

Friendships

Newsletter of the Friendship Sloop Society

Volume 36

Summer 2024

FSS.ORG

Issue 2

From the Commodore's Cabin

The Friendship Sloop Society is very pleased and excited to now be the center attraction of the first annual **Maritime Heritage Festival** being sponsored by the City of Rockland! Please come and bring your sloop if you have one, but certainly bring friends, family and yourself if you have an interest in Friendship sloops, the Maine coast, or maritime traditions and crafts.

We expect to have three days of exciting races, as well as a celebration and exploration of the maritime history of Rockland and the Maine coast involving the past, present and future, with many interesting exhibits and presentations being planned in addition to food, music and fun for all. This should be a real Festival, and not just a boat race; a gathering of friends to share and enjoy each other's company and open our boats to the public, so that they can see and appreciate the beauty and utility that make the Friendship sloop such a special sailing craft. There will also be much more of interest for people who are not as gung-ho about racing.

There may be a few changes or additions to our usual routines in Rockland that will require some flexibility, especially since this is the first-ever Festival. There will be a large tent set up in the usual spot filled with tables for exhibits and vendors but having fewer chairs than in the past. The FSS will have two tables for Chandlery items and information about the Society. There will likely be more people on the docks surveying the boats and asking questions. Our awards ceremony will take place as usual on Saturday evening, but rather than our traditional banquet there will be a dance with live music put on by the City of Rockland, open to all! Food trucks and nearby restaurants will be available for our dining pleasure.

The FSS was created to promote and share the joys of sailing these particular American sailing craft, and I am sure this Festival will bring many more opportunities to do just that. I hope we all can do our best to make the effort to gather as a Society of friends and Friendships, to continue to grow and maintain our Charter, and to bring more people into the Society to learn the value of sailing on board a Friendship sloop.

I for one am very excited to see each and every one of you, and to invite any of you who may be reading this who haven't been down to see us recently: please come to the Friendship Sloop Society Homecoming Regatta in Rockland Maine, July 18-20 and meet the Crew!

Andy Zuber, Commodore
Gladiator #71

Looking Back – A series of and for the Friendship Sloop Society

“Eight Bells”

By Dave Graham, FSS Historian

We all know that life's never-ending cycle has a path with which to follow, and so it is within our beloved Friendship Sloop Society that the cycle has very recently struck three times. Thus, it is my very sad duty to report three recent losses from the Society.

Former Commodore Paul C. Haley

September 4, 1946 – February 5, 2024

Our first recent loss came unexpectedly when word was received that we had lost our 21st Commodore, Paul C. Haley. Born and raised in Marblehead, MA, Paul's early life was spent not surprisingly on the water, when he assisted his brother David in running David's "Marblehead Marine", a company largely devoted to repairing waterfront storm damage.

Branching out on his own, Paul developed a strong interest in working aboard research vessels along the US east coast, which eventually culminated in a career as a member of the National Association of Marine Surveyors, specializing in large wooden vessels such as the **USS Constitution**, the Presidential Yacht **Sequoia**, the schooner **Ernestina**, the **Mayflower II** and many more.

It was a proud day in Paul's life when he acquired the sloop **Tern** #24 which he lovingly owned and restored through her 100th year and beyond! It was through his ownership of **Tern** that Paul developed an interest in the Society, which led him into becoming a member of the hierarchy and the 21st FSS Commodore. Paul "slipped his mooring" earlier this year on February 5 and will forever be missed by all who came in contact with him.

Race Committee Member Richard P. "Dick" Campbell

July 6, 1934 - March 10, 2024

Our second loss within five weeks came to us only recently when word was received that longtime FSS Race Committee member Dick Campbell had passed away in his home at Old Saybrook, CT following a brief illness.

Earlier in life, Dick was a United States Navy 2nd Class Radarman, serving aboard the **USS William R. Rush** (DD-714), homeported in Naples, Italy, and was proud to have become a "Tin Can Sailor". After serving his country, Dick attended Northeastern University and enjoyed a long, industrious career

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Membership / Registrar News

By Carole & John Wojcik

Deb Plumer, former owner of **Desiree** #226 (now **Adagio**) sent this note and photo:

In February, past Commodores Deb and Larry Plumer traveled to San Diego to visit their youngest son Jason and his partner Sharna. Jason set up a charter on **Liberty** #157, owned by Capt. Phillip Schutt who runs a charter business in San Diego Bay. The Plumer's were thrilled to get aboard **Liberty**, as they had built their boat **Desiree** as a replica of **Liberty** using then owner Dick Salter as a consultant. Larry is happy to report that **Liberty** sails beautifully, just like **Desiree**. Capt. Phil had Larry take the helm for the entire sail. Capt. Phil operates his charter business "Sail **Liberty**" year round. **Liberty** stands out in a harbor full of aluminum masts. Her grace and lines are something to behold! If you visit San Diego, look him up at info@sailliberty.com. He loves **Liberty** and all that the Friendship Sloop Society represents.



Larry & Deb Plumer with son Jason enjoy a sail on **Liberty** #157 in San Diego Bay while visiting this past winter.

Tom Dykstra sent the following:

I have donated the 30' sloop #9 **Amity**, built in 1901 by Wilbur A. Morse to the International Maritime Library in Winterport, ME. They will charter the sloop and likely sell her with the funds going to the Penobscot Maritime Museum.

Tom Ash, former owner and restorer of #32 **Nomad**, a 32' Class A original built by Wilbur A. Morse in 1906:

Hello, here is a brief overview of **Nomad**'s 30 plus years return to the sea. I finally got her floating this August, unceremoniously at the boatyard where I work. The yard crew was kind enough to take time from lunch on a rainy day and in she went. She took right up and I instantly knew I didn't own her any more. She belonged to a sailor not a restorer.

Within a week word somehow got out and a fine young lad, an apprentice to Harold Burnham was aboard. Tucker Smith of Gloucester now has the helm and I am very pleased to still be

involved. I can't thank the FSS ENOUGH for the guidance, advice and inspiration on this journey.

Fred and Jamie Newhart of Jensen Beach, FL are the new owners of #171 **Resolute**, formerly the **Golden Anchor** of Marblehead, MA. **Resolute** is a Newman Dictator finished by Tom Morris. The sloop joins their other two traditional vessels, the scow schooner **Lily** and 22' Marshall catboat **Margot**. Their charter company, Treasure Coast Sailing Adventures is located in Stuart, FL.

Chris Gerkin of Lamoine, ME has recently purchased #10 **Mary Anne**. Chris will be restoring the sloop starting with refastening the planking below the waterline before moving the sloop to his home in Lamoine. **Mary Anne** was previously owned by Dr. Joe Griffin of Damariscotta who passed away last July after owning the sloop since 1969.

Looking Back

(Continued from Front Page)

with Pfizer Global Manufacturing.

Dick became a member of the Society when we lost his older brother, Leo, some twelve years ago. Following in Leo's footsteps, Dick served as both the Race Committee line-observer and the handicap scorer. He was quick to acquire the knowledge and skills necessary to perform Leo's tasks.

As Dick's Race Committee effort will always be considered **superb**, and his kind, gentle and generous nature appreciated by all who knew him, he will forever be missed, as a friend, a member of the Society and as a beloved member of the Race Committee.

Former Race Committee Chair Robert B. "Bob" Rex

August 28, 1924 - April 3, 2024

Our final loss of this season occurred when we learned that Bob Rex of Reading, MA had passed away peacefully at his home on April 3 at the age of 99. Bob had served as FSS Race Committee Chairman for many years and as the Society's race tactician, and he continued to attend FSS events and activities well into his nineties. Bob grew up near the ocean in Winthrop, MA and learned to sail when he was eight years old. He remained passionate about sailing and sailboat racing throughout his long life and participated in many New England regattas. He was a member of the Quannapowit Yacht Club in Wakefield, MA and was Commodore there for many years.

Bob enlisted in the Marine Corp in 1943 and served valiantly in the South Pacific as a communications expert. He witnessed the raising of the American flag on Iwo Jima through binoculars. After discharge, he married Evelyn MacLeod and started a family, raising four children together. His careers included time in the insurance business and later as a research machinist at Harvard University. Bob was admired, loved and respected by those who knew him. He leaves a large, loving family and a devoted circle of friends.

Membership Dues Reminder - dues are due! Please send your check to: Carole Wojcik, 347 Lincoln St., Norwell, MA 02061

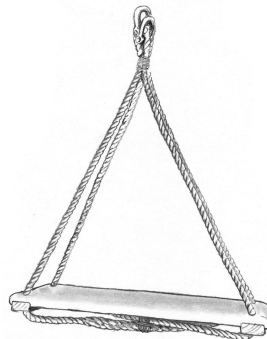
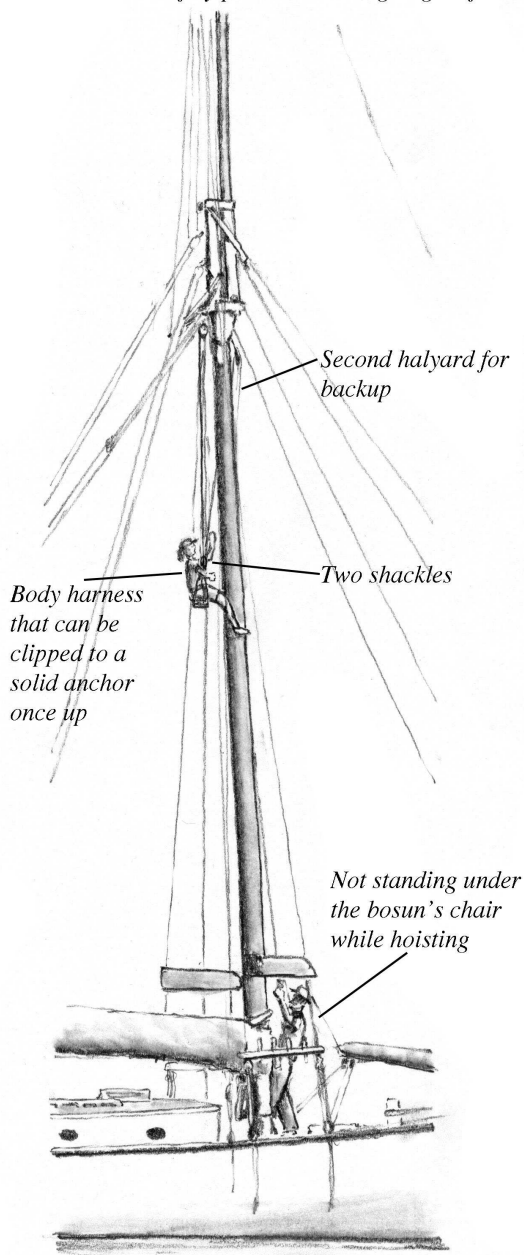
Marlinspike Seamanship

By Ted Walsh

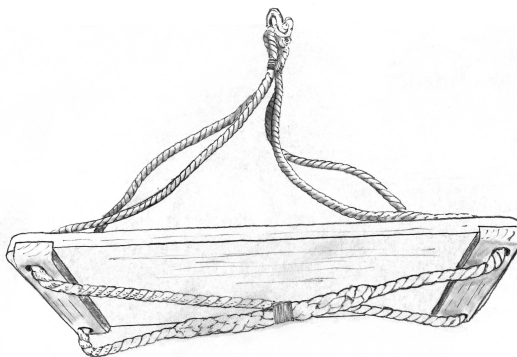
The Bosun's Chair

Sooner or later a problem develops that requires going aloft. There are a myriad of harnesses, ascenders, and commercially made bosun's chairs available, some of them quite good and many quite expensive, too. If you were going aloft regularly or planning on being high up a very tall mast, you might want one of the more complex commercial bosun's chairs that come with a variety of safety features. If, however, it looks like you may only be going aloft on the rare occasion when the rig needs immediate attention, you might want to make your own. Given the height of the mast of most Friendships, a traditional bosun's chair that you can make yourself will serve, provided you exercise some common sense and follow some basic safety practices.

Some common safety practices when going aloft:



Perhaps the most basic design is a wooden seat with lift ropes. It is simple, easy to make and honestly, more comfortable than some of the cloth and webbing versions. By having one line that crosses under the seat, the line shares the weight with the plank seat. Half-inch diameter line is adequate, and the plank should be at least $\frac{3}{4}$ inch thick. Some people use plywood for the seat because it is stronger. I am not a fan since it is also heavy and tends to delaminate at the edges, which can be very uncomfortable. The seat of our chair is made of pine and the one modification we made to the traditional and simple design is the addition of two strips of pine with the grain running 90 degrees to the main plank. The rope passes through these strips as well as the main plank and the result is still light and stronger than a plank alone.



On our chair, those strips are set in shallow routed channels, but they could just as easily be glued on and fastened with screws.



Freedom #167 and Lady M #193 settle in before the start in 2023. (Bill Finch photo)

Race Committee Update

Rich Langton, Race Committee Chair

The FSS Race Committee has been at work with the usual planning for this year's races during the Annual Homecoming in Rockland on July 18-20. The Coast Guard permit is in place and discussions continue with the Rockland Main Street business group regarding the inaugural Maritime Heritage Festival which will take place that weekend at the public landing and will focus in part on our Friendship sloop fleet! Many details remain to be worked out but our races and skippers meetings are expected to go on as scheduled. We hope for a great turnout of sloops, FSS members and friends!

We will again welcome back Peter Clapp and his handsome **Aestimare** as the RC boat, along with Jack Cronin and crew aboard the **Effie M** and Rob Armstrong with **Miss Linda** serving as patrol and support vessels. These folks donate their boats, time and expertise to keep the races safe and enjoyable for all and we are most grateful to them.

The recent passing of Dick Campbell has necessitated some unanticipated changes on the Race Committee. Dick played a critical role figuring out handicaps and race results. Essentially, he was the *numbers guy* on the team and will be sorely missed. Nevertheless, other members of the group have stepped up to fill the void and ensure that the Rockland races will continue without a hiccup.

Fred Lincoln has generously offered to take over Dick's duties. He has been in touch with Dick's daughter Ali, and she kindly sent him the Excel files Dick had set up to keep track of our racing activities. Dick Salter, as a veteran handicapper, will be looking over Fred's shoulders to make sure nothing gets overlooked. Finally, a hardy thanks to Phil Pratt who, after years of serving as our Cannoneer, has decided to step down from his exalted position on the Race Committee boat and keep his feet firmly on dry land.

If anyone is interested in joining the RC please contact Rich Langton at rich.langton1@gmail.com. We would be happy to have you aboard!

Southwest Harbor Race and Dinner

By Caroline Cronin Phillips

Hello Friendship Sloopers!!

Come join us for our annual Southwest Harbor Race and Rendezvous this year on Saturday, July 13. This is a relaxed and enjoyable event and a good opportunity to spend time with friends and family on and off the water. As former race organizers Miff Lauriat and Marge Russakoff said for years, "It's FUN, FUN, FUN!"

The skippers meeting will be held at 10 AM once again at Ralph Stanley's boat shed on Clark Point Rd. and the race will begin at 1 PM. As is traditional, the course will be a rounding of Greenings Island with some marks to heed along the way. The actual course and direction will be determined at the meeting. This race is purely for fun, though we need some bigger sloops to take down **Gladiator** who has dominated over the last few years (oops...my competitive side is showing!). There are no handicaps, the winner is whoever gets around the course first. After the race we will get together for dinner and more laughs at about 5 PM at a still to be determined gathering spot. Sadly, last year's restaurant was badly damaged in the big winter storm and will not be open.

If you are interested in joining in by boat or by land, please reach out to me at cphillips0503@charter.net and I will add you to the email chain. We hope you can join us and we look forward to seeing everyone!



Celebration #227 drifts ahead of Gladiator #71 and Banshee #180 in Rockland. (Bill Finch photo)

Trophy Update

Beth Langton, FSS Trophy Chairperson

A brief reminder that if you received a racing or non-racing trophy during the Rockland Homecoming last year, now is the time to make sure you have had it engraved to document your success before returning it. Trophies should also be dusted and polished and then handed in to the Race Committee at this year's Rockland Homecoming on July 18-20 so they can be awarded to the next winner during our awards ceremony.

Tech Tips: Seacock Maintenance

By Bill Whitney

I'm starting this article by asking some basic questions about your boat. First: do you know where all of your thru-hull penetrations are located? Second: do all of those that are near or below the waterline have seacock valves on them? If your answer to these two questions is either "I don't know" or "What's a seacock?" stop here and enjoy the rest of the Newsletter. You should also call your mechanic or boat yard and ask them to service your boat's seacocks before it's launched. For those of you who know the answers to the above questions and are aware that the seacocks require maintenance to work correctly, keep reading.

Seacocks come in many types and sizes but all work pretty much the same way, and all function to keep your boat afloat while letting seawater, sewage or engine coolant into or out of the hull. They have to work correctly and not leak, meaning they have to open and close with a little effort and work without dripping. They have to be rugged enough to withstand the rigors of a vessel under constant stress due to the motion of the sea and anything that may come in contact with it inside the hull. The specification is that it must withstand a 500 lb. side load for 30 seconds without failure. If the valve does not have a substantial base it is not going to meet this spec.

It's really easy to take seacocks for granted. In most installations they are out of sight and are not routinely inspected. Depending on your method of operation they could be operated every time you get underway or twice a year when you launch or winterize your boat. The former is preferable because the more often the seacock is operated there is less chance something will go wrong and not be noticed. Left alone for a length of time in either the open or closed position, grease will gradually harden and corrosion will take its toll. Modern valves may be designed with Teflon seals and nitrile "O" rings, but just like the older style cone valves they require lubrication to keep corrosion and galling to a minimum. The 'cone' and 'ball' are two popular types of seacocks.

All seacocks have essentially the same parts; they just take different shapes depending on the manufacturer and materials used. There is the main body, the valve body, a control shaft, a handle and grease plugs. Older styles like the cone type have adjustable nuts and washers that keep pressure on the tapered cone-shaped valve body and allow it to be completely disassembled for maintenance. The newer style ball valves are much harder to disassemble (read as practically impossible) and normally have to be taken out of the hull before you even attempt it.

Have you ever wondered what those little fittings sticking out of the sides of your seacocks were for? Those are the grease plugs. They actually have two purposes, but before we get into that it's important that you know how to remove them and why. When was the last time that you greased your raw water intake valve? How about the head/holding tank discharge valve? Did you realize that the grease actually performs three important functions? It lubricates, provides corrosion protection and acts as a sealant.

All seacocks need some form of lubricant in order to do their job of keeping the salt water outside the hull. A secondary function of the lubricant is to protect the metallic surfaces of the valve body and its core, be it a cone, ball or barrel shape, from the corrosive effects of salt water. Depending on the location of the valve within the hull, adding lubricant can be a fairly easy job or one that would challenge a circus contortionist.

The basic steps are very straightforward. First you have to find all the valves, which on some boats is a real challenge as they may be hidden by cabinetry, under machinery, or tucked in a locker that hasn't been emptied for a while. When you find them make a good drawing of their location so you remember where they are next year or when, God forbid, you are taking on water and have to isolate the system they are hooked to. Now take a good look at the valve body and identify the grease plugs on the sides of the valve.

The grease plugs normally have 1/4" or 3/8" heads that screw into the valve body to keep the grease in place. They should unscrew easily and can be replaced temporarily with a Zerk or Rajah fitting when being replenished with fresh grease. The tools required are either an adjustable wrench or one sized to fit the head of the plug, the correct Zerk or Rajah fitting (available at most auto parts stores), and of course, a tube of waterproof marine grease.

Once the plug is removed you can temporarily replace it with a grease fitting. I prefer to use a Rajah style grease fitting because it has captive pins on either side of the male fitting which capture the female side on the grease gun and provide a positive seal for the grease insuring that it goes into the valve and not all over you or your boat. Please note that the female fitting on the standard Zerk fitting tool is adjustable so that it will grab the rounded end of a Zerk fitting tightly. It is tightened by turning it clockwise and loosened by turning counter-clockwise. Be sure that you tighten it before pumping, and be sure you have a rag handy because they always leak a little grease.

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Three generations of Whitney men share the cockpit of *Gaivota* #214, with owner and Tech Tips author Bill Whitney at the helm. (Bill Finch photo)

Tech Tips: Seacock Maintenance

(Continued from Page 5)

IMPORTANT NOTE: Always put the grease into the fitting when the seacock is **OPEN**. With it open the grease is forced between the seacock body and the valve and spreads out in a thin film. If you pump the grease into the fitting with the seacock closed all you will do is fill up the middle of the valve and the grease will either be flushed out to sea or into whatever boat system it is part of. Engine cooling systems in particular don't like to have grease plugging up the heat exchanger tube bundle!

On the cone type valve there should be a resistance to the grease going into the valve because of the tight tolerance between the valve core and the valve body. The ball valve is just the opposite because there is a much wider clearance between the ball and the valve body. I like the high-pressure lever grease pump for cone valves and the low-pressure plunger type grease gun for ball valves. You can also use a cotton swab that will fit through the plug hole. All you are trying to do is get some grease on the ball surface. The ball is sealed by the Teflon seals, not the valve body itself, and some may argue that the Teflon doesn't require lubrication. They may be right, but getting some grease onto the seals will spread it across the surface of the ball as it is rotated and provide corrosion control that it would not otherwise have.

Rotation of the valve core is also an important part of any valve maintenance. One of the downsides of some of the modern seacocks is the handle. I prefer the older design with the square cut end on the valve shaft. This allows a complete 360-degree rotation of the valve body and a more complete distribution of the grease to all the important surfaces and seals. If your boat has newer seacocks and stainless-steel handles you will have to take the handle off and either reverse it to turn the valve beyond the stops or use the adjustable wrench to turn the shaft through 360-degrees.

Earlier I had mentioned a second use for the grease plugs. I have never seen anything written up on this but I remember my father doing this when the boat was left in the water one very cold winter. He removed the plugs to drain the water out of the center of the valve to prevent any trapped water from freezing and potentially distorting the valve body, thereby ruining it. It's a lesson I always remember.



One of the great joys of attending the FSS Annual Homecoming in Rockland each summer is seeing so many Friendships up close at the docks and under sail, captured beautifully in this Bill Finch photo.



Tannis #7 with Cindy Cronin tending the headsails creeps up on an unsuspecting Noel #272. (Bill Finch photo)

Friendship Memorial Scholarship Fund

By Phil Pratt, Chair

"The hope is that this Fund will grow and that subsequent years will see much more available for annual awards." Thus spoke Scholarship founder Bill Pendleton in the inaugural year 1968 in the FSS Yearbook.

While the Friendship Memorial Scholarship Fund has grown substantially over the last decade with ever-increasing total dollars awarded to deserving students from the town of Friendship, ME, there is always room for improvement by targeting successful fundraising efforts and methods and gearing them toward the future.

The Trustees continue to strategize about outreach, attracting more financial support, continuing the growth of the endowment and awards, and ensuring the perpetuity of the Fund and its stated goals. The 2024 Appeal was mailed in January. Please contact John or Phil if you did not receive one.

The 2024 Appeal is a major step toward propelling the Fund successfully into the future and the Trustees once again want to sincerely thank all contributors and supporters for your help in keeping the Fund growing and thriving. The Chairman and Vice Chair are always available to answer your questions and discuss your ideas.

Sincerely,

John Homon, Vice Chair (207) 354-0409, kwhomon@gmail.com

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

GO DIGITAL

We continue to encourage members to subscribe to the digital version of our twice yearly FSS Newsletter. Advantages include color photographs, a full extra page of said photographs and an early arrival in your inbox! Send us a note to sign on at newsletter@fss.org.

2024 Calendar of FSS Events

(some dates are weather dependent)

Red Brook Harbor Rendezvous

(Buzzards Bay, MA)

Tuesday, July 2

Scituate Harbor Rendezvous

Wednesday, July 3

Cape Ann Rendezvous

Thursday, July 4

Boothbay/Linekin Bay Rendezvous

Tuesday, July 9

Southwest Harbor Rendezvous,

Race and Potluck Supper

Saturday, July 13

Pulpit Harbor (North Haven) Rendezvous

Tuesday, July 16

63rd Annual Rockland Homecoming:

Rendezvous and Races

Rockland Public Landing,

in conjunction with the

NEW Maine Maritime Heritage Festival

Races on Thursday, Friday and Saturday,

July 18-20

Sloops arrive Wednesday, July 17,

depart Sunday, July 21

Thursday & Friday races, start time 1 PM,

Saturday at noon

Skippers meetings & crew call daily,

11 AM under the tent

- *Welcome:* Informal BYO drinks and snacks under the tent, on the floats, on the sloops, Wednesday afternoon/evening

- *Parade of Sails:* Saturday morning, Rockland waterfront, prior to the race

- *Awards Ceremony:* Saturday night, 5-6 PM, Rockland Public Landing, under the tent

(Note: there will be NO Banquet this year!)

FSS Annual Meeting

Saturday, November 16

Best Western Merry Manor Hotel,

South Portland, ME

Events of Interest - Summer 2024

New England Waters

(please check websites for confirmation)

****Casco Bay Gaffers Race, Portland, ME**

June 23, free, 8th year, 11 AM start

After-race pot luck at Orrs Bailey Yacht Club

www.schooneralert.com or (207) 841-9125

Wooden Boat Show, Mystic, CT

June 28-30, annual show at Mystic Seaport

Presented and produced by WoodenBoat Magazine

www.thewoodenboatshow.com

Windjammer Days, Boothbay Harbor, ME

June 23-29, 62nd annual festival,

events for the whole family

www.boothbayharborwindjammerdays.org

****Camden Classics Cup, Camden, ME**

July 25-27, 9th annual event

www.camdenclassicscup.com

****Eggemoggin Reach Regatta, Brooklin, ME**

Saturday, August 3,

all wooden boats 24 ft. or longer welcome

www.erregatta.com

****Chowder Cup Race, Friendship Harbor, ME**

Saturday, August 3, one day race, free, 43rd year!

Contact Charlie Witherell at cbwitherell@gmail.com

or Bill Shaughnessy at

william_shaughnessy@comcast.net

Corinthian Classic Yacht Regatta,

Marblehead, MA

August 10-11, Corinthian Yacht Club,

Marblehead, MA

www.corinthianclassic.org

****40th Annual Gloucester, MA Schooner Festival**

August 28-September 2,

Gloucester Harbor Waterfront

www.maritimegloucester.org

(** indicates Friendship sloops welcome with registration)



Friendship Sloop Society
347 Lincoln Street
Norwell, MA 02061

Address Correction Service Requested

Amie's Plight

If you have checked the FSS website's (fss.org) "Sloops for Sale" page recently you've probably noticed a very large number of Friendship sloops for sale looking for good homes and passionate owners. Some of them have been listed for years, some have just been added. There is endless variety in this collection: age, length, construction materials and location.

We recently received this note from member Harvey Nobe in the Seattle, WA area: "I have some sad news, and I'd like your help. I've kept **Amie** at the Center for Wooden Boats in Seattle for almost 30 years. We've had a good relationship that has helped us both. A couple of weeks ago, the Center told me they were terminating our moorage agreement, and they want **Amie** off their docks by late summer. Also, I'm getting older, and have more and more trouble sailing and keeping up with **Amie** and her needs.

I had hoped to offer **Amie** to a group or person who would respect and maintain the heritage & tradition of the Friendship sloop. That person/group does not appear to exist in the Pacific Northwest. Can I place a mention in the FSS Newsletter for a Friendship sloop for very little money to a good home? Please think about it and spread the word around.

I only have till this fall to find a new owner for her and I worry I won't have a new, caring home for her in time. I've

tried the local Sea Scouts, and they don't take boat donations anymore."

Anyone interested in learning more about #213 **Amie**, pictured below, can contact Harvey at capnharv@aol.com.





***Celebration** #227 and **Banshee** #180 in competition for the lead in 2023. The Merrill family's **Celebration** went on to win the Division 1 class. (Bill Finch photo)*



*The mighty **Tannis** #7, always magnificent under full sail and manned by several generations of the Cronin family, was the State of Maine trophy winner in 2023. (Bill Finch photo)*



George Hagerty on left, the FSS Yearbook editor and owner of two sloops, chats with renowned boat builder and shipwright Harold Burnham at the 2023 Annual Meeting. (Laurie Raymond photo)



***Freedom** #167 on the left and **Rights of Man** #52 couldn't be much closer beating to windward and no doubt having a friendly dialogue on this perfect sailing day. (Bill Finch photo)*



*Crew members Rayned Wiles and Stacy Spaulding from the Chesapeake Bay area and owners of #255 **Genevieve**, are ready on the bow of **Salatia** #90 with skipper Miff Lauriat on the helm. (Bill Finch photo)*



*From the left, **Jabberwocky** #189, **Gladiator** #7, **Sazerac** #44 and **Freedom** #167 coast along in the light air that characterized much of the racing in 2023. (Bill Finch photo)*