air Station Chincoteague where she met her future husband stationed there as a naval aviator with Patrol Squadron Eight. She eventually moved on to teach nursing, fueling a passion for her next career move which was to be in the field of education. She returned to school earning several degrees in education which culminated with attaining her Doctor of Education. With these credentials, Florence embarked on her second rewarding career teaching History at Salem State College in Salem, MA.

Florence was a regular participant in many of our FSS events over the years, and was a longtime member of the Corinthian Yacht Club in Marblehead. She will be missed along the New England waterfront.

## Consuelo Eames Hanks, 87 William E. (Ted) Hanks, 94

Consuelo Eames Hanks, 87, of Jefferson, ME, passed away peacefully at home on Tuesday, December 1, 2015. One week later, on December 8, she was followed by her husband of 52 years, William E. (Ted) Hanks, 94, who reportedly died of a broken heart. Both were accomplished and renowned artists, sailors aboard their Friendship sloop **Sarah Mead**, adventurous world travelers, and, in the end, surrounded by loving family members.

Consuelo was one of Maine's most beloved artists. She had her first sailboat when she was 12 years old, beginning a lifetime of observing the sea and coastline. She illustrated the Pulitzer Prize winning book Beautiful Swimmers: Watermen, Crabs and the Chesapeake Bay, written by William W. Warner. For many years, she did all the maritime illustrations in the New Yorker magazine. She also illustrated books by Maine humorist and storyteller, John Gould, and contributed to Roger Duncan's 1992 Coastal Maine: A Maritime History. She created illustrations for WoodenBoat magazine, and in 1981 was featured on the cover of Downeast magazine. Consuelo's work has been exhibited in many local, national and international galleries, including the Mystic Seaport Maritime Art Gallery in Mystic, CT. She received the Award of Excellence for the Mystic International Exhibitions in 1987, 1991, 2004, and 2006.

Undoubtedly, Consuelo's favorite painting subjects came from sailing cruises along the Maine coast in the **Sarah Mead**.

Ted had a long and successful career in the U.S. Navy in engineering and repair. Tours of duty included Vietnam, Japan, and several U.S. Naval bases. After he retired from the Navy, he and Consuelo moved to Maine where they both devoted their time to painting, carving, sailing, and restoring a 200 year old farmhouse.

As a young man growing up in the sailing community of Oxford, MD, Ted was a competitive sailor, winning many Chesapeake Bay regattas. He built many sailboats; his first unbeknownst to his parents, to which he fashioned a bed sheet for a sail. His grandfather, Ed Parsons, owned a chandlery, selling supplies for the extensive sailing community, thus furthering Ted's knowledge of and passion for sailing, which was to last his lifetime.

It was also from Ed Parsons, a renowned decoy carver on the Eastern Shore, that Ted learned how to carve, beginning at age 5. His carvings of wildlife, especially waterfowl common on the Chesapeake Bay, have been exhibited around the country. Ted carved the black ducks that have graced the trout pond at the flagship L.L.Bean store in Freeport, ME. He spent a great deal of time observing and studying waterfowl, developing and refining an understanding of the birds that was reflected in his carvings. In his lifetime he carved thousands of birds, many full-sized and in flight. Ted also mentored many young carvers whom he welcomed into his studio, sharing his respect for wildlife, and his skills of working wood with very sharp tools.

He will be remembered for his sense of humor, love of good Scotch, and his repertoire of imaginative tales from around the world.

All photos in this issue courtesy of Bill Finch, owner of #66 **Venture**, unless otherwise noted.



Tad Beck's **Phoenix** follows **Tannis**, owned and sailed by the Cronin family, along the Rockland breakwater.



Dick Salter and Bill Whitney admire the new Post Office Trophy and its many uses as Noel March looks on.



Rich Langton, Carole Wojcik, John Cronin & John Wojcik ease **Banshee** along Handicap Alley.



**Sazarac** hosts previous owner Roger Lee (third from left) and new owners the Major family on the right.



Commodore Noel March presenting the Owner-Builder Trophy to Captain Jim Sharp of the Sail, Power and Steam Museum.



Miff and Lane Lauriat onboard **Salatia** leading the fleet on a perfect sailing day in Rockland.