Friendships

Newsletter of the Friendship Sloop Society

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Commodore's Message

Welcome to the new year! 2026 marks our Friendship Sloop Society's 65th year of regattas, fellowship, and enjoying our sloops. To quote Jim Rockefeller's article 60 years ago in the 1966 Yearbook, "A Friendship Sloop has a heritage deep in the heart of Maine...", and I believe the same sentiments apply to those of us sailing, maintaining, and admiring these sloops today.

In the summer of 1961 my parents, Jarvis and Sue Newman, were driving from Massachusetts to Southwest Harbor, ME, and stopped to see a mutual friend who worked for the marine patrol and was stationed in Friendship Harbor. The date was July 22 when they stumbled upon the first Friendship Sloop Regatta! Jarvis had been working with fiberglass at the Hinckley Company and his interest was sparked. In 1968 he made a mold from the 1965 25' **Old Baldy**, and **Salatia** was launched in 1969 to be followed by 17 Pemaquid sloops.

Our family sloop was the 1904 **Dictator**, built by Robert McLain on Bremen Long Island. Through the course of her working life, she was owned by a Southwest Harbor lobsterman in the 1920s before she left to become a Mount Desert Island ferry boat. In the 1930s she was purchased by a summer family on Deer Isle for recreational use until my father bought her in 1971. He rebuilt her and then made a second mold to eventually build twenty fiberglass 31' Dictator sloops.

Our summers were spent sailing in and around the area harbors and outer islands, but the highlight was going to the annual regattas each year! Before I took any summer job, I requested time off in July. I frequently sailed back to Southwest Harbor with my father and we had some interesting times before GPS came along, but we always made it home! My husband Dan and I have sailed **Old Baldy** out of Southwest Harbor for 11 years with our five adult children, and it brings us such joy to share sailing with them and the grandchildren!

My goals for my two year role as Commodore are to collaborate with our Executive Committee and members to maintain a home base for our Annual Regatta, and to publicize our Society by sharing our photos, stories, and history through our fabulous annual Yearbook, newly updated Website, social media and articles of interest in publications. We also need to work to increase our membership. Our traditional Friendship sloops are an integral part of the working history and lifestyle of coastal Maine, spanning generations. I hope we continue to gather and enjoy talking and sailing our Friendships!

Kathe Newman Walton, Commodore

Introducing Our New Commodore



Kathe Newman Walton took the helm of the Friendship Sloop Society at the Annual Meeting in Portland, ME this past November after serving as Vice Commodore for two years, and she is very well suited to the task. She replaces Andy Zuber who served as Commodore for three years, and we thank Andy for his excellent leadership, enthusiasm and passion in leading the Society through some of the ups and downs that many small non-profits wrestle with these days.

Friendship sloops have quite literally surrounded Kathe for most of her life; whether sailing on them as a child and teenager, racing with her dad Jarvis Newman aboard #2 **Dictator** in Friendship, as a long time FSS member, as the current owner of #57 **Old Baldy**, or as the owner of Newman Marine Brokerage, the premier agent for buying and selling Friendship sloops.

Kathe grew up in Southwest Harbor, ME, and learned to sail on #106 **Hold Tight**, a sloop that her father had built. It was moored there and owned by a wealthy but mostly absent owner who encouraged the Newman family to use it freely. Her dad and local wooden boat builders (including Ralph Stanley) had fully restored **Dictator** and launched her in 1973, just in time to get to Friendship for the last race of the Homecoming Regatta and win it! Kathe raced with her family on **Dictator** until 1981, becoming friends with many of the children of sloop owners who themselves are now Friendship sloop skippers.

While her dad was busy building an incredible 39 fiberglass sloops, 240 powerboat hulls and roughly 400 dinghies, Kathe was growing up, eventually heading off to college. She considered a career in Biology initially but decided on a more practical path toward independence and self-sufficiency with a degree in secretarial and administrative skills. She quickly landed a job in the West Wing of the

(Continued to Page 8)

Annual Meeting Minutes 2025

By Penny Richards, Secretary

The Friendship Sloop Society's 2025 Annual Meeting was held in South Portland, ME on November 22. Commodore Andy Zuber opened the meeting at 4 PM, his final after serving in that role for three years. Many of the agenda items appear elsewhere in this newsletter as separate reports.

Treasurer Greg Merrill presented the financial report and proposed budget, and a lengthy discussion followed. On the income side, membership revenue was up slightly and the 2024 Annual Meeting auction netted over $1100. Just over $10,000 was received in donations including a $6000 grant from the Sprague Foundation and a generous $2000 gift from Susan Newman to cover the cost of the crane used in transporting the Newman molds to their new home in Maryland (see story page 9). Caroline Cronin Phillips and her team again had a very productive year in the Chandlery netting a profit of $1300.

On the expense side, we published a 56 page Yearbook and lost several key advertisers, resulting in a loss of $1900. We will plan on a 48 page book for 2026 and encourage our members to beat the bushes for potential new and returning advertisers. The much heralded Maritime Heritage Festival was canceled abruptly one week before the date leaving the FSS to pay $1300 for a tent the Festival was to have covered in its entirety.

With similar activities and costs expected in FY 2026, Greg proposed a 2% increase across the board, leaving the Society with a projected $2900 loss for the coming year. The major expenses continue to be those associated with the Homecoming in Rockland, in particular dockage and tent rental estimated at $3000 and $3400 for the next year. We will apply for another Sprague grant for 2026 and the smaller Yearbook with more robust advertising could help offset this projected loss.

Dennis Whitney gave an in depth overview of the work he is doing on developing a new FSS Website. He is using Wordpress and when completed the site will have many new and desirable features such as the ability to make donations online, make posts and comments, an interactive photo gallery, and links to related events, in addition to the many helpful and informative features on the existing site, like "Sloops For Sale", events calendars and digitized past publications. Stay tuned for a roll out date.

Guest presenter Roland Lussier, owner of the Landings Marina in Rockland, made a pitch to the assembled members about relocating the FSS Homecoming Regatta from the Rockland Town Landing to his nearby facility in Rockland Harbor. With him was Jeremy Shaw, the Marina manager. They proposed charging the FSS $3000 for the four day event, to include dockage for the attending sloops, use of the Marina's tent, access to the on-site restaurant and other amenities (fire pit, grill, laundry facility, Chandlery space), and ample parking. There was concern among many members about adequate dock space for the roughly 15 boats regularly in attendance. Rafting will be necessary, as it is at the town dock, and a subcommittee of Wayne Cronin, Bill Whitney and John Fassak will work to compile overall boat lengths and develop a possible docking plan with the existing Marina float layout. John estimated that we need about 800 linear feet for the sloops and was reassured that if needed there are at least four transient moorings right off the dock that could be available.

Other points of concern included the difficulty of maneuvering Friendship sloops in tight places like slips, and how calm the waters would be for the folks sleeping aboard their boats. Roland felt his waterfront crew (and tenders, if needed) could provide adequate help with getting on and off the docks, and that the east and west facing docks would be reasonably calm.

Kathe Walton, Rich Langton and Andy Zuber had toured the site prior to the meeting and felt it could well accommodate our needs. Andy pointed out the cost differential of $3000 for dock fees plus $3400 for tent rental at the Rockland town docks, versus $3000 for everything at the Landings Marina. There is also concern that at the town docks, a municipal fee for parking and a daily fee for the use of the grassy area where we set our tent may soon become very expensive realities.

Roland and Jeremy completed their presentation to the group with enthusiasm, saying they hope we can work together to create a great event in a setting that not only provides for the FSS, but is a benefit to the community and the City of Rockland. He is confident that we can fit all the boats with rafting and a realistic and well thought out dock plan. The presentation was well received overall and a motion was made to explore the possibility of relocating the Homecoming to the Landings Marina pending review of site and dock layout, with a final decision to be made by the Executive Committee by February 1, 2026. The motion was seconded and approved by a voice vote.

The Nominating Committee of Diane Fassak presented the slate of officers for 2026 as follows: Commodore, Kathe Walton; Vice Commodore, Laurie Raymond; Treasurer, Greg Merrill, Recording Secretary, Penny Richards. A voice vote indicated approval.

The meeting was concluded at 6 PM followed by drinks and dinner, and a lively Commodore's "after hours" party. As always, it was a warm, interesting and informative event and gave all in attendance the chance to rekindle old friendships and forge new ones.



*New FSS officers for 2026 are from left, Commodore Kathe Newman Walton (owner of **Old Baldy**), Vice-Commodore Laurie Raymond (owner of **Hegira**), and returning as Recording Secretary, Penny Richards. Not pictured is returning Treasurer Greg Merrill (until recently, owner of **Celebration**) who was home recovering from a knee replacement. (Diane Fassak photo)*

Membership Report

By Carole Wojcik

As of the Annual Meeting in November 2025, there are a total of 209 members, 88 who are sloop owners with full membership. There are an additional 37 full members, 72 co-op, four honorary and eight complimentary memberships. In general over the last several years, we have maintained relatively stable membership numbers. The slight decline from 216 members in 2024 is a result of deleting members from the rolls who had not paid their dues since 2021.

New Members:

- Charles & Molly Humphrey of Cambridge, MD have recently joined the FSS.
- Alisyn Zuber & Brad King of Winslow, ME are now members of the Sloop Society.
- Liam Zuber of Waldoboro, ME has also joined the FSS.

Passings:

- John Nosworthy, a longtime member from San Diego and former owner of #159 **Pacific Child**
- Gard Thompson of Saco, ME, another longtime member.
- Sheila Connors Grove of Sharon, MA. Sheila and her husband Michael owned #70 **Margaret Motte** for about 13 years until 1980. Michael had the sloop built in 1967 by Roger Morse. That sloop is now **Linda** chartering under Karl Brunner in Southwest Harbor, ME.
- If you made it to Homecoming in Boothbay, you'll remember this name: Murray McQuaid. Murray passed away at his home in Jacksonville, FL in March. He sailed many years in the Homecomings in Boothbay with his #147 **Anna B**. In his obituary it was said: "Family and friends lined the boom and the high side while Murray manned the helm with a keen eye out for arch rivals **Tannis, Eastward** and **Phoenix**, whose captains he held in great respect."

Notes from Members:

- *I received a note from Martin Thomas owner of #193* ***Lady M****:* "Renewing the hull planking this winter so hopefully will be ready for spring. Wishing you all the best for the winter"
- *From Jonathan Moses of Langley, WA owner of #235* ***Finest Kind****:* "After a three year refit, with all her underwater fasteners replaced, **Finest Kind** has returned to the water in the summer of 2025 and is once again sailing the waters of Northern Puget Sound!"
- *From Greg Ross of Prince Edward Island, Canada, owner of #285* ***Swan's Isle****:* Sorry we missed the annual meeting in Portland. We were in a state of high anxiety concerning crossing the US border, and did not travel until Thanksgiving week. It turned out to be a non-event, only two questions and we were on our way! I had fully intended to make an appearance in Rockland this year minus the boat. She's reposed in the barn (new roof, no leaks)! I've put together the parts for a diesel install. I have on hand a fresh Yanmar 6GM including tranny, new prop, new shaft log and cutless, and the aft flange. I'm just working up the nerve to push the 1 ½" drill bit through the aft stem and roughly 30" of dry oak. This engine install will inspire a number of alterations: removing the balance of the centerboard trunk, eliminating the fish box top and extending the cabin and related incidental tasks and features. Rockland 2026, maybe.

Registrar's Report

By John Wojcik

This is the first year in many that I can report a new sloop has been added to the sloop registry! She is number 286 and was built by the Skol ar Mor boat building school in France. She was launched on July 26 along with five other boats built by the students at the school. The sloop is a 22' McKie Roth design and is owned by Gilles Le Roux. The boat is registered in St. Nazaire, moored in Piriac in France and is named **Amann Rik 1**. (See photos on page 12)

On the other side of the coin, we learned of two sloops that are no longer in existence. The first is the 35' Class A sloop #137 **Ayesha** owned by Larry Thomas and formerly moored in Lake Ponchartrain, LA.

Also, word has reached us that #61 **Windward,** owned by Doug Parsons of Gloucester has been broken up. **Windward** is sometimes referred to as the "Honeymoon" sloop since it was built as a wedding present to each other by Irving & Jane Bracy. The sloop was a Pemaquid built in 1966 by Jim Rockefeller at Bald Mountain Boatworks.

For those who read *WoodenBoat*, you may have seen the article about #34 **Pal-O-Mine** on the Relaunchings page. Carole received the following note from owner Doug Lane:

"I am the proud owner of the replica Friendship sloop **Pal-O-Mine** built in 1947 by W. Prescot (Scotty) Gannet. Until she was relaunched in September 2024 she had been on the hard since nearly 1988 (only afloat in 2007). A short description of her long restoration was recently highlighted in the Relaunchings section of *WoodenBoat* magazine."

New Sloop Owners:

Greg Merrill's grandson Bryce Merrill is now the owner of #227 **Celebration**. Bryce is from Pittsburgh, PA. The sloop will continue to be homeported in Bayville in Linekin Bay, ME.

We received the following email from Brandon Cunningham: "Hello! I'm Brandon with the Chicago Maritime Arts Center and we purchased #233 **Princess (Pat)** a few years ago. She is currently on a new trailer and cradle waiting to be renovated. We are taking her to the Chicago Boat Show this coming January as a renovation demonstration and hope to have her back on the water come summer! If you have info on her or want to follow along we'd love to talk." (See page 7)

Hannah Langsdale, owner of Whistling Man Schooner Company which charters #99 **Wild Rose** and #209 **Friend Ship** out of Burlington, VT on Lake Champlain, has added to her Friendship fleet with the purchase of #284 **Priscilla**, a 22' sloop built by Steve Erskine in 2016. The sloop has been renamed **Goldenrod** and will be used for private parties for up to four and in a new Learn to Sail program.



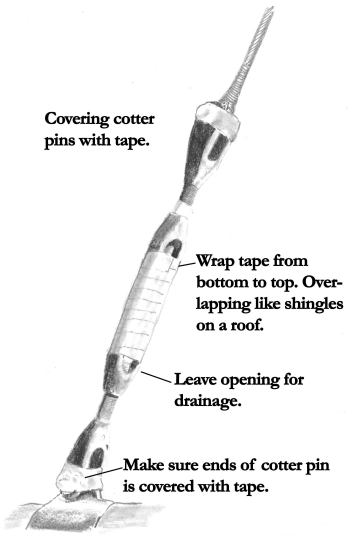
Marlinspike Seamanship

By Ted Walsh



Turnbuckles

Even if your rig is held up by deadeyes and lanyards, there are likely places on your sloop that use turnbuckles, or as our English cousins call them, rigging screws. Whisker stays, bobstays, and headstays, for example, commonly use turnbuckles to tighten the rig even if the shrouds are tuned with deadeyes and lanyards. Like every other part of the standing rigging, they should be checked yearly for wear, cracks, and seizing. There are few things more frustrating than getting the boat ready to go in the water only to find that one of the #%&@* things won't turn.



Marine grease is the common lubricant for turnbuckles. The problem with marine grease is that it is not the best thing to get on your skin, and if you get it on your clothes (and I will), it's unlikely you're going to wash it out. An alternative we have found is Bag Balm. The base ingredients of Bag Balm are petrolatum (petroleum jelly) and lanolin. It seems to lubricate as well, lasts as long as marine grease, is a little easier to wash out of clothing, and the FDA considers Bag Balm to be a "skin protectant", so it is generally a safer alternative.

While on the topic, the clevis pins should be of the same material as the turnbuckle. This was a particular bug-a-boo of the late Paul Haley, marine surveyor and former FSS Commodore. Stainless turnbuckles should have stainless clevis pins and bronze should have bronze.

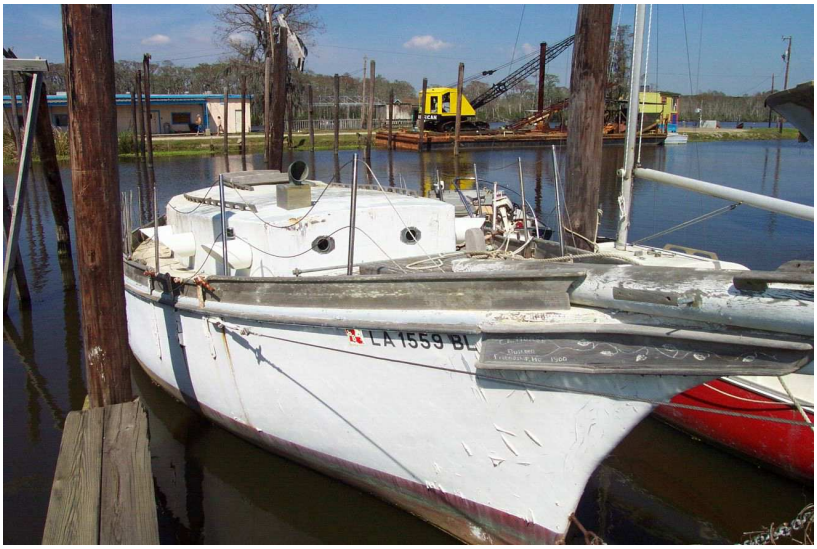


Working with turnbuckles brings up one of the few things about seasonal rigging that puts my teeth on edge: cotter pins. Torn fingers, blood-blisters, and puncture wounds are what come to mind when I think of cotter pins. That is until I stumbled upon bronze cotter pins. The more malleable bronze bends much more easily and is still stiff enough to hold the turnbuckle in place. Bronze cotter pins make removal much easier as well. Brass cotter pins are another possibility but are softer than bronze and are not always stiff enough to hold up. That said they are more commonly available than bronze and might be adequate for the rig of smaller vessels. Whatever type of cotter pin you choose, be sure to wrap any exposed ends of the cotter pins with marine tape or electrical tape. Otherwise you are risking torn sails, torn clothing, or possibly torn skin. The best source I know for silicon bronze cotter pins is Fair Winds Fasteners, *fairwindsfasteners.com*

The End For Ayesha

(Excerpted from an email received from Donald Berger of Ponchatoula, LA, a friend of owner Larry Thomas)

The owner of **Ayesha** #137 is frail now and living in a nursing home. His failing memory cannot recall his friends some days but he remembers his Friendship sloop and the sailing he's done. He sailed her from New Orleans to the Bahamas in 1987, and did it again several years later. She was built as a working lobster boat in Maine by Charles A. Morse in 1900. Larry tried in 2004 to give the sloop to his friend Donald Berger: "I appreciated Larry's offer and knew the boat meant the world to him. He knew I wanted to learn to sail and wanted to see me keep this sailboat alive. Unfortunately, it was way too much vessel for me to accept". As Hurricane Katrina was bearing down on New Orleans in 2005, Larry moved her into one of the north shore rivers that feed into Lake Pontchartrain to better weather the storm, and there she sank sometime in the months that followed that disaster. She was never recovered.



Ayesha *at ease before Katrina*

Race Committee Report

By Rich Langton, RC Chair

This past Homecoming in Rockland included three successful days of racing with a total of 15 sloops participating. The Maritime Heritage Days Festival was abruptly canceled but the Friendship sloops continued to enjoy the benefits of racing in Rockland Harbor. Many of the sloops that came have participated in the majority, if not all, of the Rockland Homecomings since we moved our races from Boothbay in the 1990s! The winners this year include names we have certainly seen before in both Division 1, **Salatia** sailed by Miff Lauriat and crew, and in Division 2, **Rights of Man**, sailed by Wayne Cronin and crew. Wayne had a clean sweep, coming in first on all three days, and was awarded the State of Maine Trophy. Congratulations to these two winners and all the sloops that came to race.

The races have continued in much the same fashion since our arrival in Rockland, but over the past few years the Race Committee has been dreaming up ideas to "spice up" our races. We had proposed a "bang-and-go-back" race for one of the three Homecoming days in 2025, but after an engaging discussion with the captains present, the consensus was that people wanted to have three days of traditional racing. We are open to any ideas people might have that will "spice up" the races, but we also recognize that the gathering in Rockland is the one time each year our captains have a chance to competitively sail against their fellow sloop owners. Let us know your thoughts on ways that we might alter our racing program, or more generally the Homecoming sailing activities, to make them enjoyable for all while attracting more of the sloop owners who do not currently participate.

The Race Committee is looking for some new and younger blood. In that regard I am pleased to formally announce that Wayne Cronin, yes, the winning skipper of **Rights of Man**, has stepped up to join the RC. I won't comment on the impact Wayne's joining us has on the average age of your Race Committee except to say he is certainly some of the 'younger blood' we are looking for. For those of you who thought that Wayne would now be on the Committee Boat rather than sailing in the races I hate to disappoint you…he is a sailing member of the RC!

Another change to report is that Fred Lincoln is stepping down from his role as score keeper for the Rockland Regatta. Fred has been a very active member of our Race Committee for a number of years, most recently assuming the role of calculating the race results after the recent passing of Dick Campbell. We are truly sorry to see him depart. The good news is that while he may not be in Rockland in 2026, he will still be available electronically to help us with the scoring to ensure that his departure has a minimal impact on our festivities. If there is a person out there that enjoys calculating handicaps and computing race results, please let me know. We would welcome you aboard with open arms!!

A huge show of gratitude goes to the three boats and their captains that help make the Homecoming a success. Captain Peter Clapp once again brought **Aestamare** to Rockland to serve as our Committee Boat in 2025 and is on the schedule for 2026. The Cronin family, with Captain Jack Cronin at the helm, came from Salem, MA on **Effie M** to help set out the race course and serve as a safety vessel. Finally, Captain Rob and Linda Armstrong came over from Friendship on **Miss Linda** to serve as a safety vessel. Without the support of these boats and their crew we would not have a race! Thanks to these three captains and to all the sailing members of the Society that continue to make our Rockland Homecoming a success!



*From the left are **Gladiator**, **Salatia** and **Hieronymus** in light fog before the start in Southwest Harbor.*

Southwest Harbor Race

By Caroline Cronin Phillips

A small but enthusiastic group of ten sloops with crew gathered this year in Southwest Harbor for our annual race on July 12. We met at Vacationland Coffee Roasters at the head of the harbor for our morning skippers meeting to review the course and conditions. It was foggy, still and cool (to say the least) and looking like we might not even race. In spite of the fog and almost non-existent breeze, we got the race underway at 1 PM with skippers slowly navigating their way to the marks through dense, patchy fog while avoiding other sailing races and recreational powerboats, all in abundance.

Hegira #230 lead around the first two marks but on the downwind return leg couldn't hold off the larger boats who played the current and the light air perfectly. Local sloop, the 33 foot Ralph Stanley-built #67 **Hieronymus** ghosted across the line first followed by #71 **Gladiator** then **Hegira**. After everyone returned to their moorings, dried off and got warm, we gathered for an enjoyable dinner at Beal's Lobster Pound with their always excellent food and great staff. We hope to see all of you and more at Southwest Harbor this coming summer on Saturday, July 11. It is always a fun, relaxed and if no fog, very scenic race off the shores of Acadia National Park. For now, everyone enjoy the winter as we all look forward to sailing again in the coming year!

Looking Back
(and then somewhat ahead)
Sail Boston 2026

By Dave Graham, FSS Historian

Before we begin any discussion of this event celebrating the 250th Anniversary of the signing of the Declaration of Independence, I'd like to take us back to two prior "Sail Boston" operations, in 1980 and again in 1992. In both years some very familiar names begin to appear.

In 1980, for the 350th anniversary of the City of Boston, Don Huston and Bruce Morang organized seventeen Friendship sloops into the "Operation Sail" portion of the Parade of Sails.



Photo by William Johnston

Here, in the very own words of the grand Mr. Morang (who often wrote under the pen name Ben Noble), is how it went: "On May 30, 1980, the Friendship Sloop squadron, led by Commodore Don Huston's **Eagle** and Al Beck's **Phoenix**, gathered at Finn's Ledge off Boston Harbor to take part in the Tall Ships Parade, Operation Sail '80, a singular event in the 350th anniversary year of the City of Boston.

"Few of us who were part of that day will forget the thrill of sailing in company with such as the 295' Coast Guard bark **Eagle**, the majestic topsail schooner **Juan Sebastian d'Elcano**, the **Bluenose**, the **Bill of Rights**, **Christian Radich** and scores of leviathans from all over the watery part of the world. It was enough to make the sailor want to live forever!

"Operation Sail meant getting up at dawn and rendezvousing in Nahant for the trip to Boston. There in the outer harbor was a morning full of sights and sounds, jogging with other Friendships through the Tall Ship fleet. Then the **USS Constitution**, her cannon saluting us all, came out past Deer Island Light to lead the parade down to Boston through thousands of anchored spectator craft and many thousands of spectators who crowded every shore vantage point from Long Island to the Custom's House tower.

"The stately procession turned in the inner harbor (the Coast Guard's **Eagle** tacked by dropping an anchor and pivoting on it!), the larger ships were attended by tugs and the Friendships tacked back through the parade and home. The weather was perfect, the wind was fair, the experience mind-boggling!"

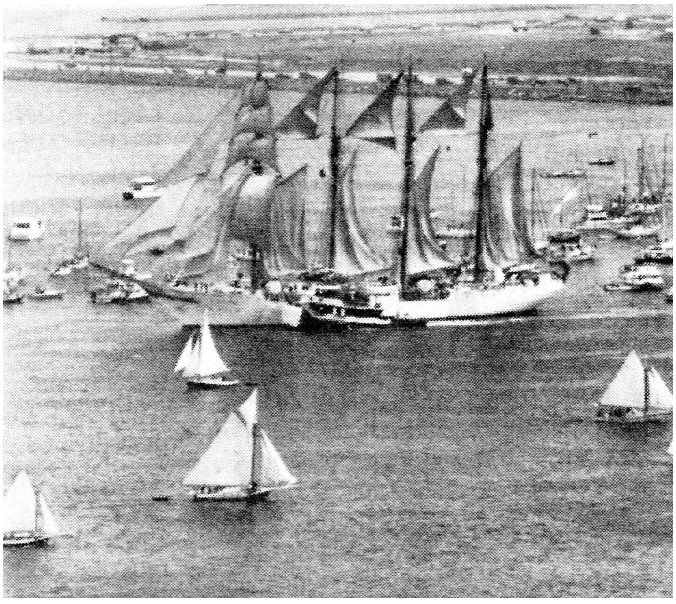
For 1992, Dick Salter had organized more than 20 Friendship sloops to be in the Parade of Ships. Our own CDR David Cashman, USN, was to lead the parade in the **USS Constitution**, with many of the world's famous sail-training vessels to follow and our very own Friendships following these magnificent vessels in the parade.

With our sloops assembled and safely at their assigned anchorage in Boston Outer Harbor, the Coast Guard then made a last-minute decision to limit the Friendships to not more than six to participate in the parade instead of the 20 plus that had signed up. Dave Cashman and Dave Graham then got to work with Dick and the Coast Guard to get all the vessels back into the parade. After further discussions it was decided that all the Friendships would precede the **Constitution** and anchor in Boston Harbor to watch the parade. From Maine came **Bucephalus**, **Coast O'Maine**, **Old Baldy**, **Perseverance**, **Salatia**, **Sazerac** and **William M. Rand**. The Massachusetts fleet came *en masse* with **Amicitia**, **Angelus**, **At Last**, **Banshee**, **Compromise**, **Defiance**, **Eagle**, **Gaivota**, **Kim**, **Liberty**, **Noahs Ark**, **Ollie M**, **Resolute**, **Secret**, **Tannis** and **Voyager**, and hailing from Florida was **Chebacco**.

And so the tale of two Sail Boston events of the past involving the Tall Ships from across the globe and our very own Friendship sloops, are part of our history.

Now comes "Op Sail Boston '26" which is scheduled for July 11–16, 2026. These dates make the 1980 and 1992 events a tough act to follow as they conflict with both the Southwest Harbor race and the Annual Homecoming at Rockland so that many of our Friendships that might have attended will be in Maine. What a shame!

But as they say, the show must go on, and perhaps a few Friendship sloops will find their way to Boston to once again participate in this monumental celebration. Either way, we thought you'd enjoy taking this trip down 'Memory Lane'.



A New Life on the Great Lakes

By Joseph Cannon

Harold Armstrong of Winter Park FL launched #233 **Princess Pat** in 1987. He started building the 22' sloop in 1984 from a McKie W. Roth Jr. design (1968 revision) and described the construction as "bronze fastened, white cedar on oak on a mahogany backbone" with a lead keel (1987 FSS Yearbook, page 47). She was sailed out of Titusville, FL.

Steven Boyd purchased the sloop in 1991, freshened the paint, installed an Edson steering system and shortened her name to **Princess**. He sailed her out of St. Charles, FL, but after moving to Joliet, IL, she was stored in a hangar at DuPage County Airport.

A "consortium" consisting of Toby Lindo, Brandon Cunningham, August Etsch, Dan Snyder and Joe Cannon purchased the sloop from Mr. Boyd in 2023 and donated her to the non-profit organization Chicago Maritime Arts Center (CMAC, *https://www.chicagomaritime.org*). An old 30 hp Universal Atomic 4 engine (removed from the boat during storage) and a full set of sails were included in the purchase.



Competing demands on the limited resources of CMAC have delayed restoration until now, but the goal is to have her in Lake Michigan this coming summer. The boat is structurally sound, but the garboards need to be faired and the hull needs new caulk and paint. In addition, the bright work and spars will be refinished. Finally, a Volvo Penta diesel engine donated by Mark Reigle of Canal Street Marina will be installed. The entire team at Canal Street, including Eric Nickels, Jeff Hosell and Mick Ignatiuk have provided support for this and other CMAC programs over the years.

This Friendship sloop will become an integral part of the CMAC programs offered at several venues on the lakefront and along the Chicago River that promote youth development (ages 11-18):

The **Boating Skills and Ecology Program** teaches water safety, boat handling, and aquatic ecology. Additional instruction in knot tying, basic navigation and weather analysis are included.

Boat Building Camps give students hands-on experience measuring, fitting, assembling, and finishing a small rowing skiff, which they launch and row at the end of the two week camp.



The **Mariners in Training Program** provides high school students with an avenue to full time work through an intensive program that includes swimming instruction, CPR, proper use of fire extinguishers, on-water boating experience, knot tying, and use of life jackets. CMAC has had the exceptional support of Chicago Public Schools, Ship Masters' International, and local tour boat companies. All twelve recent graduates of this program were offered employment by local maritime companies.

Considering the timeline and level of workmanship necessary for the Friendship sloop restoration, it is unclear how many "hands-on" opportunities will be possible for young students, but any that arise will be availed.

The name **Princess** is already registered to the 1908 26' sloop made famous in Joe Richard's book "Princess". This restored 22' sloop will be rechristened with a name in keeping with her new role as flagship in the CMAC Boating Skills and Ecology Program.



Introducing Our New Commodore

(Continued From Front Page)

White House and stayed there for two years in a dynamic and exciting environment. She then lived and worked in Boston, Southwest Harbor, and Portland, ME, finally landing in Bath, ME. While living there with her then husband and three young children, she reconnected with the FSS and began packing up the kids and coming to Boothbay Harbor, then Rockland to attend the Homecoming for a day or two.

Even with the demands of family, career and several moves, Friendship sloops were never far from Kathe's heart, mind and family. Her dad was building fiberglass sloops almost non-stop from 1969 to 1980. He had taken the lines off **Old Baldy** shortly after she was launched in 1965 to produce the molds for the 25' Pemaquid class, and the lines off 31' **Dictator** to create the Dictator fleet. He owned #189 **Tradition** (now **Jabberwocky**) from 2000 to 2007 and Kathe remembers sailing with her dad from Southwest Harbor to the Homecoming in Rockland in 2001. In 2010 he bought **Old Baldy** after seeing her listed in the "Save a Classic" section of *WoodenBoat* magazine. Jarvis did some work on the bottom, re-covered her decks and sailed her for a few years until Kathe and her husband Dan purchased her from her dad in 2014. They have maintained and sailed her in the years since, including several trips from Southwest to Rockland to participate in the Homecoming races.

Kathe and Dan and their beloved hound Sailor (of course) live on Mount Desert Island, with **Old Baldy** moored in Southwest Harbor, not far from her mom Sue, her childhood home and the shop where so many Friendship sloops were made and restored by her dad. As she has all her life, Kathe continues to be passionate about being on or near the water and the beauty and serenity that conveys, and says, "lately, I am enjoying the wonder of my little grandchildren playing on the beaches and discovering rocks, shells, and the draw of the water". She also spends some of her winter days dying wool and designing and hooking rugs for friends and family with motifs that include pets, gardens and not surprisingly, Friendship sloops.

With Kathe's passions for sailing and the sea, her lifetime of loving and living with Friendship sloops, her connections over decades with so many sloop owners and her efforts to keep the boats both selling and sailing, it appears the Friendship Sloop Society is in very good hands!



*State of Maine trophy winner **Rights of Man** bears down on **Morning Star** (Bill Finch photo)*



Little Sophia Phillips at seven weeks old was the clear winner for the Nickerson trophy for the youngest crew member. Here she poses with her mom and dad, Becca and Scott Phillips. (Bill Finch photo)

2026 Yearbook Deadline and Advertising

Ahoy fellow FSS members! **The deadline for submissions to the 2026 FSS Yearbook will be April 1 (no joke!), 2026.** It's time to start honing those creative urges and thinking about stories, photographs, drawings, poems or anything else that's fit to print. The Yearbook is the primary vehicle of outreach and education for the FSS and depends on your contributions and advertisements for its success. Send your contributions to Editor George Hagerty at *ghagerty646@gmail.com* or *editor@fss.org*. He receives US mail at 646 Central St., Stoughton, MA, 02072.

We're also seeking additional Bulletin Board messages from boat crews or individuals. These typically run four lines at a cost of $25 and are printed collectively on the "Bulletin Board" page of the Yearbook. It's a brief but wonderful way to convey thoughts about friends, your sloop, sailing, life, the FSS, and helps to finance the Yearbook as well. Send text and a check made out to the FSS to George at the above address.

It is also time to think about businesses or organizations you know of that might be interested in advertising in the Yearbook. This is essential to the success of the publication. Marinas, chandleries, yacht clubs, restaurants, hotels and inns, markets and retail shops are all fair game. The rates are very reasonable and 4500 copies are distributed widely in June along the northeast US coast for FREE. It's a great deal for businesses and for the FSS and we are always seeking new advertisers. Bring a copy with you when you pop the question so business owners can see what a great publication the FSS Yearbook is! **Contact Peter Toppan at (617) 212-7009.**

A Massive Undertaking

The Jarvis Newman Boatyard stopped building fiberglass Friendships in the mid 1980s, and the new owners returned the six molds to Jarvis in the mid 90s, when they were stored in the AJ Pettegrow boatyard. These are large structures, with port and starboard hull molds and a deck/cabin top mold for both the 25' Pemaquid and 31' Dictator. When yard ownership went from father to son, the new owner needed the space and wanted them gone, though not before charging Kathe and Dan Walton $2000/year for storage for several years.

Kathe and her mom Sue, intent on preserving the molds, donated them to the FSS at the 2022 Annual Meeting, and it then became a question of how and where the FSS would store them. Providentially, member and boatyard owner Ant Steward was in attendance and jumped at the chance to bring the molds to his yard in Sparrows Point, MD.

Over the next two to three years, six trips were made between Southwest Harbor, ME and Young's Boatyard near Baltimore, MD, one for each large section of mold. The catastrophic collapse of the Francis Scott Key Bridge in March 2024 hindered these efforts, but Ant persevered and all the mold sections are now at his yard.

Ant paid all the expenses for his truck: fuel, tolls, mileage, and offloading, while Sue generously covered the cost of $2000 for the crane used while loading at Pettegrow. Ant hopes one day to again build fiberglass sloops from these molds. For now they have a safe haven thanks to his and the Newman family's generosity, dedication and hard work.





Membership Reminder

You, our dear members, are the heart and soul of the Friendship Sloop Society. We exist for you and would not exist without you. We encourage you to keep your membership current and if you haven't done so already, please send your 2026 dues check for $45 for Full Membership or $35 for Cooperative Membership to **Carole Wojcik, 347 Lincoln St., Norwell, MA 02061**. We recently had to drop a number of former members from our roles who had not renewed their membership for at least four years, some of them sloop owners. That is a painful process. Please don't let that be you!!



***Salatia, Noel** and **Gladiator** beating hard to windward after rounding the outside mark. (Bill Finch photo)*

Friendship Memorial Scholarship Fund

By Phil Pratt, Chairman

The Fund is proud to announce another year of $4000 awards for graduating seniors from Friendship, ME, and $2000 awards for continuing education recipients from the town. The Board of Trustees of the Fund, with the help of the Maine Community Foundation, have grown the awards per student to over 4 times what they were just 15 years ago in 2012!

The Fund appeal for 2026 will be mailed out by February. The focus is on the new structure allowing the Trustees to plan awards today, separately from award dollars set aside in perpetuity. Scholarship Fund founder Bill Pendleton stated in the 1968 FSS Yearbook, "*We realize that this is a small part of the cost of an education for one year, but the hope is that this fund will grow and the subsequent years will see much more available for annual awards.*" We are very sure Bill would be pleased if he were to review this performance to date.

Please remember that the steady growth of the Fund in the award dollars per student has been attainable because of the generous support of donors over the years, including the FSS and many of its members. If you don't have an appeal letter by the end of February and would like one, please contact Phil Pratt, Fund Chairman, to have one sent to you at (207) 822-4335 or at *davisloop100@gmail.com*.

Tech Tips: The Humble Battery

By Bill Whitney

At the most recent FSS Annual Meeting, during a sidebar on alternators, several questions were asked about batteries; the best types for boats, and applicability to sail and power craft. The range of questions was a bit of a surprise, so I decided that the best way to respond was to generate this article in the hope of clarifying the subject. In a previous article, I addressed battery types and cautioned users to be careful when charging them. This article will provide more details and will be continued in the spring Newsletter to include more information on Lithium batteries.

There are so many battery types being marketed today that the first step is to limit the subject to types used in recreational boats. We are only looking at two common uses for batteries on boats; starting an engine and providing power for lights, instruments, etc. There are four common types of batteries that support these uses: the flooded lead acid, sealed lead acid, sealed lead calcium and lithium-based systems. Each type has advantages and disadvantages, and you have to choose the type that best suits your boating style.

Starter Batteries The starter battery is designed to start an engine with an instantaneous high current that lasts about one second. In terms of its size, the battery can provide high current, but it cannot perform prolonged, deep, discharge cycles. The starter battery is rated in RS (Reserve Storage Capacity) to indicate energy storage capacity, and CCA (Cold Cranking Amps) to indicate the current that the battery can provide at low temperatures.

Deep-cycle Battery Deep-cycle batteries are designed to provide continuous power. They are designed for maximum capacity and reasonably high cycle times. Although designed for cycling, full discharge still causes stress, and the number of cycles is related to the depth of discharge (DoD). Deep cycle batteries are rated in Ah (Amp-hours) or minutes of running time, usually based on 5 hours and 20 hours discharge time. A 100 Ah battery can theoretically provide either 20 Amps for 5 hours (20 X 5 = 100) or 5 Amps for 20 hours (5 X 20 = 100). But now you have to be cautious; the internal heat generated with the high load may decrease the battery's efficiency and the discharge time may actually be shorter than 5 hours! A properly designed electrical system, based on actual usage, will account for this discrepancy.

Starter batteries cannot be interchanged with deep cycle batteries, and vice versa. The internal structural differences that cause them to excel in their specific function cannot withstand alternative or unspecified uses for long without degradation or damage. There are combination starter/deep cycle batteries that can be used in sailboats, but these units are not cheap. As a simple guideline, the heavier the battery, the more lead it contains, the longer its service life and the more expensive it will be, although currently still less expensive than a lithium-based battery.

Lead acid is not as durable as lithium-based systems when subjected to deep discharge. Full discharge will cause stress, and each discharge/charge cycle will permanently deprive the battery of a small amount of capacity. When the battery is in good operating condition, this loss is small, but once the performance drops to half of the nominal capacity, the attenuation will increase. This wear characteristic is applicable to all batteries to varying degrees.

Charging a lead-acid battery is simple, but the correct charging voltage limit must be observed. Choosing a low voltage can protect the battery, but it will result in poor performance and cause 'sulfation' or a build-up of damaging lead sulfate crystals on the negative plate. High voltage can improve performance but will cause corrosion on the positive plate. Always follow the manufacturer's charging specifications when recharging. Lead acid is not suitable for fast charging, and for most types it takes 14-16 hours to fully charge. The battery must always be stored in a fully charged state. Leaving a battery in a low state of charge will cause sulfation, which will impair battery performance.

Lead-acid has a moderate lifespan and it has the best charge retention among rechargeable batteries. These work well at low temperatures and are better than lithium-ion batteries when operating under sub-zero conditions. Despite its age, lead chemistry is still widely used today and is cost-effective for many applications. Its popularity is well founded; on a cost-per-watt basis, lead-acid is reliable and cheap, safer and more environmentally friendly than others.

Several types of sealed lead acid or "maintenance free" batteries have emerged since their invention in the 1960s, the most common being the AGM (absorbed glass mat), VRLA (valve-regulated lead acid) gel types and the lead calcium type. These do <u>not</u> have removable caps. The most significant advantage of the sealed lead acid types is that their chemistry prevents electrolyte loss better during the charge/discharge cycle. Each type has some pros and cons as far as performance curves, voltage output, capacity integrity, charging and cost and I will be happy to delve deeper with anyone who is interested.

Lithium based batteries use an entirely different chemistry than lead acid batteries. Because they don't use lead, they are significantly lighter and have many characteristics that boaters find attractive. Unfortunately, they are not direct replacements for older lead acid battery systems because of their charging requirements, but more on that in the next installment.

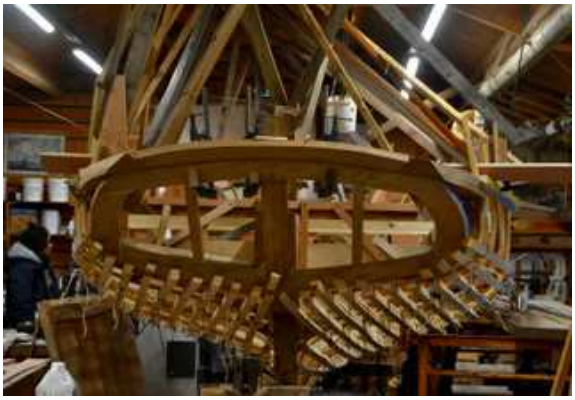
It's important to know which battery type you are connecting to your charger. Each type of battery has a very specific current and voltage charge profile that it wants to see in order to maximize its energy potential and not inadvertently shorten its longevity. If the dealer doesn't have the data, call the manufacturer. If you have the make, model, and serial number, the manufacturer will be able to recommend the voltage and current specifications for charging your battery.

Due to space constraints we will save the section on the emerging use of "Lithium-ion batteries" for the next issue of the Newsletter in the spring of 2026. As always, I welcome your questions and can be reached at *fss214@hotmail.com.*

TROPHY NAME	GIVEN FOR	2025 RECIPIENT
	Racing Trophies:	
State of Maine	Overall Regatta Winner	**Rights of Man**
Commodore's	1st Place Division 2 (sloops > 27 feet)	**Rights of Man**
Gordon Winslow	2nd Place Division 2	**Tannis**
Homecoming	3rd Place Division 2	**Gladiator**
Herald Jones	1st Place Division 1 (sloops < 27 feet)	**Salatia**
Bruno & Stillman	2nd Place Division 1	**Celebration**
Lash Brothers	3rd Place Division 1	**Banshee**
Wilbur Morse	1st in Class A	**Gladiator**
Charles Morse	2nd in Class A	**Sazerac**
Rum-Line	Skillful Class A crew retrieving the "correct" buoy	**Sazerac**
Danforth	Middle of the fleet	**Gladiator**
Tannis Award	7th overall	**Old Baldy**
Jarvis Newman	1st Pemaquid sloop	**Salatia**
Liberty	1st Division 2 bald-headed sloop	**Rights of Man**
	Non Racing Trophies:	
Stanley Cup	Outstanding contribution to FSS	Carole and John Wojcik
Owner - Builder	New owner-builder who sails to Homecoming	Bennett Mark
Gladiator	Sloop who sailed the farthest to Homecoming	**Banshee**
Cy Hamlin	Skipper who returns to Homecoming after several years' absence	Bennett Mark **Morning Star**
Chrissy	Woman who keeps sloop and crew together	Not Awarded
Nickerson	Youngest crew member	Sophia Joan Phillips on **Tannis**
Spirit of Friendship	Skipper who exemplifies FSS spirit	Rusty Strange
Ray of Hope	Person or boat who has overcome adversity	Not Awarded
Post Office	Greatest gaff in boat handling during Homecoming	**Effie M**
Bancroft	Person contributing to FSS traditions	Not Awarded
Omaha	Good natured contributions to FSS	Not Awarded
Messing About	Person who truly loves "Messing About in Boats"	John Wojcik owner of **Banshee**
Bruce Morang Award	Outstanding contribution to the Yearbook	Not Awarded
Donald L. Huston	Seamanship, fun and safety	Not Awarded
Spirit of Fun	Encourages spirit of fun in the fleet	Bennett Mark

Friendship Sloop Society
347 Lincoln Street
Norwell, MA 02061

Address Correction Service Requested





A Sloop is Born!

After several years of hard work in the construction of the 22' McKie Roth design sloop, **Amann Rik 1** was launched from Skol ar Mor boat building school in France last summer. Here she is seen framed up, on the hard before the launch, and enjoying one of her earlier sails. She is the first new sloop to join the FSS Registry since 2019. These photos are courtesy of carpentry instructor Boris Proutzakoff.





*Reefed down in a stiff breeze on the second day of racing, **Noel** is in hot pursuit of **Gladiator**. (Bill Finch Photo)*



*Though it appears chaotic, **Morning Star**, **Rights of Man** and **Noel** (and possibly a few others!) have it under control rounding the mark. (Bill Finch Photo)*



*Bennett Mark, owner of #82 **Morning Star**, received the Owner-Builder award, among several others, for his excellent restoration work on the sloop. (Bill Finch Photo)*



***Celebration** #227 and her skilled crew of Merrills took home the Bruno and Stillman trophy for second place in Division 1. (Bill Finch Photo)*



*Exciting times out on the bowsprit of **Lady M** as the jib comes down. (Bill Finch Photo)*



Trophy chair Beth Langton presents the POT trophy to Jack Cronin who wonders, 'what did I do to deserve this'? (Bill Finch Photo)