

Friendships

Newsletter of the Friendship Sloop Society

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Summer 2017

Issue 2

Commodore's Message

Well, winter is finally gone and now we can get the boats uncovered, cleaned up, painted, and back in the water where they belong for the upcoming sailing season. Mark your calendars and join us for the two Friendship Sloop Society rendezvous scheduled for this summer.

July 15 is the Southwest Harbor Regatta, which Miff and Marge Lauriat have built up as a non-handicap race. I have not had the pleasure of making it there yet, but by all accounts, a very fun time is had by all.

Next we move on to Rockland, July 20-22. The city of Rockland has been very accommodating, allowing the participating sloops to use the public landing to tie up. This offers us the opportunity to socialize with other sloop owners, and allows the public to easily view and visit the sloops. Rockland has unparalleled access to amenities like shops, restaurants, marine stores, and more, all a very short walk from the dock. Also on the waterfront is the Sail, Power and Steam Museum. They are in the process of rebuilding **Blackjack** #19, and hope to launch her the week we are there.

As part of the FSS Homecoming activities, on Wednesday, July 19, we are having a casual BYO drinks and snacks under the tent, to welcome old friends returning and hopefully some new ones. This is the first time we've had this and with any luck, we'll make it a regular part of the schedule. Thursday, July 20, is the first day of racing, with the rowboat races afterwards. Friday, July 21, is the second day of racing followed by the team scavenger hunt, and Saturday, July 22, is the final race, capped off with the awards banquet that evening.

It all adds up to a wonderful time with some fantastic boats and a great group of people. Please come and join us by land or by sea as we celebrate the beauty that is the Friendship sloop!

Jeff Cronin, FSS Commodore



(Photo courtesy of Bill Finch)

Introducing Diane Huston Fassak

Diane Fassak is the new Vice Commodore of the FSS, promoting the Society into the next generation of leadership and growth. She's also the first woman to formally assume that title, and has been involved with Friendship sloops since the early days of the Society.

Diane has sailed all her life, primarily aboard Friendship sloops in the Gulf of Maine. She christened her dad's sloop **Eagle** #53 in 1965 when she was 9, beginning a life-long love of Friendships and the bonds they inspire between and among families. Hers is a multigenerational association with the FSS, starting with her parents, the late Don and Dot Huston, including herself and husband John, and now their two children, who have also grown up sailing the sloops. Diane grew up with children of similar FSS families like the Cronins, Becks, Burnhams, and Lashes, attending annual Homecomings and other events through the years.



***Tannis** and **Eagle** ghosting along together in the early days of the Society. (Photo courtesy of Diane Fassak)*

Diane and John currently own the 40 foot 1902 Charles Morse built **Westwind** #95, which they acquired in 1980, and have been restoring for many years, more recently with the expert craftsmanship of Richard and Ralph Stanley. Launch in Downeast Maine is expected soon, and as the boat has been a backdrop to Fassak family life for years, they are enlisting their children, Laura and John Donald as crew and able-bodied participants in sailing the sloop and attending future Homecomings.

(Continued to Page 8)



Thoughts on Origins

By Bill Zuber

I would like to comment on the role that the Maine sloop boat, AKA the Friendship sloop, played in the history of the Maine coast, and why it happened as it did.

The Maine islands were the first to be settled, and retained by the far greatest portion of the population of the state until circa 1920. Many things contributed to this: the French and Indian Wars, the lack of any reasonable land transport, the close location to the fishing grounds, (a big part of the settlers' diet), the slightly better growing season with the maritime influence of the sea, and the lack of predators for the domestic animals. It became imperative for these island dwellers to have reliable water transportation suited to their specific needs.

Many types of moderate sized "sloop boats" had evolved over the early years of our country, the design depending on the geography, sea state, and economic needs of that area of the coast. The Maine sloop boat went through that same process, from the small centerboard Muscongus Bay sloops, to the "Friendship sloop" that is such a successful combination of form and function. It is well worth the effort of preserving both the history and the vessels we still sail.

I have owned the Friendship sloop **Gladiator** since 1967. I brought her back to her birthplace on Bremen Island in the Medomak River in 1973. We had sailed her from New Jersey to Friendship and back in 1967 and 1970, to participate in the Friendship Sloop Society's Regattas. Her final trip from New Jersey to Maine occurred in 1973, arriving at her mooring in Friendship Harbor. We are currently researching her history in honor of her 115th birthday of March 28, 1902. She spent roughly 30 years in the Chesapeake Bay area around Annapolis and Baltimore before returning north to Barnegat Bay, where we found her. We have 50 years of photos and articles about **Gladiator**, pictured above.

Race Committee News

The FSS Race Committee met on April 14 to hammer out the details of this year's 2017 Homecoming Regatta in Rockland, slated for July 20 – 22. Dave Graham continues as RC Chairman, and reports that he is delighted to welcome Bill Whitney to this hardworking group of volunteers. Bill will continue to skipper **Gaivota** #214, during the races, but will contribute his wisdom from years of sailing experience to the RC during the Rockland regatta, and throughout the year. Bill joins Dave, Dick Salter, Fred Lincoln, Dick Campbell, Bill Zuber, Phil Pratt and Bob Rex. Fred, as the RC Secretary, will be maintaining records of trophies and award recipients.

The focus in Rockland this year, as in years past, is safety and awareness by participating sloop skippers and crew. The Rockland course can be challenging and exciting, with shifting breezes, several shoals, a busy load of private and commercial marine traffic (including the ferries that run to Vinalhaven and North Haven), in addition to our own "Handicap Alley".

The RC not only sets and monitors the course, but also must receive prior approval for the races from the regional Coast Guard office in South Portland. Additionally, the Rockland Harbormaster and the Superintendent of the Maine State Ferry system are informed of our race program and race course. During each day's race, the RC remains in contact with these organizations. It remains the responsibility of the sloop skippers to sail safely and wisely, avoiding potential problems with other boats, particularly the scheduled ferries and other large commercial vessels.

In addition to the handsome **Cinchona** returning as the Race Committee boat, we hope a new support vessel will be with us this year joining Jack Cronin's beautiful **Effie M.** Dick Salter has only recently announced his possible acquisition of **Messing About**, a traditional 28-foot lobster boat.

At some time during our 2017 race program, it is anticipated that Capt. Jim Sharp will be launching the newly refurbished **Blackjack**, one of the most elderly ladies in the Society's fleet, from the Sail, Power and Steam Museum.

The RC, as always, wishes all participating sloops favorable winds and seas, safe transits and peaceful harbors for the upcoming season, and hopes to see as many Friendships as possible in Rockland this year!



Division II sloops heading to the first mark reefed down during the Rockland Homecoming of 2016.

(Photo courtesy of Bill Finch)

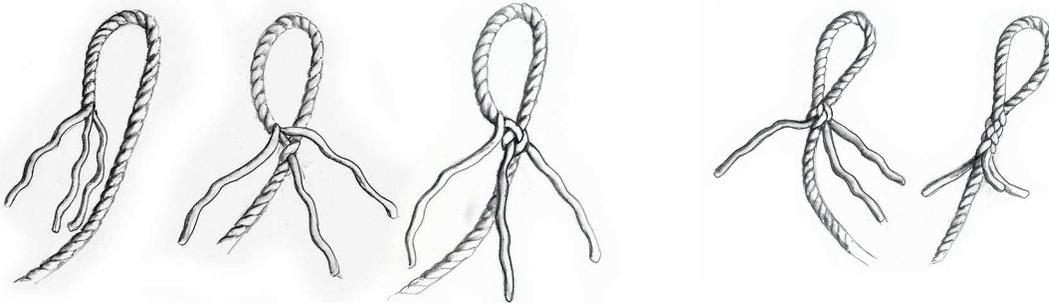
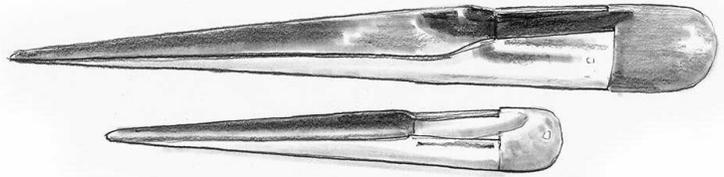
Marlinespike Seamanship

By Ted Walsh

Hollow fids

Splicing is one skill that goes along with the routine maintenance of a traditional sailing vessel. This is not a hugely difficult skill to learn and there are literally dozens of videos on the internet that demonstrate different splices (some videos are better than others).

Most of you reading this are familiar with splicing, and some of you are masters of the art. A diagram of a simple eye splice illustrates the basic principles of splicing, but neither it, nor those videos mentioned, deal with the most difficult aspect of splicing three strand rope, which is that it really is almost a three-handed operation.



Untwisting the strands of the standing part of the line, holding the strands open, and pulling through a strand to form each step of a splice, while keeping the yarns of the strands from catching on each other, are operations that all need to happen at almost the same time.

A hollow fid can make this job considerably easier. In essence, this tool becomes the third hand you need to make the process of threading the strands easy.

Inserting the fid between the strands to be separated spreads the strands, holds them apart, and provides a smooth, hollow surface through which to pass the strand you are working with. It also leaves both hands free to work the strand that is being spliced into correct position, and the smooth metal surface of the fid keeps the yarns of the different strands from catching one another and making a mess of your splice.



While simple and inexpensive, those of you familiar with this tool already know how valuable it is. The two most common sizes are 7" and 11", and of the two, the 7" is the most useful size. You can expect to pay between \$10 and \$20 for a 7" fid and it's well worth the price. In some instances the wooden handle is only attached with one rivet; a Turk's head knot will give you a more secure handle.



Membership Report

Carole Wojcik, Membership Chairman, has received the following notes from members as they have renewed their membership for 2017:

From David Frid and Kim Thomas, owners of #242 **Tecumseh**:

“Ahoj All! **Tecumseh** and crew returned October, 2015 to Lake Ontario after spending the winter of 2014-15 in Florida and the Bahamas. As usual, **Tecumseh** was admired by all, and of course, was at home wherever she anchored. Looking forward to 2017-18; we are keen to bring her to Rockland again... Our best to all!”

Russ Perrin, owner of # 210 **The Sloop John B**, which he sails on Canandaigua Lake in upstate New York, sent along the following:

“**The Sloop John B** is safe in its cradle looking south down Canandaigua Lake. We are slowly edging forward and learning the ropes of sloop ‘caretakership’. We find two things that are constant. They are: when we are out sailing, some boat will approach to comment what a beautiful craft, and to ask questions. Every time. The other is that each new crew, either veteran sailor or green, comments on what a fine vessel she is under sail!

As far as the name **The Sloop John B** goes, I can’t say with certainty, but I think Erik Darling may have named her. Eric was a family friend and a recording artist, a member of the Weavers and the Tarriers, as well as the Roof Top Singers. He is at the helm in our picture in “Lasting Friendships”. The song “Sloop John B” was made popular by the Kingston Trio and later by the Beach Boys. The original dates back to 1916.”

Philip Schutt and his wife Jessica Holbert, owners of #157 **Liberty**, have joined the Society and sent along the following:

“We are so happy to have hauled **Liberty** from the Great Lakes to San Diego. We have been giving sailing tours on her for two years now. This was after a half-year restoration process!

She arrived like a Christmas present in December, 2014. Philip and his brother John, with the help of a talented painter, David, restored her by hand. We launched her, and our sailing business in August, 2015.

Our company name is “Sail **Liberty**”. We give tours around San Diego Bay, and as you can imagine, she is one of the most unique boats to grace Southern California waters.

We would appreciate being able to put our website link on your FSS Member site: sailliberty.com We are also on Facebook. Thank You!”

A Reminder To All: If you have not done so yet, please renew your membership with the FSS for 2017. We depend on you! Dues can be sent to Carole Wojcik, 347 Lincoln Street, Norwell, MA 02061. Thank you!!

Registrar’s Report

Registrar John Wojcik took on a project to contact sloop owners who we have not heard from in a while to verify if they still own their sloops. He mailed out a number of letters in late March, and several replies have come back, including the following note from David Major, owner of #175 **Edelweiss**, a 15’ sloop he built in 1976:

“Thank you for contacting me regarding my Friendship sloop **Edelweiss**. I built her as a teenager and sailed her through my later teens and twenties. Then I turned her into a playhouse (playboat) for my children by cutting her off at the waterline, mounting her overlooking Delano Cove in Friendship, mast, bowsprit, and wheel all in place. Now she has come to the end of her years and will not be setting off across any sea, real or play. All we have left are a few rotten old planks and more than a few great stories.”

(Ed Note: A story about the building and adventures of **Edelweiss** by Dave’s brother Steve, can be found in the 2005 FSS yearbook)

Noel March sent along the following note:

“Our old friend **Content** #5 has taken possession of her new owners, Ed Staples and Sue Drady of Georgetown, ME. Ed is a wood craftsman and guitarist, Sue is a pharmacist, and both are lifelong sailors who are thrilled to take on the adventure of restoring, re-rigging and re-launching our important member of the Friendship sloop fleet back into the same waters where **Content** was built by Stuart Ford in 1961. The circle is complete...”

What the Heck???



Gladiator has been winning a lot of races lately, and owner Bill Zuber is sure it’s because of this customized stainless prop protector. We’re not so sure....

.”

Blackjack Update



*Captain Jim Sharp, Director of the Sail, Power and Steam Museum in Rockland sent us the following progress note on the ongoing #19 **Blackjack** restoration:*

The deck framing and cockpit sole are in, and cockpit layout is complete. We are ready to deck her over and build a cuddy-cabin, giving her the profile that she would have had when Wilbur Morse built her in 1900. Volunteers have been working on the steering gear, and mast and spars so they will be ready. The hull is now caulked and puttied for the most part. The ceiling is finished. There are still a thousand things to do which are detail work and take time but we still hope to splash her this summer. The museum is proud to preserve this vessel, a true icon and one of the oldest original Friendships still in existence, and we hope to have her out hauling the old wooden traps to demonstrate to the public the method of fishing under sail in Maine. It remains a huge and expensive undertaking, and donations are most welcome.

For more photos and information, visit the Museum website at www.sailpowerandsteammuseum.org.



A Family Affair: Son Rebuilding Sloop Shipwright's Dad Built

By Times Staff, Mar 13, 2017

(Reprinted courtesy of the Gloucester Daily Times)

ESSEX — Eleven generations of Burnhams have carried on the shipbuilding tradition in Essex, and now there is a 12th.

Alden Burnham, 22, has been learning the art of shipbuilding from his father, Harold, a master shipwright, since September when the two received a traditional arts apprenticeship grant from the Massachusetts Cultural Council. His father is the 28th member of his extended family to run a shipyard since Essex became incorporated, the 11th generation to build wooden ships of sail at the end of Burnham Court along the Essex River.

As an introductory project, the father and son are working together on a 22-foot friendship sloop built 47 years ago by Harold's father, Charles, and named the **Maria** after Harold's mother. The **Maria** was the first boat built by Charles Burnham. It was built at Essex in 1970, launched in 1971 and sold to make money for Charles Burnham's next boat project in 1972. The boat has been out of the water, drying and rotting, for years. The Burnhams bought the boat back a few years ago in the estate sale of the man who bought it from Charles Burnham.



Alden Burnham on right with his father Harold on the left and his grandmother Maria. (Photo by Paul Schwartz)

Alden represents the 12th generation of Burnhams who have worked as boatbuilders in Essex. Harold has been giving Alden pointers, but Alden is doing most of the work. Charles Burnham, now in his mid 70s, occasionally drops in to see what his grandson is doing.

"He walks by and says the person who built that boat didn't know what he was doing," says Alden. Sometimes the elder Burnham likes to puzzle his grandson: "He says, 'That's not how I'd do that' and then he walks away.

(Continued to Page 8)

2017 Calendar of FSS Events

(June dates dependent on cooperative weather)

Red Brook Harbor Rendezvous

(Buzzards Bay, MA)

Sunday, June 25

Scituate Harbor Rendezvous

Monday, June 26

Cape Ann Rendezvous

Tuesday, June 27

Southwest Harbor Rendezvous, Race

and Potluck Supper

Saturday, July 15

Pulpit Harbor (North Haven) Rendezvous

Tuesday, July 18

57th Annual Rockland Homecoming:

Rendezvous and Races

Rockland Public Landing

Thursday, Friday and Saturday, July 20-22

Sloops arrive Wednesday, July 19

Races on Thursday, Friday and Saturday (start time 1 pm)

Depart Sunday, July 23

- Welcome Reception: Informal BYO drinks and snacks under the tent Wednesday afternoon/evening
- Parade of Sails Saturday morning, Rockland Breakwater at noon prior to the race
- Dinner & Awards Ceremony Saturday night, 5 pm, Rockland Public Landing, under the tent

FSS Annual Meeting

Saturday, November 18

Best Western Merry Manor Hotel, South Portland, ME



Tad Beck's *Phoenix* #91 (Photo courtesy of Bill Finch)

Events of Interest - Summer 2017

New England Waters

(** means Friendship sloops welcome with registration)

Windjammer Days, Boothbay Harbor, ME

June 25 – July 1, 55th Annual Festival

www.windjammerdays.org

Wooden Boat Show, Mystic, CT

June 30-July 2, 26th Annual show at Mystic Seaport

Presented and produced by WoodenBoat Magazine

www.woodenboat.com

**Camden Classics Cup, Camden, ME

July 27-29, 2nd Annual event

Presented by Lyman Morse at Wayfarer Marine &

Camden Yacht Club

www.camdenclassicscup.com

**Sweet Chariot Music Festival, Swan's Island, ME

August 1-3, arrive by boat!

www.sweetchariotmusicfestival.com

**Chowder Cup Race, Friendship Harbor, ME

August 5, one day race, free, 37th year!

Contact Charlie Witherell at cwitherell@roadrunner.com

or Bill Shaughnessy at william_shaughnessy@comcast.net

**Eggemoggin Reach Regatta, Brooklin, ME

August 5, all wooden boats 24 feet or longer are welcome

8 Classes of vintage wooden boats, 15 mile race course

www.erregatta.com

Corinthian Classic Yacht Regatta, Marblehead, MA

August 12 and 13

Corinthian Yacht Club, Marblehead, MA

www.corinthianclassic.org

**Antique and Classic Boat Festival, Salem, MA

August 26 and 27, 35th year!

Brewer Hawthorne Cove Marina, Salem, MA

Pat Wells, Festival Coordinator, 617-666-8530

NEW: Gaffers in Casco Bay

New this year, a gaffers rendezvous/race will meet up in Portland Harbor at 11 AM on Monday, June 26, following the Tall Ship Portland event, and head toward Bailey Island, with anchorage or moorings available afterwards. An informal get together at 5 PM at Cook's Lobster and Ale House on Bailey will follow. Organizers Perry Davis and Peter Thompson of the American Schooner Society encourage any Friendships in the region to take part. The website schooneralert.com lists the Gaffers Race as a special event with more information. Contact Perry at 970-379-4931 or captainperry@hotmail.com for more info. He notes that registration is optional; just show up, participate, and enjoy the day!

Friendship Memorial Scholarship Fund

A Component of the Maine Community Foundation (MCF)

By Philip C. Pratt II, Chairman

In 2016 the Trustees of the Friendship Memorial Scholarship Fund (FREN) awarded \$1200 each to 5 high school seniors pursuing a post-secondary education, and \$500 to each of two high school graduates continuing their post-secondary education.

Graduates:

James Allan Vandett, University of Maine, Orono	\$1200
Emily L. Wotton, University of Colorado, Boulder	\$1200
Alexia N. Hilt, University of Maine, Orono	\$1200
Riley J. McCollett, University of New England, Portland	\$1200
Duncan K. MacLeod, University of Maine, Orono	\$1200

Continuing Education:

Kristen L. Simmons, University of Maine, Farmington	\$500
Jennifer M. Delano, University of Maine, Augusta	\$500

The total dollars awarded came to \$7000. (Note: a scholarship was awarded to a 6th graduating senior who has decided to take a year off before starting his college education.)

As of December 31, 2016, the endowment for the Fund was \$128,921. The Fund received Gifts "In Memory Of" the following individuals in 2016: Barbara Lash, Winfield Lash, Sally Foster, David Merrill, Robert Strickland, and Elbert & Connie Pratt.

2017 marks the 50th anniversary of the inception of the Fund, and the **Matching Gifts** program is well underway to increase the endowment, and thus the scholarship amounts awarded annually. Every gift received by the Fund in 2017 will be matched 100% up to a total of \$20,000, increasing the endowment by a total of \$40,000.

For more information about the Fund, gifts, and qualifications to receive a scholarship please contact Phil Pratt (207-832-4335, P.O. Box 129, Friendship, Maine, 04547, davisloop100@gmail.com).



Bramen Cronin & friends enjoy a peaceful moment aboard Tannis. (Photo courtesy of Bill Finch)

Leo R. Campbell (1928 – 2017)

Leo R. Campbell Jr., 88, passed away peacefully at his home in Reading, MA, on January 12, 2017. Leo was born in Medford, MA, and was a graduate of Northeastern University, earning a Bachelor's degree in Mechanical Engineering. He worked for and retired from Polaroid as a Mechanical Engineer.

An avid sailor, Leo was for many years, a member of the Quannapowitt Yacht Club of Wakefield, MA, and the Friendship Sloop Society, where he owned the sloop **Charity**, and crewed on many others. His greatest contribution, though, was as a long-time, valued member of the volunteer FSS Race Committee. He also enjoyed tinkering with and working on cars. Leo proudly served his country during WW II in the US Coast Guard, and in the US Air Force during the Korean conflict. He is survived by and greatly missed by his four children, numerous grandchildren and great grandchildren, and many friends.

As a fitting tribute, the 2017 FSS Yearbook will be dedicated to Leo for his years of participation with the Race Committee, and his many important contributions to the Society.

Cy Hamlin (1918 – 2017)

Father of the FSS Handicap System

By David Graham

Word has been received that on March 17th we lost Cyrus Hamlin. "The father of our FSS handicap system" passed away at age 98 following a brief decline in his health.

Cy Hamlin was a self-taught naval architect, whose vast knowledge on the subject was gained through a life-long gathering of experience and on-the-job training. He was commissioned by the United States Naval Academy to supervise the design and construction of its early racing yawls.

Later, at the request of notable early members within the Friendship Sloop Society hierarchy, Cy was engaged in a project to come up with a handicap system that would work for the Society, a system that is still largely in use to this day.

Cy was pre-deceased by his first wife, Jean Hamlin. In 1992 he married Mary Jean Piaget, with whom he also shared the enjoyment of sailing the coast of Maine. It was also in 1992 that his 29'10" keel-cutter, the **M.L. Hamlin**, designed by Cy, was launched at the Benjamin River Marine yard in Brooklin, Maine. It was on the **M.L. Hamlin** that Mary Jean and he spent many pleasant summers, cruising the coast between Kittery and Eastport.

A memorial service was held for Cy Hamlin at DiMillo's Restaurant on the waterfront in Portland Harbor during the late afternoon of March 28th, a fitting location to say "Good Bye" to an old friend who had given so very much of himself to the environs of the coast of Maine and beyond.

(Look for a more detailed article on Cy in our coming 2017 FSS Yearbook).

A Family Affair

(Continued from Page 5)

The Manchester Essex Regional High School alumnus graduated from Boston University last year after studying history and teaching. He's currently working during the week teaching children at a school in Mattapan how to build a small boat. Harold Burnham says his son's interest in teaching fits well with his growing interest in continuing the family craft.

Alden says he really enjoys working on his grandfather's boat: "I'm having a blast."

The Burnhams hope to complete the restoration of the **Maria** by late May, when they hope to have a public launch. It will be the first time in more than 20 years that a large boat has been launched from the barn at the Burnham Shipyard. The larger **Ardelle** was constructed outside, in the yard.

Water in the Bilge?

If you're wondering whether the water in your bilge is of the salty or fresh variety, there may be another option to taking a big slug of the stuff to find out. As indelicate as it may seem, Captain Dick Salter suggests spitting into it. If the spit disperses, it is fresh water, if it does not, it is salty. Thanks, Dick....who knew?

Jarvis Newman Receives Special Award

Boatbuilder Jarvis Newman (pictured at right), of Southwest Harbor, has received the Remember ME Lifetime Achievement Award from the Maine Health Care Association. The award was presented by Maine first lady Anne LePage, and honors Maine residents living in long-term care settings.

Jarvis grew up in Southwest Harbor and attended Wentworth Institute of Technology. He worked in the jet engine department at GE, then returned to Southwest Harbor with his wife Sue and two daughters, to begin his boatbuilding career working in the fiberglass shop at Hinckley Yachts.

Seeing the potential for fiberglass boats of all styles, Jarvis started making molds from a locally built rowboat, and shortly after made his first Friendship sloop mold, the 25 foot Pemaquid. He then teamed up with fellow Southwest Harbor boatbuilder and designer Ralph Stanley to produce the 31 foot Dictator sloop, with lines taken from the Newman family's own 31 foot 1904 Robert McLain built sloop **Dictator** #2. These fiberglass Friendships became immensely popular, and his shop produced at least 17 of each, scattered today from Maine to California. Jarvis also owned and restored the 25 foot wooden Friendship **Old Baldy** #57, from which he made his Pemaquid mold.

Jarvis built large power boats as well, teaming up with designers Raymond Bunker (his father-in-law), Ralph Stanley, Royal Lowell and Elliot Spaulding. He sold his boat building business in 1979, and opened a brokerage, selling both new and used boats. In 2016, daughter Kathe Newman Walton bought the business and the property, which still proudly carry the Newman name, brand and reputation.

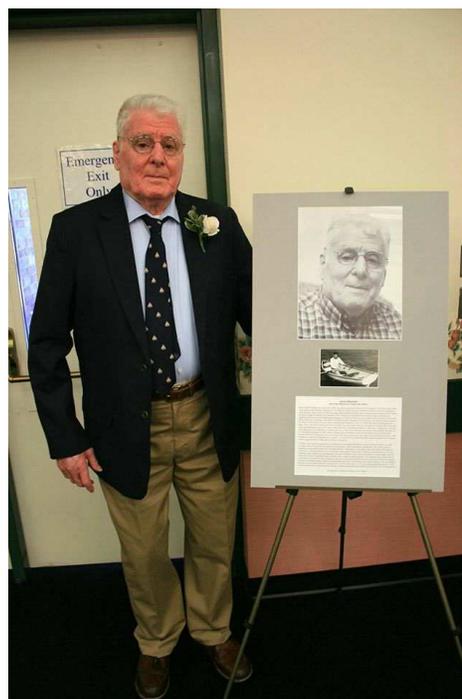
Introducing Diane Huston Fassak

(Continued from Front Page)

When asked about the impact of being the first female Vice Commodore of the FSS, Diane cites legendary women like Betty Roberts, Mary Cronin, Maria Burnham, Ollie Murphy, and her mom, Dorothy Huston, for their generosity, readiness for any event – planned or unplanned -hard work, and welcoming spirits. "These women embodied the meaning of grace and strength, just like Friendship sloops. They were and are the backbone of the organization."

Diane's relationship with FSS Commodore Jeff Cronin, with whom she will be sharing leadership duties, goes back decades. She recalls being commandeered by his father Jack Cronin to help her friend Shelley babysit the younger Cronin pack aboard **Tannis**, little Jeff among them. She has sailed aboard the Cronin's sloop **Tannis** #7, frequently over the years since then, learning much from Jeff's vast sailing experience and calm approach. Diane is pleased to be working alongside him, much as her father Don Huston did with Jack Cronin in those same roles in 1978.

There is no question that her association with Friendship sloops has been pivotal in Diane's life and that of her family. "I think what I have learned most from the 45 years my father sailed **Eagle**, and through our other sailing experiences, is that there is always another move. There is no problem too big that it cannot be solved. Faced with some of life's most trying times, I think: 'we've got this...we rebuild wooden boats; we can do anything!' I believe you learn patience and fortitude having one of these beautiful boats as part of your family". We are indeed fortunate for the next four years to have Diane sharing the helm of our FSS family.



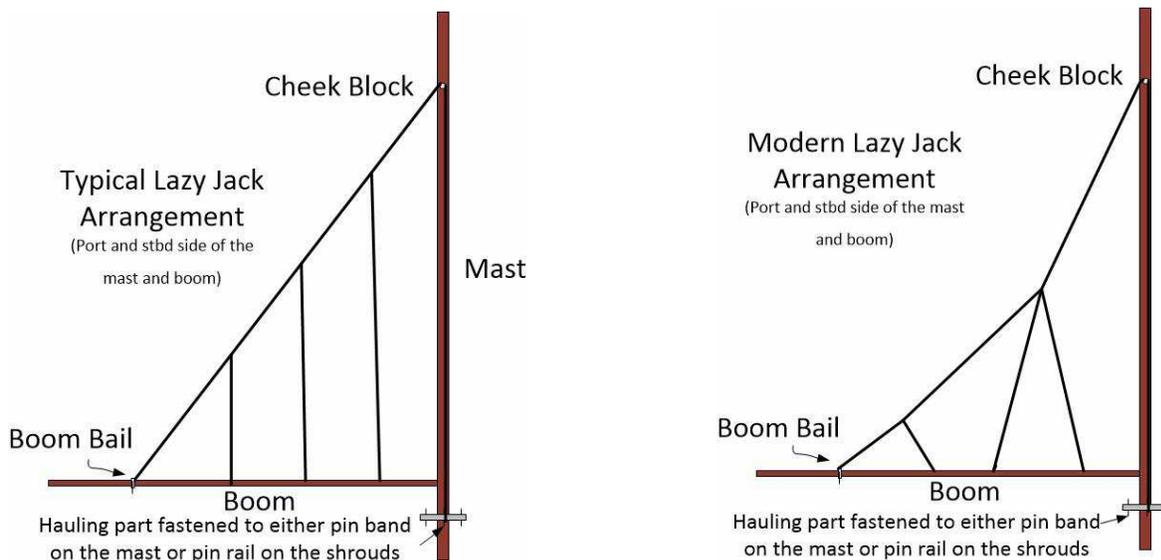
Jarvis Newman receiving the Remember ME Lifetime Achievement Award on April 14th.

Tech Tips: Lazy Jacks and Topping Lifts

By Bill Whitney

One of the greatest consistencies among Friendship sloops are their enduring inconsistencies. Not only do they vary remarkably in length and beam but also in standing and running rigs. While proofreading "Lasting Friendships" prior to publication, I was struck by the subtle variations in the running rigging between vessels that I had not noticed before. Two of these stood out: topping lifts and lazy jacks. Most boats had lazy jacks but topping lifts were noticeably absent on some. That, and a question from our stalwart newsletter editor, got me thinking: Why the difference between such similar boats?

Before getting too far into the discussion, let's define what we are talking about. "Lazy jacks" are the lines fastened at the boom bail band and run through a cheek block on both sides of the mast, just under the spreaders (if rigged for a topmast), or just under the mast hounds where the shrouds cross below the masthead. The falls are normally distributed evenly along the length of the boom, from the boom bail band to the gooseneck, and the hauling parts are cleated to the port and starboard side of the mast band or pin rail.



The modern style lazy jack configuration causes a little less chafe than the traditional version but cannot be used as a topping lift because of the greater angle of pull. However, if bullseyes or miniature blocks are incorporated into the falls they become self adjusting, spreading the load evenly. You can achieve the same thing with the traditional rig but it is somewhat time consuming to adjust each leg individually.

The primary purpose of the lazy jacks is to contain and control the mainsail as it is raised and lowered. Without lazy jacks the sail will fall off the boom, generally get in the way, and make furling a lot more difficult. On some traditional vessels, especially large gaff-rigged schooners such as **Adventure** in Gloucester, MA, the lazy jacks serve the dual purpose of controlling the sail, and acting as the topping lift. Obviously, due to the weight of the boom, they are considerably more robust than those on a Friendship sloop, and are usually rigged with a 4 or 6 part tackle at the trestletrees.

The topping lift also has multiple functions, depending on how the vessel is outfitted, and there are several variations in rigging. In general, the topping lift is rigged from the masthead to the tip, or near the tip, of the boom, and used to lift the boom off the crutch or gallows when raising sail, or for supporting the boom when the gaff is lowered while reefing the sail when already underway. The variations in how the lift is rigged are really dependent on the weight of the boom and the personal preferences of the designer and owner. (See illustrations on the next page)

Small boats with lighter booms can operate quite sufficiently with a single line run between the boom tip and the masthead and through a single-part block or cheek block, either at the masthead or boom tip. In the masthead block configuration, the fixed end is secured to the boom tip and the hauling part is run up through the block and down the mast, secured at the pin band at the bottom of the mast or the fife rail. The boom tip block configuration for the single part topping lift involves securing the fixed end at the masthead, and running the hauling part through a cheek block near the end of the boom, and passing the line forward through fairleads, to cleat it mid-boom or near the forward end of the boom.

On larger boats with heavier booms, the arrangements that seem to prevail are those with multi-part tackle with either masthead or boom end attachment. Most prevalent among the larger Friendships is where the fixed end is fastened at the masthead,

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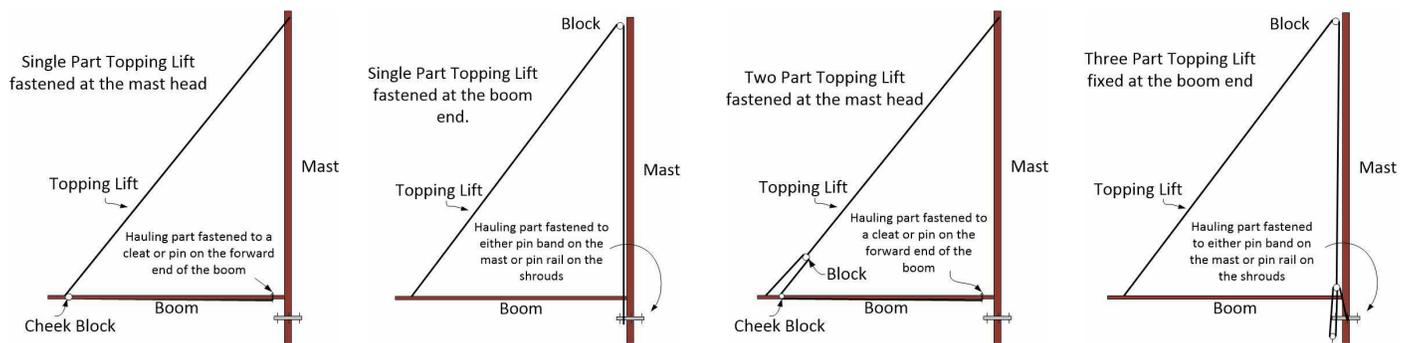


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Tech Tips: Lazy Jacks and Topping Lifts

(Continued From Page 9)

and various tackle arrangements are used at the boom tip to increase the mechanical advantage needed to handle the heavier boom. Two and three part tackle are often used to gain the advantage. **Gaivota**, at 31 feet, was originally rigged without a topping lift and I had to use the lazy jacks to raise the boom off the gallows. That only lasted two years. It's quite a chore for a one-part tackle on a 27' boom and an aging owner! She currently has the topping lift fastened at the masthead and a three-part tackle at the boom aft end. The line passes forward through three fairleads along the boom and is cleated on the starboard boom gooseneck fitting. I like the relative security of handling lines near the shrouds when things get a bit turbulent. Below are a few of the possible topping lift configurations:



All rigging options have their pros and cons. When looking at a rigging system, important considerations are: where do you want to control it from, how strong do you need to be to control it, and how much do you want to spend? Many factors, such as the size and length of the line, size, type and number of blocks needed, and the weight of the boom and everything attached to it (sail, fittings, etc.), can add to the cost and complexity of the installation. The best way, I think, to determine what you need, or want, is to sail on boats with the various rigging options and decide what might work best for you and your boat based on that experience. Of course, another alternative is to just sit in someone else's cockpit sipping on a Tanqueray and tonic, and quizzing the host on his or her preference of rig. This method too, has its drawbacks, but it can be great fun!